
Appendix I
Traffic Impact Study



**TEAL CLUB SPECIFIC PLAN
Traffic and Circulation Study**

City of Oxnard, CA

December 2, 2019

W.O. 2064169300

Prepared By:



111 E. Victoria Street
Santa Barbara, CA 93101
Phone: (805) 963-9532

SUMMARY

Stantec has prepared the following traffic and circulation study for the Teal Club specific Plan. The following section summarizes existing and future traffic conditions, the trip generation estimates for the Proposed Project, and the identified impacts and mitigations for the study-area roadways and intersections.

A total of 25 intersections were selected for analysis in consultation with City of Oxnard Traffic Engineering and Planning staff. Existing intersection turning volumes for the AM and PM peak commute periods were derived from counts collected in May 2018 and October 2019. In addition, vehicle classification counts were completed along Victoria Avenue were used to adjust the peak hour volumes (heavy vehicle adjustment of 2.7% during the AM peak hour and 1.5% during the PM peak hour).

Levels of service were calculated for the study-area intersections based on the Cities of Oxnard and Ventura calculation methodologies ((ICU methodology for signalized intersections and HCM methodology for unsignalized intersections) and Caltrans' calculation methodology (HCM methodology for U.S. Highway 101 Ramps intersections)

Existing Conditions

The existing conditions analysis (Table 2) indicated that the majority of the 25 intersections included in the analysis currently operate at LOS C or better during both peak hours, which is considered acceptable based on City and Caltrans level of service standards. The following intersection operate at LOS D or worse:

5. Victoria Avenue/Doris Avenue
6. Victoria Avenue/Teal Club Road
18. Ventura Road/Beverly Drive

Project-Specific Conditions

The site currently consists 149.6 acres of agricultural uses. The Specific Plan proposes 990 dwelling units at various densities, 12.3 acres of parks and open space, a 132 KSF Business Research Park and 60 KSF of mixed-use commercial in the Urban Village core along Ventura Road. Trip generation estimates for the Teal Club Specific Plan were developed based on the rates presented in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* and SANDAG's *Traffic Generators*, and internal capture rates and pass-by rates contained in ITE's *Trip Generation Handbook*.

Based on these rates, the project is expected to generate 13,570 primary average daily trips (ADT), with 867 primary trips occurring during the AM peak hour and 956 trips occurring during the PM peak hour (Table 4).

Consistent with the 2030 General Plan, frontage improvements include the widening of Ventura Road, Patterson Road, Doris Avenue and Teal Club Road to Local (2-4 lanes) and Primary Arterial (6 lanes) standards. Where these roads are adjacent to the Teal Club Specific Plan project site,

the widening would be required to occur on the Teal Club properties. The frontage improvements and implementation phase are summarized below.

Project Frontage Roadway Segment Improvements

Segment	Improvements	Completion
Ventura Road (north of Doris to south of Teal club)	Full Roadway widening – 6 Lane Primary Arterial	Prior to occupancy of Phase 1
Patterson Road (Project boundary to Teal Club)	Full Roadway widening – 2 Lane Local Arterial	Prior to occupancy of Phase 2
Doris Avenue (Project boundary to Ventura)	Full Roadway widening – 4 lane Local Arterial	Prior to occupancy of Phase 1
Teal Club Road (Ventura to Coronado)	Full Roadway widening - 4 Lane Local Arterial	Prior to occupancy of Phase 1
Teal Club Road (Coronado to Patterson)	Full Roadway widening - 4 Lane Local Arterial	Prior to occupancy of Phase 2

The existing conditions analysis (Tables 6 and 7) indicated that the project would generate project-specific impacts based on City of Oxnard impact thresholds at the following intersections:

- 6. Victoria Avenue/Teal Club Road
- 18. Ventura Road/Beverly Drive

Review of the traffic signal warrants contained in *Chapter 4C. Traffic Control Signal Needs Studies* of the CAMUTCD indicates that the existing plus project volumes would satisfy *Warrant 3 – Peak Hour (70% Factor/Rural)* for both the intersections, which are currently controlled with stop signs.

The Victoria Avenue/Doris Avenue intersection would operate at LOS D during the AM peak hour, however the project addition of V/C 0.01 would not exceed the City’s impact threshold of V/C 0.02.

Cumulative plus Project Conditions

The cumulative analysis (Tables 8 and 9) indicated that the project would generate cumulative impacts based on City of Oxnard impact thresholds at the following intersections:

- 5. Victoria Avenue/Doris Avenue
- 6. Victoria Avenue/Teal Club Road
- 10. Patterson Road/Doris Avenue
- 18. Ventura Road/Beverly Drive

Improvement measures to mitigate the cumulative impacts were developed and are discussed on Page 34 and Table 13 of the report. The project's proportionate share to the mitigations are also provided.

Buildout plus Project Conditions

The buildout analysis indicated that the project would generate buildout impacts based on City of Oxnard impact thresholds at the following intersections:

- 4. Victoria Avenue/Gonzales Road
- 11. Patterson Road/Teal Club Road
- 17. Ventura Road/Doris Avenue
- 18. Ventura Road/Beverly Drive

Improvement measures to mitigate the buildout impacts were developed and are discussed on Page 36 and Table 14 of the report. The project's proportionate share to the mitigations are also provided.

The table below summarizes the levels of service for the impacted intersections before and after mitigation.

Mitigated Intersection Levels of Service

Intersection	Mitigation	AM Peak Hour ICU/LOS	PM Peak Hour ICU/LOS	Project Proportionate Share
Existing + Project Conditions				
5. Victoria Ave/Doris Ave	1. 3 rd NB through lane 2. 3 rd SB through lane	0.62/LOS B	0.58/LOS A	40%
6. Victoria Ave/Teal Club Rd	1. Traffic signal	0.80/LOS C	0.77/LOS C	100%
18. Ventura Rd/Beverly Dr	1. Traffic signal 2. NB LT lane 3. 3 rd NB through lane 4. 3 rd SB through lane	0.60/LOS A	0.67/LOS B	100%
Cumulative + Project Conditions				
5. Victoria Ave/Doris Ave	1. 3 rd NB through lane 2. 3 rd SB through lane	0.67/LOS B	0.59/LOS A	40%
6. Victoria Ave/Teal Club Rd	1. Traffic signal 2. 3 rd NB through lane 3. 3 rd SB through lane	0.61/LOS B	0.59/LOS A	23%
10. Patterson Rd/Doris Ave	1. Traffic signal 2. LT lane + shared TH/RT lane on all approaches	0.71/LOS C	0.41/LOS A	21%
18. Ventura Rd/Beverly Dr	1. Traffic signal 2. NB LT lane 3. 3 rd NB through lane 4. 3 rd SB through lane	0.61/LOS B	0.68/LOS B	100%

Intersection	Mitigation	AM Peak Hour ICU/LOS	PM Peak Hour ICU/LOS	Project Proportionate Share
Buildout + Project Conditions				
4. Victoria Ave/Gonzales Rd	1. 3 rd NB through lane 2. 3 rd SB through lane 3. WB shared TH/RT lane	0.69/LOS B	0.77/LOS C	10%
11. Patterson Rd/Teal Club Rd	1. Traffic signal	0.40/LOS A	0.26/LOS A	17%
17. Ventura Rd/Doris Ave	1. EB LT lane + through lane + shared TH/RT lane 2. EB LT lane + through lane + shared TH/RT lane	0.76/LOS C	0.79/LOS C	33%
18. Ventura Rd/Beverly Dr	1. Traffic signal 2. NB LT lane 3. 3 rd NB through lane 4. 3 rd SB through lane	0.59/LOS A	0.68/LOS B	100%

TABLE OF CONTENTS

Introduction	1
Project Description	1
Study Methodology	1
Traffic Analysis Scenarios	1
Level of Service Criteria	1
Level of Service Calculation Methodology	4
Existing Conditions	5
Roadway Network	5
Alternative Transportation	6
Existing Intersection Operations	6
Project Specific Conditions	10
Traffic Impact Thresholds	10
Project Trip Generation and Distribution	11
Project Frontage Roadway improvements	12
Existing plus Project Intersection Operations	14
Cumulative Conditions	21
Street Network improvements	21
Cumulative Traffic Volumes	21
Cumulative plus Project Intersection Operations	22
Buildout Conditions	27
Buildout Traffic Volumes	27
Buildout plus Project Intersection Operations	27
Project Site Access	33
Mitigation Measures	33
Project Specific Mitigations	33
Cumulative Mitigations	34
Buildout Mitigations	36
Congestion Management Program (CMP) Analysis	37
Teal Club Specific Plan EIR Project Alternatives	37
Reduced Intensity Alternative	37
Phase 1 Development Only Alternative	38
South of Teal Club Road Annexed Land	38

LIST OF TABLES

Table 1: Intersection Level of Service Criteria	4
Table 2: Existing Intersection Levels of Service	9
Table 3: Project Trip Generation Rates	11
Table 4: Project Trip Generation	12
Table 5: Project Frontage Roadway Segment Improvements	13
Table 6: AM Peak Hour - Existing plus Project Intersection Levels of Service	19
Table 7: PM Peak Hour - Existing plus Project Intersection Levels of Service	20
Table 8: AM Peak Hour - Cumulative plus Project Intersection Levels of Service	25
Table 9: PM Peak Hour - Cumulative plus Project Intersection Levels of Service	26
Table 10: AM Peak Hour - Buildout plus Project Intersection Levels of Service	31
Table 11: PM Peak Hour - Buildout plus Project Intersection Levels of Service	32
Table 12: Project Specific Mitigated Intersection Levels of Service	34
Table 13: Cumulative plus Project Mitigated Intersection Levels of Service	35
Table 14: Buildout plus Project Mitigated Intersection Levels of Service	36
Table 15: Reduced Intensity Alternative Trip Generation	38
Table 16: Phase 1 Development Only Alternative Trip Generation	38
Table 17: Oxnard Traffic Model TAZ 15 Trip Generation Summary	40

TABLE OF EXHIBITS

Exhibit 1: Existing Street Network and Project Location	2
Exhibit 2: Conceptual Site Plan	3
Exhibit 3: Existing Intersection Geometries	7
Exhibit 4: Existing AM and PM Peak Hour Intersection Volumes	8
Exhibit 5: Project trip Distribution Percentages	15
Exhibit 6: Project AM and PM Peak Hour Intersection Volumes	16
Exhibit 7: Project Specific Intersection Geometries	17
Exhibit 8: Existing + Project AM and PM Peak Hour Intersection Volumes	18
Exhibit 9: Cumulative AM and PM Peak Hour Intersection Volumes	23
Exhibit 10: Cumulative + Project AM and PM Peak Hour Intersection Volumes	24
Exhibit 11: Buildout Intersection Geometries	28
Exhibit 12: Buildout AM and PM Peak Hour Intersection Volumes	29
Exhibit 13: Buildout + Project AM and PM Peak Hour Intersection Volumes	30

TECHNICAL APPENDIX

Appendix 1 – AM and PM Peak Hour Intersection Counts
Appendix 2 – Project and Project Alternatives Trip Generation Worksheets
Appendix 3 – Cumulative Projects List and Trip Generation Worksheet
Appendix 4 – City of Oxnard 2030 General Plan Circulation Diagram
Appendix 5 – Intersection Level of Service Calculation Worksheets
Appendix 6 – Proportionate Share Calculation Worksheets
Appendix 7 – Traffic Signal Warrant Worksheets

INTRODUCTION

Stantec has prepared the following traffic and circulation study for the Teal Club specific Plan. The traffic and circulation study provides an assessment of the existing and future traffic conditions within the study area, determines the trip generation and trip distribution for the proposed development, evaluates the potential traffic impacts to the vicinity roadways and intersections, and provides feasible mitigations where applicable. A discussion of the site access and circulation plan is also provided.

PROJECT DESCRIPTION

Exhibit 1 shows the location of the Teal Club Specific Plan in the City of Oxnard. The site currently consists 149.6 acres of agricultural uses. The Specific Plan proposes 990 dwelling units at various densities, 12.3 acres of parks and open space, a 132 KSF Business Research Park and 60 KSF of mixed-use commercial in the Urban Village core along Ventura Road. Exhibit 2 illustrates the conceptual site plan. The proposed school site located on approximately 25 acres in the northwest corner of the Specific Plan area is processed separately by the Oxnard School District and is not included in the proposed project.

Access is proposed via two new connections to Doris Avenue, four connections to Teal Club Road and one connection on Ventura Road opposite Beverly Drive. Frontage improvements include construction of Patterson Road, Doris Avenue, Teal Club Road and Ventura Road to General Plan arterial standards.

STUDY METHODOLOGY

Traffic Analysis Scenarios

Pursuant to CEQA and City traffic impact study requirements, The traffic analysis includes the following traffic scenarios:

- Existing Conditions
- Existing plus Project Conditions
- Cumulative (Existing plus approved and pending projects) Conditions
- Cumulative + Project Conditions
- Buildout Conditions

Level of Service Criteria

The traffic analysis focuses on key intersections within the study area during the AM and PM commute periods, when peak traffic volumes typically occur. A level of service (LOS) ranking scale is used to identify the operating condition at intersections. This scale compares traffic volumes to intersection capacity and assigns a letter value to this relationship. The letter scale ranges from A to F with LOS A representing free flow conditions and LOS F representing congested conditions. The level of service criteria are summarized in Table 1.

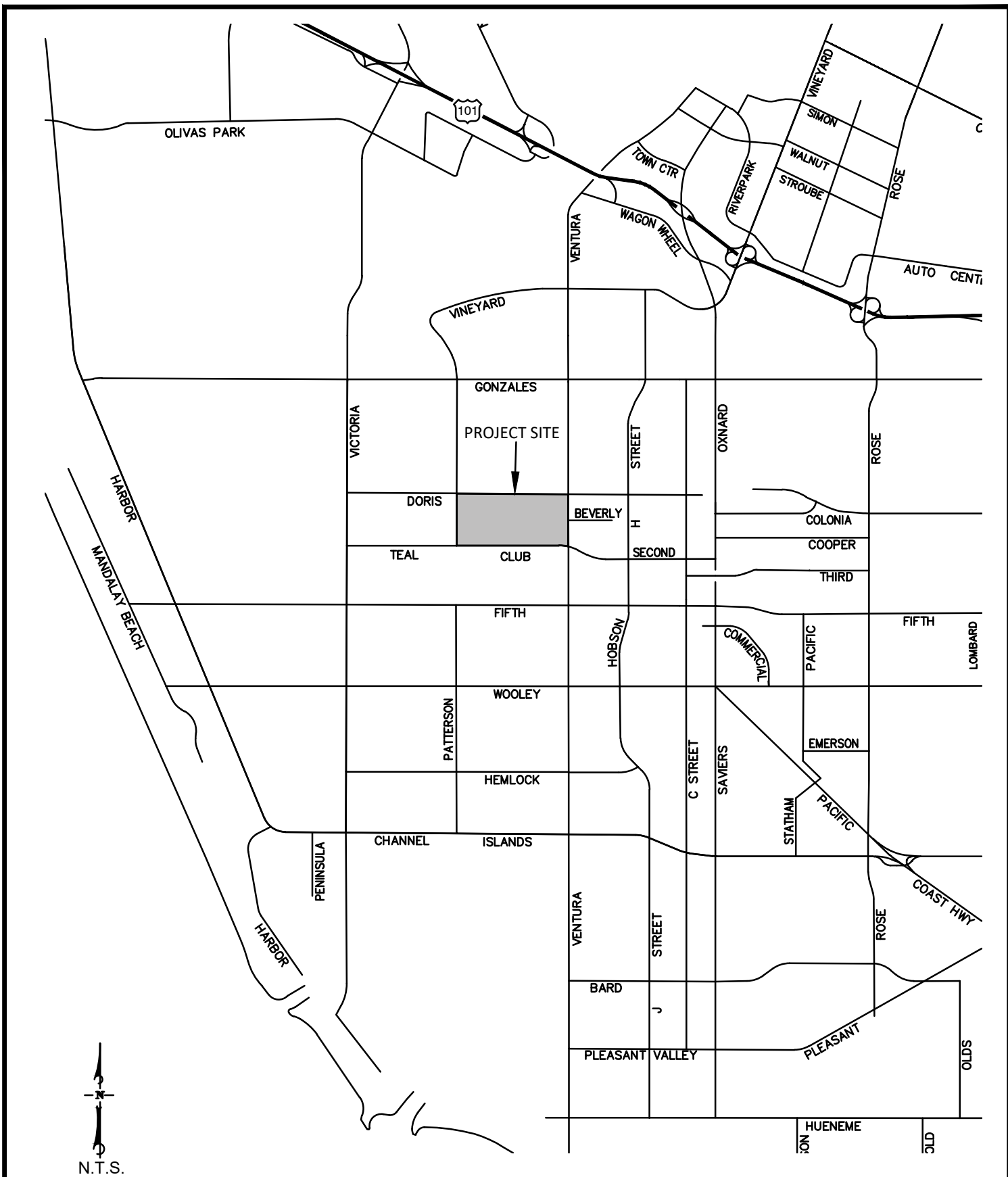


EXHIBIT 1
 STUDY AREA STREET NETWORK
 AND PROJECT LOCATION



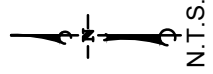
111 East Victoria Street, Santa Barbara, CA 93101
 Phone: (805) 963-9532 Fax: (805) 966-9801



TEAL CLUB SPECIFIC PLAN

TEAL CLUB ROAD

Stantec
 111 East Victoria Street, Santa Barbara, CA 93101
 Phone: (805) 963-9532 Fax: (805) 966-9801



**EXHIBIT 2
 CONCEPTUAL SITE PLAN**

**Table 1
Intersection Level of Service Criteria**

LOS	Signalized Intersections (V/C Ratio)	Signalized Intersections (Sec. of Delay)	Unsignalized Intersections (Sec. of Delay)	Definition
A	< 0.60	≤ 10	≤ 10	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	0.61 – 0.70	> 10 and ≤ 20	> 10 and ≤ 15	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	0.71- 0.80	> 20 and ≤ 35	> 15 and ≤ 25	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases is experienced.
D	0.81 – 0.90	> 35 and ≤ 55	> 25 and ≤ 35	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	0.91 – 1.00	> 55 and ≤ 80	> 35 and ≤ 50	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	> 1.00	> 80	> 50	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal

Source: Highway Capacity Manual, 6th Edition.

The City of Oxnard considers LOS C or better acceptable for intersection operations, with LOS D acceptable at the following intersections only:

- Oxnard Boulevard with Gonzales Road;
- Oxnard Boulevard with Vineyard Avenue;
- Rose Avenue with Gonzales Road;
- Wooley Road with Oxnard Blvd/Saviers Rd (Five Points) and;
- Wooley Road with C Street.

The City of Ventura considers LOS D as acceptable. Caltrans has established the cusp of the LOS C/D range as the target level of service standard for State Highway facilities.

Level of Service Calculation Methodology

City of Oxnard. Pursuant to *Oxnard Traffic Study Guidelines*, the Intersection Capacity Utilization (ICU) Methodology was used to determine levels of service for signalized intersections, and the results are shown as a volume-to-capacity (V/C) ratio. The City's minimum V/C ratio for left-turns is V/C 0.05 and the minimum V/C ratio for the through movement is V/C 0.07. Level of service for the unsignalized intersections in the study area were calculated using the methodologies outlined in the Highway Capacity Manual (HCM)¹ and the results are presented as seconds of delay. Levels of service for unsignalized intersections were calculated using *HCS software*².

Caltrans. Levels of service for State intersections were analyzed based on the HCM methodologies. Intersection levels of service were calculated using Synchro³ software, which

¹ Highway Capacity Manual, 6th Edition: A Guide for Multi-Modal Mobility Analysis, Transportation Research Board, 2016.

² Highway Capacity Software 7, McTrans, 2016.

³ Synchro plus SimTraffic 10, Trafficware Ltd., 2018.

implements the HCM methodology to determine intersection levels of service, control delays and queue lengths for each approach.

EXISTING CONDITIONS

Roadway Network

The roadway system in the study area is comprised of a network of freeways, arterials and collectors. The study area roadway network is shown in Exhibit 3 and a brief description of the major components is provided below.

U.S. Highway 101 (U.S. 101) extends along the Pacific Coast between Los Angeles and San Francisco. Within the City of Oxnard, the six to eight-lane freeway is the principal route between Oxnard and the cities of Ventura and Santa Barbara to the north, and the cities of Camarillo, Thousand Oaks and Los Angeles to the south. Regional access from U.S. Highway 101 to the project site is provided via the interchanges with Victoria Avenue, Ventura Road and Oxnard Boulevard.

Oxnard Boulevard This street is one of the principal entrances to Oxnard. It is also the principal north-south access to the Central Area, and continues southerly through the "Five Points" intersection to southeast commercial and residential areas. Its location in the center of the City has led to its functioning as a primary arterial. North of the Ventura Freeway it terminates as a collector street in the River Park residential development.

Fifth Street is the principal east-west street serving the Central Business District of the City and the mid-City region on both the east and west sides of Oxnard. Fifth Street functions as a secondary arterial except for the segments from Victoria Avenue to H Street and Oxnard Boulevard to Rose Avenue, which presently function as primary arterials.

Gonzales Road is a main east-west thoroughfare that serves the central and north-central portions of the City of Oxnard. This roadway presently extends from Harbor Boulevard to Rice Avenue. Gonzales Road serves as a primary arterial over its length except from Victoria Avenue to Harbor Boulevard, where it functions as a local arterial. Primary arterials have a recommended right-of-way width of 120 feet. This can be larger based on landscaping requirements of the specific plan.

Patterson Road: This local arterial, which has a gap at the Oxnard Airport, provides access to residential neighborhoods in the northwest and southwest areas of Oxnard. In addition, Patterson Road provides access to the Oxnard Airport, the City of Port Hueneme and the U.S. Navy Construction Battalion Center.

Teal Club Road is a local two-lane arterial that will provide direct access to the project site. The roadway will be improved to secondary arterial standards.

Ventura Road: This four- to six-lane north-south primary arterial provides access to the west side of the City. To the south, the road serves the City of Port Hueneme, the U.S. Navy Construction Battalion Center, and, to a lesser degree, the current Hueneme Road industrial area. Ventura Road also extends north of Vineyard Avenue, and terminates in the Riverpark area.

Victoria Avenue is four-lane north-south arterial street in west Oxnard, which provides a crossing of the Santa Clara River for connection with the County Government Center in east Ventura. The southern terminus is in the Silver Strand area.

Wooley Road is a major east-west thoroughfare that provides access to the residential community in the southwest portion of the City, to the central area of Oxnard, and to the Central Industrial Area. This road functions as a secondary arterial but is affected by the presence of the rail lines belonging to the Ventura County Railway as well as operational limitations of the "Five Points" intersection.

Doris Avenue is a three-lane east-west local arterial with one eastbound lane and two westbound lanes adjacent to the project site. The intersections with Victoria Avenue and Ventura Road are signalized, all other intersections are controlled with stop signs on the side streets.

Alternative Transportation

Public Transit. Bus service in the project vicinity is provided by Gold Coast Transit Routes 19, 20, and 21. Route 19 and 20 travel along Gonzales Road, Victoria Avenue, and 5th Street. Route 21 travels along Victoria Avenue.

Vista routes provide regional transit connection with service from Oxnard to Ventura, Santa Barbara and UCSB to the north, and service along SR 34, SR 126 and U.S. Highway 101 to all cities in Ventura County, and the San Fernando Valley.

Bicycle Network. Class II bicycle lanes are provided on Patterson Road north of Doris Avenue and on westbound Doris Avenue. Pursuant to the City's *Bicycle & Pedestrian Master Plan*⁴, construction of the Teal Club Specific Plan will result in provision of Class II bike lanes on Patterson Road, Doris Avenue, Teal Club Road and Ventura Road adjacent to the Specific Plan area.

Existing Intersection Operations

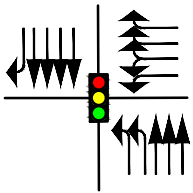
A total of 25 intersections were selected for analysis in consultation with City of Oxnard Traffic Engineering and Planning staff. Existing intersection turning volumes for the AM and PM peak commute periods (7am to 9am and 4pm to 6pm) were derived from counts collected in May 2018 and October 2019. In addition, vehicle classification counts were completed along Victoria Avenue to determine the percentage of heavy trucks and busses in the traffic stream. The classification counts were used to adjust the peak hour volumes (heavy vehicle adjustment of 2.7% during the AM peak hour and 1.5% during the PM peak hour).

Intersection turning counts are included in the Technical Appendix for reference. The existing lane geometry and control for the intersections within the study area are shown in Exhibit 3 and the AM and PM peak hour volumes are illustrated in Exhibit 4.

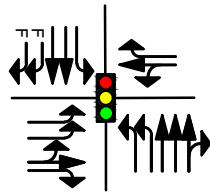
Levels of service were calculated for the study-area intersections based on the level of service methodology outlined previously. The existing intersection levels of service are summarized in Table 2.

⁴ Final City of Oxnard Bicycle & Pedestrian Facilities Master Plan, City of Oxnard, February 2011.

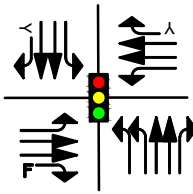
1. Victoria & US 101 NB



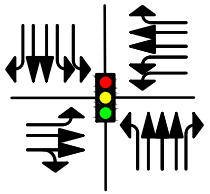
2. Victoria & Valentine



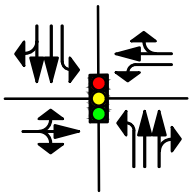
3. Victoria & Olivas Park



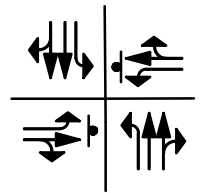
4. Victoria & Gonzales



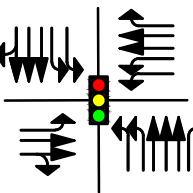
5. Victoria & Doris



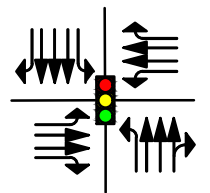
6. Victoria & Teal Club



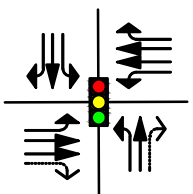
7. Victoria & Fifth



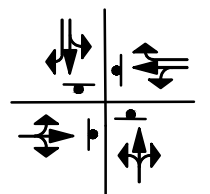
8. Victoria & Wooley



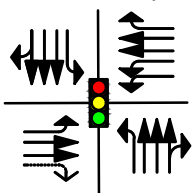
9. Patterson & Gonzales



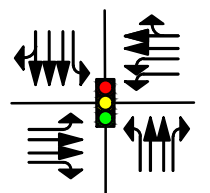
10. Patterson & Doris



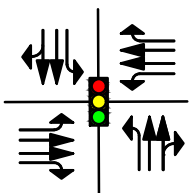
15. Ventura & Vineyard



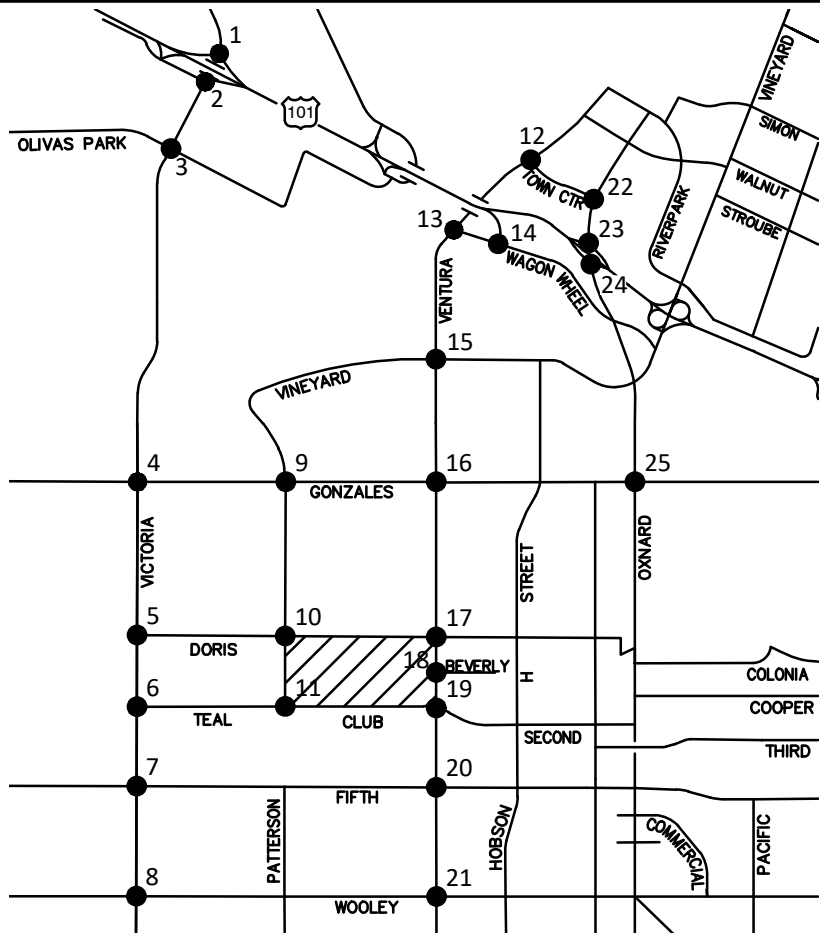
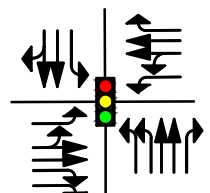
16. Ventura & Gonzales



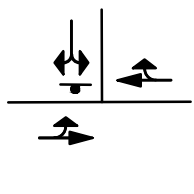
21. Ventura & Wooley



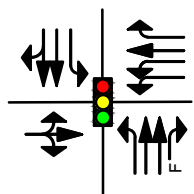
22. Oxnard & Town Center



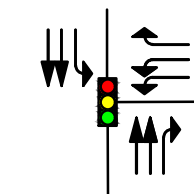
11. Patterson & Teal Club



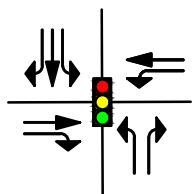
12. Ventura & Town Center



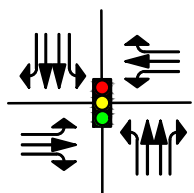
13. Ventura & Wagon Wheel



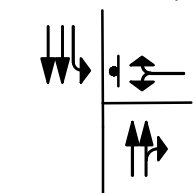
14. Ventura & US 101 SB



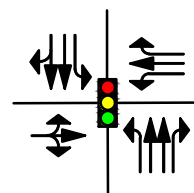
17. Ventura & Doris



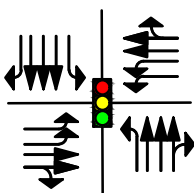
18. Ventura & Beverly



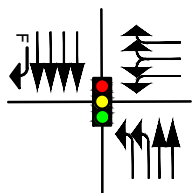
19. Ventura & Teal Club/Second



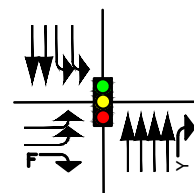
20. Ventura & Fifth



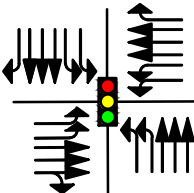
23. Oxnard & US 101 NB



24. Oxnard & US 101 NB



25. Oxnard & Gonzales



LEGEND

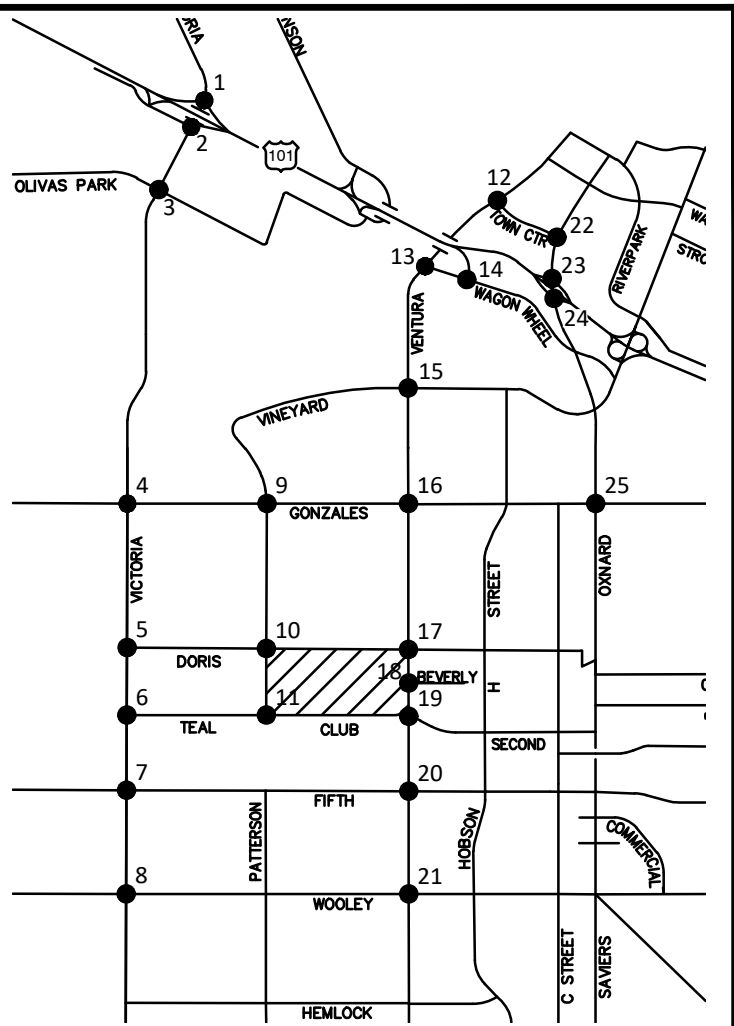
-  - Traffic Signal
-  - Stop Sign
-  - De-facto Right-Turn Lane
-  - Free Right-Turn Lane
-  - Yield Right-Turn Lane



111 East Victoria Street, Santa Barbara, CA 93101
 Phone: (805) 963-9532 Fax: (805) 966-9801

EXHIBIT 3
 EXISTING INTERSECTION GEOMETRIES

1	2	3
4	5	6
7	8	9
10	11	12
13	14	15
16	17	18
19	20	21
22	23	24
25		



16	17	18
19	20	21
22	23	24



111 East Victoria Street, Santa Barbara, CA 93101
 Phone: (805) 963-9532 Fax: (805) 966-9801

LEGEND

XX(CXX) - AM(PM) Peak Hour Volume

↙ - Traffic Movement

EXHIBIT 4
EXISTING AM AND PM PEAK HOUR
INTERSECTION VOLUMES

**Table 2
Existing Intersection Peak Hour Levels of Service**

Intersection	Control	AM Peak Hour		PM Peak Hour	
		ICU V/C Ratio	HCM Delay	ICU V/C Ratio	HCM Delay
1. Victoria Ave/U.S. 101 NB Ramps (CT)	Signal	-	21.4/LOS C	-	20.4/LOS C
2. Victoria Ave/Valentine Rd (Ven)	Signal	0.55/LOS A	-	0.68/LOS B	-
3. Victoria Ave/Olivas Park Rd (Ven)	Signal	0.70/LOS B	-	0.72/LOS C	-
4. Victoria Ave/Gonzales Rd	Signal	0.74/LOS C	-	0.75/LOS C	-
5. Victoria Ave/Doris Ave	Signal	0.82/LOS D	-	0.78/LOS C	-
6. Victoria Ave/Teal Club Rd	TWSC	-	>50.0/LOS F	-	>50.0/LOS F
7. Victoria Ave/Fifth St	Signal	0.67/LOS B	-	0.53/LOS A	-
8. Victoria Ave/Wooley Rd	Signal	0.65/LOS B	-	0.60/LOS A	-
9. Vineyard Ave/Gonzales Rd	Signal	0.60/LOS A	-	0.44/LOS A	-
10. Patterson Rd/Doris Ave	AWSC	-	13.2/LOS B	-	10.5/LOS B
11. Patterson Rd/Teal Club Rd	TWSC	-	10.2/LOS B	-	9.9/LOS A
12. Ventura Rd/Town Center Dr	Signal	0.30/LOS A	-	0.45/LOS A	-
13. Ventura Rd/Wagon Wheel Dr	Signal	0.53/LOS A	-	0.50/LOS A	-
14. Wagon Wheel Dr /U.S. 101 SB Off (CT)	Signal	-	7.6/LOS A	-	7.0/LOS A
15. Ventura Rd/Vineyard Dr	Signal	0.47/LOS A	-	0.48/LOS A	-
16. Ventura Rd/Gonzales Rd	Signal	0.63/LOS B	-	0.65/LOS B	-
17. Ventura Rd/Doris Ave	Signal	0.76/LOS C	-	0.76/LOS C	-
18. Ventura Rd/Beverly Dr	TWSC	-	29.7/LOS D	-	44.9/LOS E
19. Ventura Rd/Teal Club Rd	Signal	0.74/LOS C	-	0.75/LOS C	-
20. Ventura Rd/Fifth St	Signal	0.63/LOS B	-	0.62/LOS B	-
21. Ventura Rd/Wooley Rd	Signal	0.74/LOS C	-	0.71/LOS C	-
22. Oxnard Blvd/Town Center Dr	Signal	0.53/LOS A	-	0.52/LOS A	-
23. Oxnard Blvd/U.S. 101 NB Ramps (CT)	Signal	-	22.2/LOS C	-	26.9/LOS C
24. Oxnard Blvd/U.S. 101 SB Ramps (CT)	Signal	-	18.8/LOS B	-	19.5/LOS B
25. Oxnard Blvd/Gonzales Rd	Signal	0.65/LOS B	-	0.68/LOS B	-

Bolded values exceed LOS Standard.

TWSC: two-way stop control.

All intersections controlled by City of Oxnard except:

AWSC: all-way stop control.

(CT): Caltrans controlled intersection.

(Ven): City of Ventura controlled intersection.

Caltrans intersections and unsignalized intersections analyzed using the HCM methodology. LOS determined by vehicle delay in seconds.

As shown, the majority of intersections currently operate at LOS C or better during both peak hours, which is considered acceptable based on City and Caltrans level of service standards. The intersections of Victoria Avenue with Doris Avenue and Teal Club Road, and the Ventura Road/Beverly Drive intersection currently operate below the City's LOS C standard.

PROJECT SPECIFIC CONDITIONS

Traffic Impact Thresholds

City of Oxnard. The City has adopted level of service C as the threshold of significance for intersections during environmental review.

The City of Oxnard's criteria for evaluating project impacts at intersections is based upon the change in volume-to-capacity ratio attributable to the project. The City of Oxnard has adopted the following guidelines to prepare a traffic study and determine a project's effects on intersections (per City Resolution No. 10,453);

Traffic studies shall include a list of intersections where the project will worsen the Intersection Capacity Utilization (ICU) numeric value of Level of Service (LOS) by V/C 0.02 or more. This ICU list shall include intersections projected to be at LOS C with background traffic (existing plus approved plus pending projects) and LOS D, E, or F with background traffic plus project generated traffic.

At intersections where the project increases the ICU by .02 to .039, a list shall be prepared that identifies the improvements necessary to mitigate the identified project impact. City staff will then determine the amount of participation from the project for the necessary improvements. The developer shall mitigate the project's impacts to the circulation system by:

- (A) Construction of all master-planned facilities within the project area, consisting of half the master planned roadways abutting the project area, plus one lane. "Roadways" include related improvements, such as sidewalks, curbs, gutters, and drainage facilities. "Project Area" means the area shown on the approved plans.
- (B) Construction of all improvements necessary to mitigate impacts to intersections that the ICU list shows will be worsened by .02 or more (subject to mitigation fee limit).

The City of Oxnard Public Works Division collects traffic impact fees based on project generated traffic that would impact roadways within the City's jurisdiction. Standard conditions of permit issuance initiate collection of these fees for all projects within the City of Oxnard, regardless of whether the project is a private or a public project.

Caltrans. Caltrans has established the cusp of the LOS C/D range as the target level of service standard for State Highway intersections. If an existing State Highway facility is operating at less than the target LOS, the existing Measure of Effectiveness (MOE) should be maintained.

Project Trip Generation and Distribution

Trip Generation Rates. Trip generation estimates for the Teal Club Specific Plan were developed based on the rates presented in the Institute of Transportation Engineers *Trip Generation Manual*⁵ for Land Use #210 – Single Family Residence, Land Use #220 – Multi-Family Housing (Low-Rise) and Land Use #710 – General Office, and rates contained in SANDAG's *Traffic Generators*⁶ for Neighborhood Commercial, and Community Park. Table 3 lists the ITE and SANDAG trip generation rates.

**Table 3
Project Trip Generation Rates**

Land Use	Land Use Code	Trip Rate				
		ADT	AM		PM	
			In	Out	In	Out
SFD	210	9.44	0.185	0.555	0.630	0.360
Multi-Family (Low-Rise)	220	7.32	0.106	0.354	0.353	0.207
Neighborhood Commercial	SANDAG	120.00	2.880	1.920	6.000	6.000
Business Park/R&D	710	9.74	0.998	0.162	0.184	0.966
Community Park	SANDAG	20.00	0.400	0.400	0.800	0.800
Neighborhood Park	SANDAG	5.00	0.100	0.100	0.200	0.200

Internal Capture (Mixed-Use) Trips. The trip generation rates above assume that each project component is a stand-alone land use. Due to the mix of land uses proposed on the site, a portion of the trips generated by the project would remain internal to the site and not enter the external roadway network. ITE's *Trip Generation Handbook*⁷ defines a multi-use development as a "real estate project that consists of two or more ITE land use classifications between which trips are made without using the off-site road system." The project's internal trips were determined based on the recommended procedure presented in *NCHRP Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*⁸. The internal capture calculation worksheets are included in the Technical Appendix for reference.

Pass-By Trips. A portion of external trips to the commercial land uses proposed along Ventura Road would be "pass-by trips", meaning trips that are already on the adjacent road system and simply stop at the site on their way to or from another (primary) destination. The pass-by trips would be attracted from traffic already traveling on Ventura Road, which offer direct access to the site. Pass-by trips are therefore not new to the immediate vicinity of the site.

Based on ITE's *Trip Generation Handbook Appendix E – Database on Pass-By, Diverted and Primary Trips*, the pass-by rate for commercial is 34% of the external PM peak hour trips, and a 10% pass-by rate was applied to the average daily trips and AM peak hour trips.

⁵ Trip Generation Manual, Institute of Transportation Engineers, 10th Edition, 2017.

⁶ Traffic Generators, San Diego Association of Governments, 2002.

⁷ Trip Generation Handbook, Institute of Transportation Engineers, 3rd Edition, 2017.

⁸ NCHRP Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments. Washington, DC: Transportation Research Board, 2011.

As shown in Table 4, the project is expected to generate 13,570 primary average daily trips (ADT), with 867 primary trips occurring during the AM peak hour and 956 trips occurring during the PM peak hour.

**Table 4
Project Trip Generation**

Land Use	SF/DU	Land Use Code	Trips						
			ADT	AM			PM		
				In	Out	Total	In	Out	Total
SFD	220	210	2,077	41	122	163	139	79	218
Multi-Family (Low-Rise)	770	220	5,636	82	273	355	272	159	431
Neighborhood Commercial	60,000	SANDAG	7,200	173	115	288	360	360	720
Business Park/R&D	132,000	710	1,286	132	21	153	24	128	152
Community Park	17.8	SANDAG	356	7	7	14	14	14	28
<i>Sub Total</i>			16,555	434	538	972	809	740	1,549
<i>Internal Trips</i> ¹			2,483	31	45	76	206	191	397
<i>External Trips</i>			14,072	403	493	896	603	549	1,152
<i>Pass-by Trips</i> ²			502	17	12	29	107	89	196
Total Primary Trips			13,570	386	481	867	496	460	956

¹ Internal capture per NCHRP 8-51/ITE Internal Capture, includes transit use.

² Pass-by trips limited to existing traffic volumes on Ventura Rd that are attracted to the retail component.

Project Trip Distribution. Project trips were distributed and assigned to the local street network based on modeled select zone volumes from the Oxnard Traffic Model, as developed for the project site for the *Teal Club Specific Plan – IER Traffic Impact Study (Stantec, 2015)*. The distribution percentages and project-added traffic volumes are shown in Exhibits 5 and 6, respectively.

Project Frontage Roadway Improvements

Frontage Improvements. Consistent with the 2030 General Plan, the local area roadway system adjacent to the site (Ventura Road, Patterson Road, Doris Avenue and Teal Club Road) will be widened to Local (2-4 lanes) and Primary Arterial (6 lanes) standards. Where these roads are adjacent to the Teal Club Specific Plan project site, the widening would be required to occur on the Teal Club properties.

Ventura Road will be built out to a 6-lane Primary Arterial, with the project improvement limits starting north of Doris Avenue and ending south of Teal Club Road. Included in the widening of Ventura Road, the project has planned for multiple bus pull-out locations on southbound and northbound lanes as well as on-street bike lane striping. The addition of bus stops on southbound and northbound lanes would help provide public transit options to serve the residents of the Teal Club Specific Plan development. This may require a partial realignment of the entire right of way (ROW) to create room for bus stops on the east side of Ventura Road, unless a suitable design alternative is feasible.

Teal Club Road is currently a 2-lane rural road and is programmed to be built up to 2-lane local arterial standards between Victoria Avenue and Patterson Road, and to secondary arterial standards between Patterson Road and Oxnard Boulevard. The preferred lane configuration for

the secondary arterial would be two travel lanes and a Class II bike lane in each direction divided by a raised median, Widening of Teal Club Road to local arterial and secondary arterial standards would improve roadway operations to accommodate the increase in traffic volume as a result of the proposed project.

Patterson Road between Doris Avenue and Teal Club Road is also programmed to be built out to a local arterial with a cross section similar to Teal Club Road. It is noted that Patterson Road north of Doris Avenue has a 16-foot wide planted median, and this treatment could also be an option for Patterson Road between Doris Avenue and Teal Club Road.

Doris Avenue between Patterson Road and Ventura Road was resurfaced in July 2014. As a result of that resurfacing, westbound Doris Avenue was striped with 2 lanes plus a bicycle lane and a planted median with street lights between Coronado Place and Waverly Court. The City would prefer to see this median treatment continuous between Ventura Road and Patterson Road and the lanes match for the eastbound direction. The cross section would be two travel lanes and a Class II bike lane in each direction divided by a raised median.

The future roadway widening of Doris Avenue and Teal Club Road between Patterson Road and Victoria Avenue (to local arterial standards) should be planned based on future development in the area (including the adjacent Oxnard School District school site), for which the Teal Club Specific Plan project would pay its proportionate share to the cost of roadway widening. Based on the required mitigation improvements needed at each project completion phase, Table 5 summarizes the full build out of the local roadway network.

**Table 5
Project Frontage Roadway Segment Improvements**

Segment	Improvements	Completion
Ventura Road (north of Doris to south of Teal club)	Full Roadway widening – 6 Lane Primary Arterial	Prior to occupancy of Phase 1
Patterson Road (Project boundary to Teal Club)	Full Roadway widening – 2 Lane Local Arterial	Prior to occupancy of Phase 2
Doris Avenue (Project boundary to Ventura)	Full Roadway widening – 4 lane Local Arterial	Prior to occupancy of Phase 1
Teal Club Road (Ventura to Coronado)	Full Roadway widening - 4 Lane Local Arterial	Prior to occupancy of Phase 1
Teal Club Road (Coronado to Patterson)	Full Roadway widening - 4 Lane Local Arterial	Prior to occupancy of Phase 2

Teal Club Road between Patterson Road and Victoria Avenue. Teal Club Road is currently a 20-foot wide rural road consisting of two travel lanes without shoulders and a ditch running along the north side of the roadway. The roadway segment currently carries approximately 1,800 vehicles per day. Under existing plus project conditions, the segment would carry approximately 3,100 vehicles per day. The existing two-lane roadway would accommodate the existing plus project daily traffic volume (ADT), however the rural characteristics of the roadway (narrow cross section and lack of shoulders) presents operational concerns for any additional non-agricultural traffic. The roadway segment is programmed to be built up to 2-lane local arterial standards

between Victoria Avenue and Patterson Road⁹. Prior to full buildout to local arterial standards, the roadway segment could be widened to 12-foot travel lanes and 8-foot shoulders/Class II bike lanes.

Existing plus Project Intersection Operations

Project generated traffic was added to the existing peak hour traffic volumes and levels of service were recalculated for existing plus project conditions assuming the proposed frontage improvements (construction of Patterson Road, Doris Avenue, Teal Club Road and Ventura Road to General Plan arterial standards). These would result in increased capacity at the Patterson Road/Teal Club Road intersection and the intersections of Ventura Road with Doris Avenue, Beverly Drive and Teal Club Road, by adding turning lanes and through lanes at intersection approaches. The intersection geometries under project-specific conditions are shown in Exhibit 7.

Project frontage improvements also include the signalization of the Ventura Road/Beverly Drive intersection, which serves as the main access point to the commercial portion of the specific plan. The existing plus project peak hour volumes would satisfy *Warrant 3 – Peak Hour* contained in the CAMUTCD¹⁰, indicating the need for a traffic signal at the intersection. However, the project-specific analysis assumes that the intersection remains controlled by stop signs on Beverly Drive.

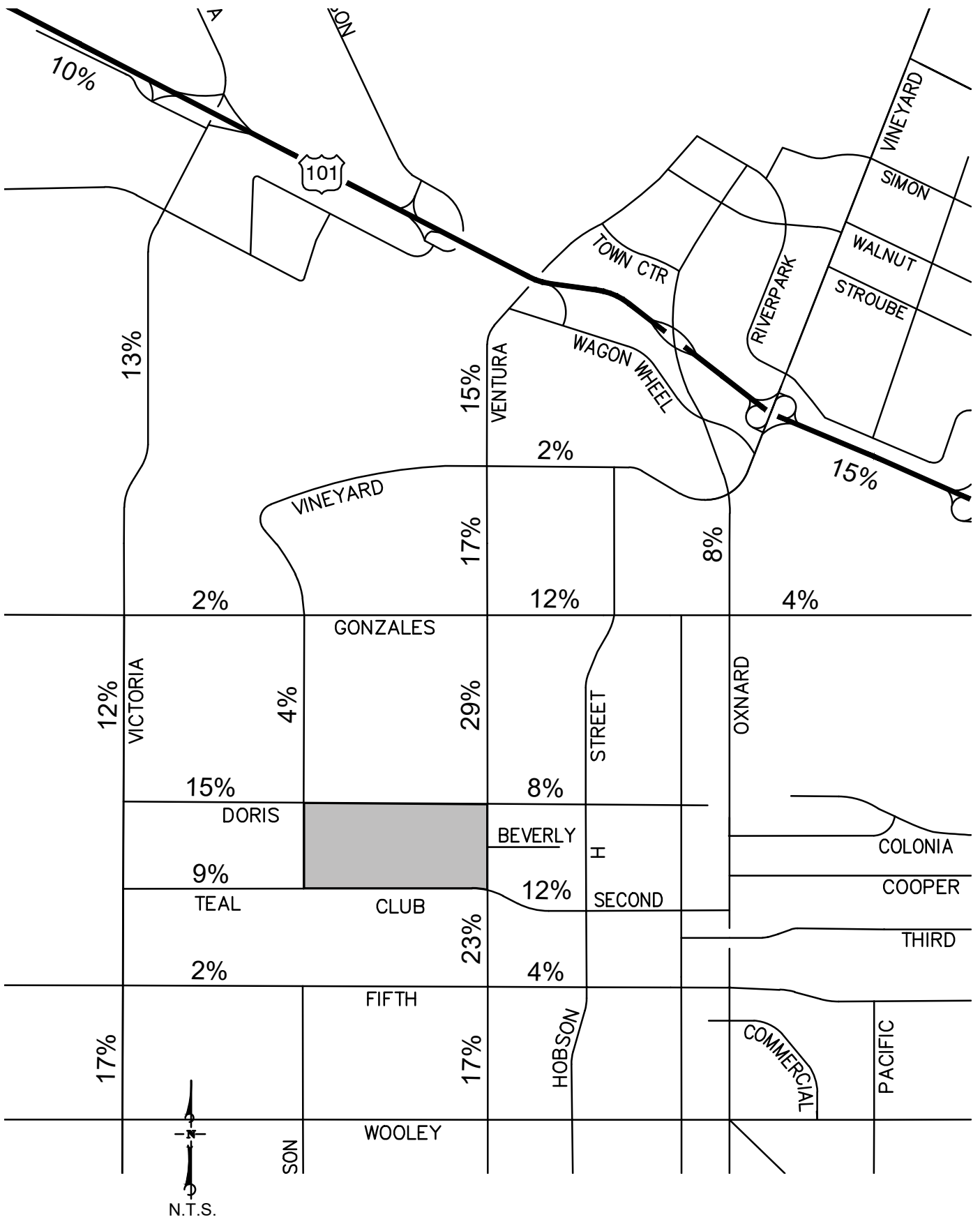
The existing plus project traffic volumes are illustrated in Exhibit 8 and Tables 6 and 7 summarize the level of service calculations. As shown in Table 6, the project would generate project-specific impacts based on City of Oxnard impact thresholds at the following intersections:

- 6. Victoria Avenue/Teal Club Road
- 18. Ventura Road/Beverly Drive

Mitigation measures for these two intersections are discussed in the Mitigations section of this report. The Victoria Avenue/Doris Avenue intersection would operate at LOS D during the AM peak hour. While the project addition of V/C 0.01 would not exceed the City's impact threshold of V/C 0.02, mitigations for this intersection are also included in the Mitigations section.

⁹ City of Oxnard 2030 General Plan Circulation Diagram, City of Oxnard, revised 06/14/2011.

¹⁰ California Manual on Uniform Traffic Control Devices, 2014 Edition, Revision 2 (April 7, 2017).

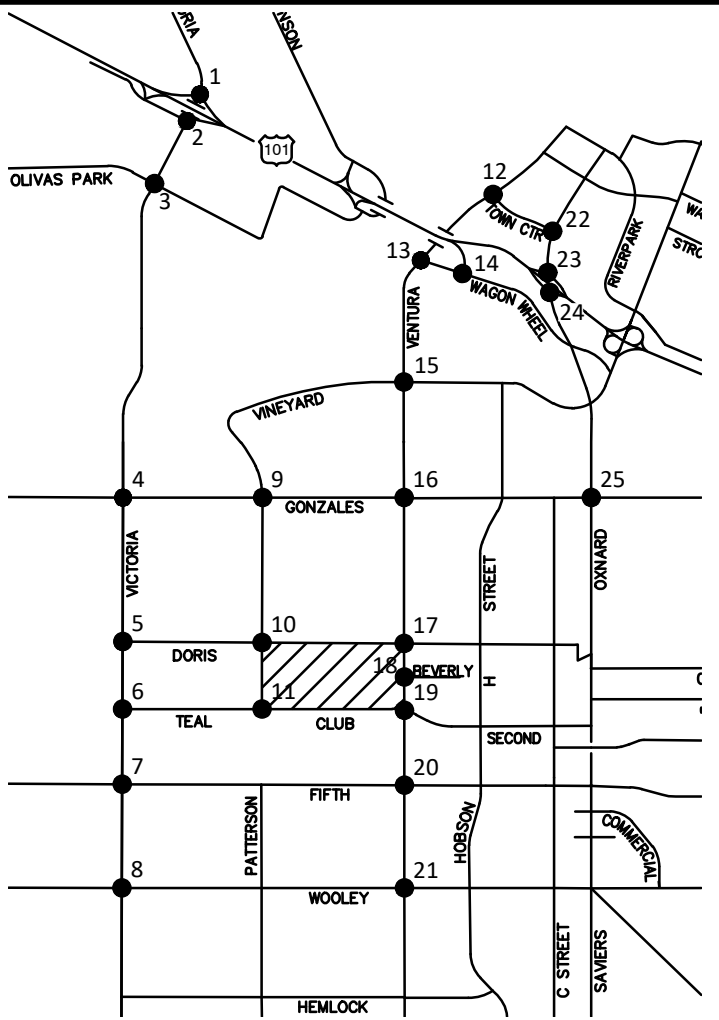
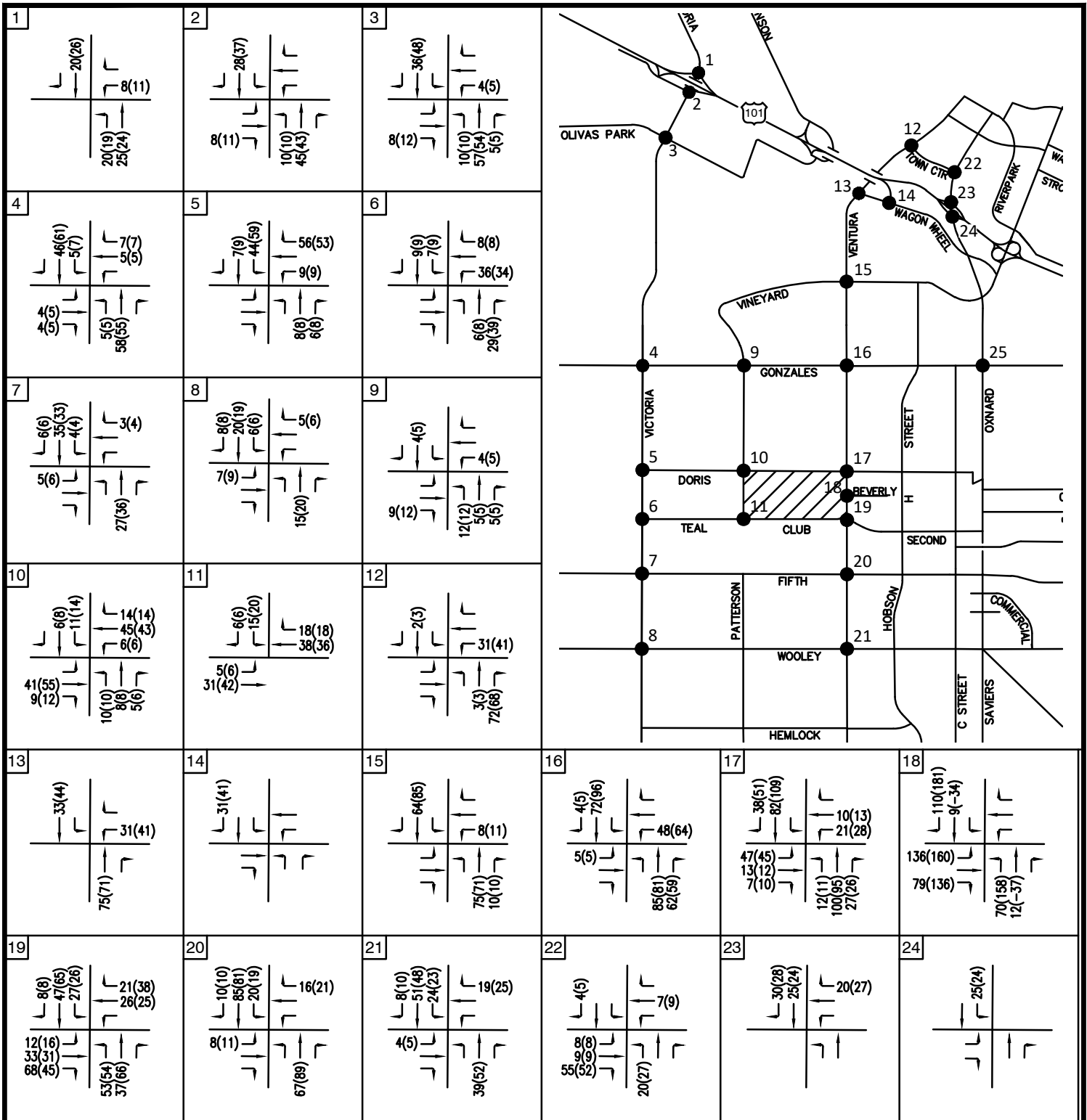


111 East Victoria Street, Santa Barbara, CA 93101
 Phone: (805) 963-9532 Fax: (805) 966-9801

LEGEND

25% - Trip Distribution Percentage

EXHIBIT 5
 PROJECT TRIP DISTRIBUTION
 PERCENTAGES



LEGEND

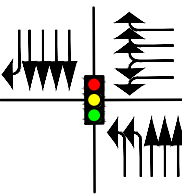
- XX(CXX) - AM(PM) Peak Hour Volume
- ↔ - Traffic Movement



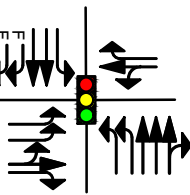
111 East Victoria Street, Santa Barbara, CA 93101
 Phone: (805) 963-9532 Fax: (805) 966-9801

EXHIBIT 6
PROJECT AM AND PM PEAK HOUR
INTERSECTION VOLUMES

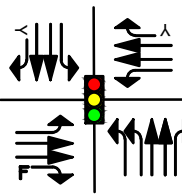
1. Victoria & US 101 NB



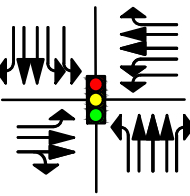
2. Victoria & Valentine



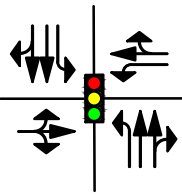
3. Victoria & Olivas Park



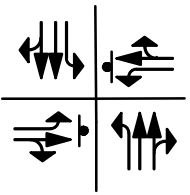
4. Victoria & Gonzales



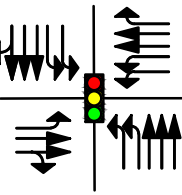
5. Victoria & Doris



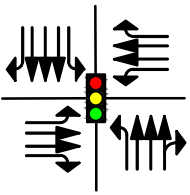
6. Victoria & Teal Club



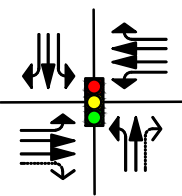
7. Victoria & Fifth



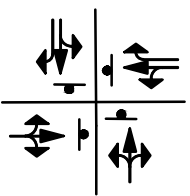
8. Victoria & Wooley



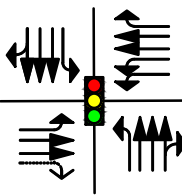
9. Patterson & Gonzales



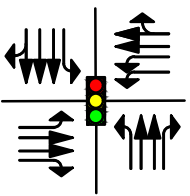
10. Patterson & Doris



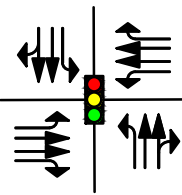
15. Ventura & Vineyard



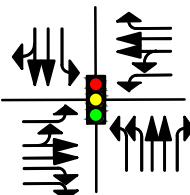
16. Ventura & Gonzales



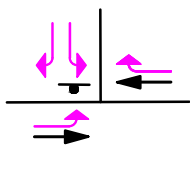
21. Ventura & Wooley



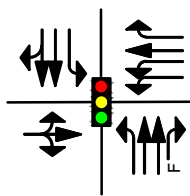
22. Oxnard & Town Center



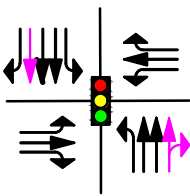
11. Patterson & Teal Club



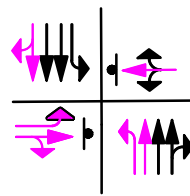
12. Ventura & Town Center



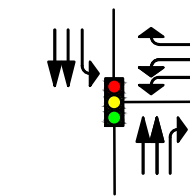
17. Ventura & Doris



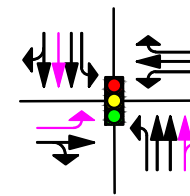
18. Ventura & Beverly



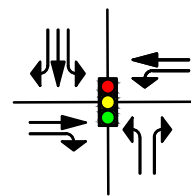
13. Ventura & Wagon Wheel



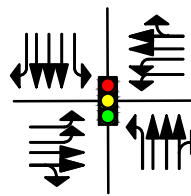
19. Ventura & Teal Club/Second



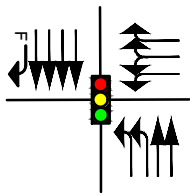
14. Ventura & US 101 SB



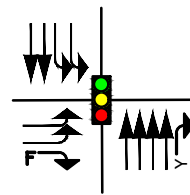
20. Ventura & Fifth



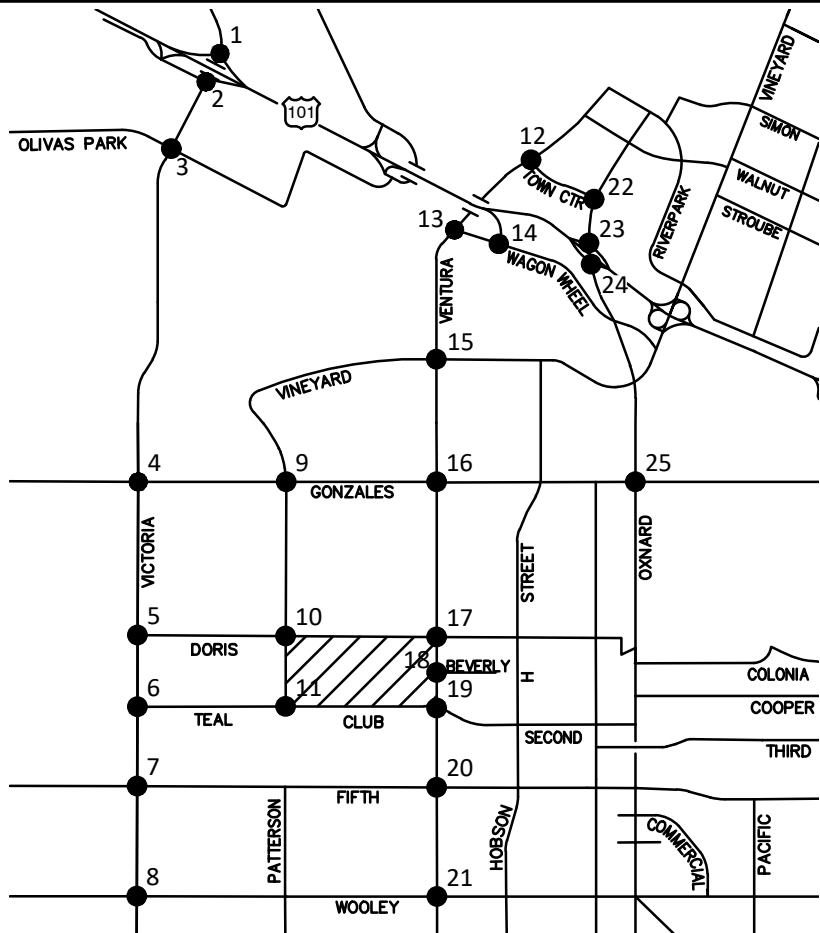
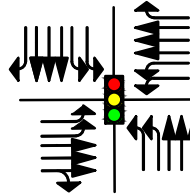
23. Oxnard & US 101 NB



24. Oxnard & US 101 NB



25. Oxnard & Gonzales



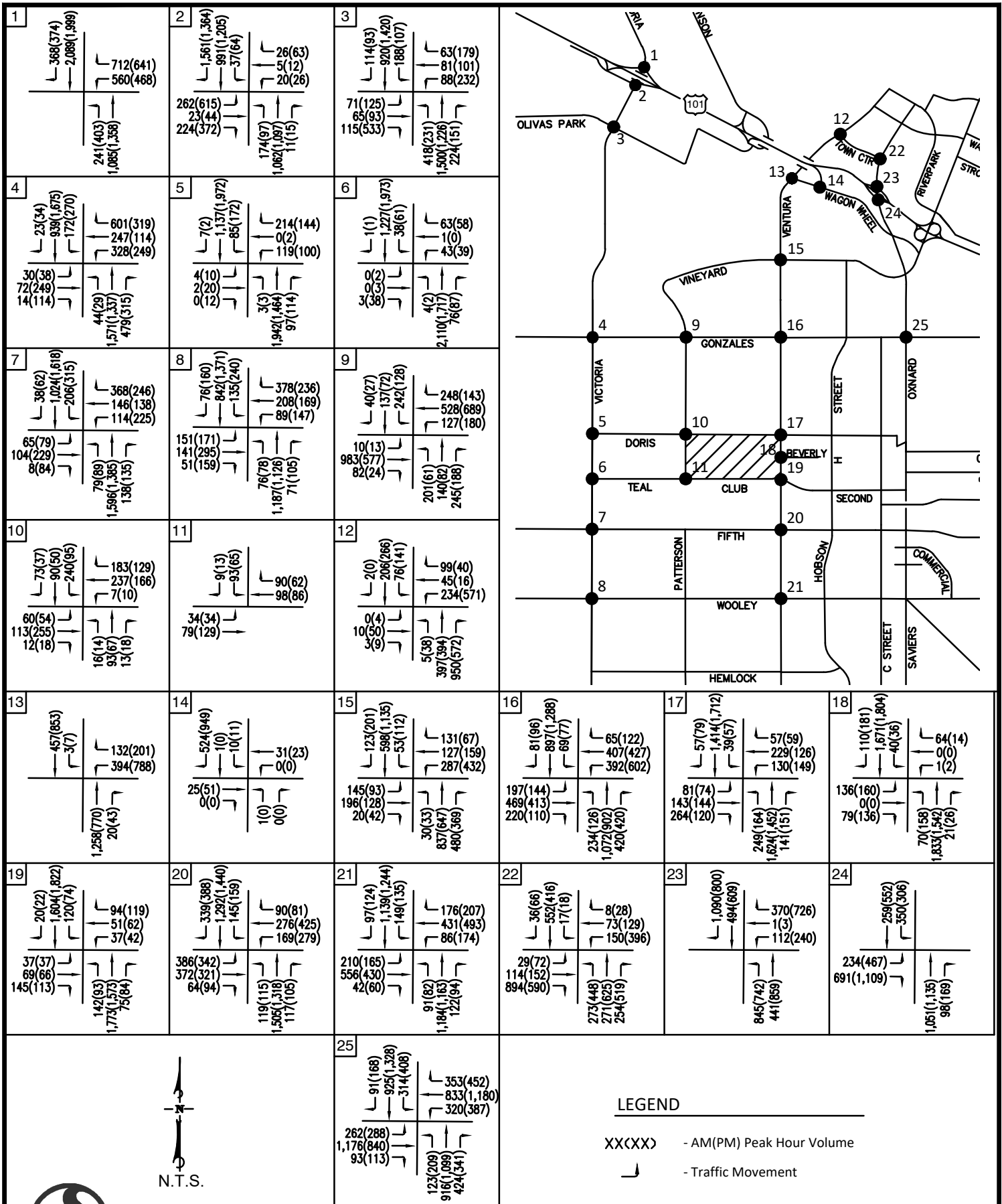
LEGEND

-  - Traffic Signal
-  - Stop Sign
-  - De-facto Right-Turn Lane
-  - Free Right-Turn Lane
-  - Yield Right-Turn Lane



111 East Victoria Street, Santa Barbara, CA 93101
 Phone: (805) 963-9532 Fax: (805) 966-9801

EXHIBIT 7
 PROJECT-SPECIFIC
 INTERSECTION GEOMETRIES



111 East Victoria Street, Santa Barbara, CA 93101
 Phone: (805) 963-9532 Fax: (805) 966-9801

EXHIBIT 8
EXISTING + PROJECT
AM AND PM PEAK HOUR INTERSECTION VOLUMES

Table 6
AM Peak hour
Existing plus Project Intersection Levels of Service

Intersection	AM Peak Hour		V/C or Delay Increase	Impact?
	Existing ICU - HCM/LOS	Existing + Project ICU - HCM/LOS		
1. Victoria Ave/U.S. 101 NB Ramps	21.4/LOS C	21.5/LOS C	0.1 sec.	No
2. Victoria Ave/Valentine Rd	0.55/LOS A	0.57/LOS A	0.02	No
3. Victoria Ave/Olivas Park Rd	0.70/LOS B	0.72/LOS C	0.02	No
4. Victoria Ave/Gonzales Rd	0.74/LOS C	0.77/LOS C	0.03	No
5. Victoria Ave/Doris Ave	0.82/LOS D	0.83/LOS D	0.01	No
6. Victoria Ave/Teal Club Rd	>50.0/LOS F	>50.0/LOS F	n/a	Yes
7. Victoria Ave/Fifth St	0.67/LOS B	0.68/LOS B	0.01	No
8. Victoria Ave/Wooley Rd	0.65/LOS B	0.66/LOS B	0.01	No
9. Vineyard Ave/Gonzales Rd	0.60/LOS A	0.61/LOS B	0.01	No
10. Patterson Rd/Doris Ave	13.2/LOS B	15.5/LOS C	2.3 sec.	No
11. Patterson Rd/Teal Club Rd ¹	10.2/LOS B	10.5/LOS B	0.3 sec.	No
12. Ventura Rd/Town Center Dr	0.30/LOS A	0.31/LOS A	0.01	No
13. Ventura Rd/Wagon Wheel Dr	0.53/LOS A	0.56/LOS A	0.03	No
14. Wagon Wheel Dr /U.S. 101 SB Off	7.6/LOS A	7.6/LOS A	0.0 sec.	No
15. Ventura Rd/Vineyard Dr	0.47/LOS A	0.48/LOS A	0.01	No
16. Ventura Rd/Gonzales Rd	0.63/LOS B	0.65/LOS B	0.02	No
17. Ventura Rd/Doris Ave ¹	0.76/LOS C	0.66/LOS B	n/a	No
18. Ventura Rd/Beverly Dr ¹	29.7/LOS D	>50.0/LOS F	>21.3 sec.	Yes
19. Ventura Rd/Teal Club Rd ¹	0.74/LOS C	0.65/LOS B	n/a	No
20. Ventura Rd/Fifth St	0.63/LOS B	0.66/LOS B	0.03	No
21. Ventura Rd/Wooley Rd	0.74/LOS C	0.76/LOS C	0.02	No
22. Oxnard Blvd/Town Center Dr	0.53/LOS A	0.54/LOS A	0.01	No
23. Oxnard Blvd/U.S. 101 NB Ramps	22.2/LOS C	22.5/LOS C	0.3 sec.	No
24. Oxnard Blvd/U.S. 101 SB Ramps	18.8/LOS B	18.9/LOS B	0.1 sec	No
25. Oxnard Blvd/Gonzales Rd	0.65/LOS B	0.65/LOS B	0.00	No

¹ Project frontage improvement: intersection widening and geometry improvements under project-specific conditions.

Table 7
PM Peak hour
Existing plus Project Intersection Levels of Service

Intersection	PM Peak Hour		V/C or Delay Increase	Impact?
	Existing ICU - HCM/LOS	Existing + Project ICU - HCM/LOS		
1. Victoria Ave/U.S. 101 NB Ramps	20.4/LOS C	20.5/LOS C	0.1 sec.	No
2. Victoria Ave/Valentine Rd	0.68/LOS B	0.69/LOS B	0.01	No
3. Victoria Ave/Olivas Park Rd	0.72/LOS C	0.74/LOS C	0.02	No
4. Victoria Ave/Gonzales Rd	0.75/LOS C	0.78/LOS C	0.03	No
5. Victoria Ave/Doris Ave	0.78/LOS C	0.79/LOS C	0.01	No
6. Victoria Ave/Teal Club Rd	>50.0/LOS F	>50.0/LOS F	n/a	Yes
7. Victoria Ave/Fifth St	0.53/LOS A	0.54/LOS A	0.01	No
8. Victoria Ave/Wooley Rd	0.60/LOS A	0.60/LOS A	0.00	No
9. Vineyard Ave/Gonzales Rd	0.44/LOS A	0.44/LOS A	0.00	No
10. Patterson Rd/Doris Ave	10.5/LOS B	12.5/LOS B	2.0 sec.	No
11. Patterson Rd/Teal Club Rd ¹	9.9/LOS A	10.4/LOS B	0.5 sec.	No
12. Ventura Rd/Town Center Dr	0.45/LOS A	0.46/LOS A	0.01	No
13. Ventura Rd/Wagon Wheel Dr	0.50/LOS A	0.54/LOS A	0.04	No
14. Wagon Wheel Dr /U.S. 101 SB Off	7.0/LOS A	7.0/LOS A	0.0 sec.	No
15. Ventura Rd/Vineyard Dr	0.48/LOS A	0.51/LOS A	0.03	No
16. Ventura Rd/Gonzales Rd	0.65/LOS B	0.69/LOS B	0.04	No
17. Ventura Rd/Doris Ave ¹	0.76/LOS C	0.65/LOS B	n/a	No
18. Ventura Rd/Beverly Dr ¹	44.9/LOS E	>50.0/LOS F	n/a	Yes
19. Ventura Rd/Teal Club Rd ¹	0.75/LOS C	0.59/LOS A	n/a	No
20. Ventura Rd/Fifth St	0.62/LOS B	0.67/LOS B	0.05	No
21. Ventura Rd/Wooley Rd	0.71/LOS C	0.73/LOS C	0.02	No
22. Oxnard Blvd/Town Center Dr	0.52/LOS A	0.53/LOS A	0.01	No
23. Oxnard Blvd/U.S. 101 NB Ramps	26.9/LOS C	27.3/LOS C	0.4 sec.	No
24. Oxnard Blvd/U.S. 101 SB Ramps	19.5/LOS B	23.2/LOS C	2.7 sec	No
25. Oxnard Blvd/Gonzales Rd	0.68/LOS B	0.70/LOS B	0.02	No

¹ Project frontage improvement: intersection widening and geometry improvements under project-specific conditions.

CUMULATIVE CONDITIONS

The City of Oxnard requires that the study-area intersections are analyzed assuming "background" traffic conditions, which include traffic that could be generated by other developments in the study area. The following section discusses the cumulative (existing conditions plus approved and pending projects) conditions.

Street Network Improvements

Review of roadway or intersection improvements associated with approved projects included in the cumulative analysis and the City's Five-Year Capital Improvement Plan indicates that the following improvements are planned within the study-area.

U.S. 101 Southbound Off-Ramp at Wagon Wheel Road. The *Oxnard Village Specific Plan*¹¹, proposed south of U.S. 101 and west of Oxnard Boulevard, will realign Wagon Wheel Road further south away from U.S. 101 and realign the U.S. 101 Southbound Off-Ramp to intersect with Ventura Road instead of Wagon Wheel Road. The Wagon Wheel Road/U.S. 101 SB Off-Ramp intersection is therefore removed from the cumulative analysis.

Patterson Road and Doris Avenue. The Oxnard School District school complex¹², proposed on the northwest corner of the Teal Club Specific Plan, will widen Patterson Road and Doris Avenue along its frontage to Local Arterial standards. The traffic study completed for the school site also indicated that school traffic would satisfy traffic signal warrants at the Patterson Road/Doris Avenue intersection. However, the following analysis does not assume that a traffic signal is installed under cumulative conditions.

Cumulative Traffic Volumes

Cumulative traffic volumes were developed using a list of pending development projects provided by City staff¹³. In addition, traffic generated by the Oxnard School District school site was added to the cumulative volumes. A map showing the pending projects within the study area is included in the Technical Appendix.

Trip generation estimates were developed for the pending projects based on rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation* for the respective land uses. A trip generation worksheet is also included in the Technical Appendix. The cumulative projects traffic volumes were distributed onto the study-area street network based on each individual project's location, existing traffic patterns, and a general knowledge of the residential and commercial lay-out of the Oxnard area. The cumulative projects AM and PM peak turning volumes were assigned to the study area intersections and added to the existing peak hour volumes. The resulting cumulative peak hour volumes are shown in Exhibit 9 and the cumulative plus project peak hour volumes are illustrated in Exhibit 10.

¹¹ Oxnard Village Specific Plan Traffic Impact Analysis, RBF Consulting, November 2014.

¹² Doris Patterson Educational Facilities Traffic Impact Analysis, Kunzman Associates, November 2017.

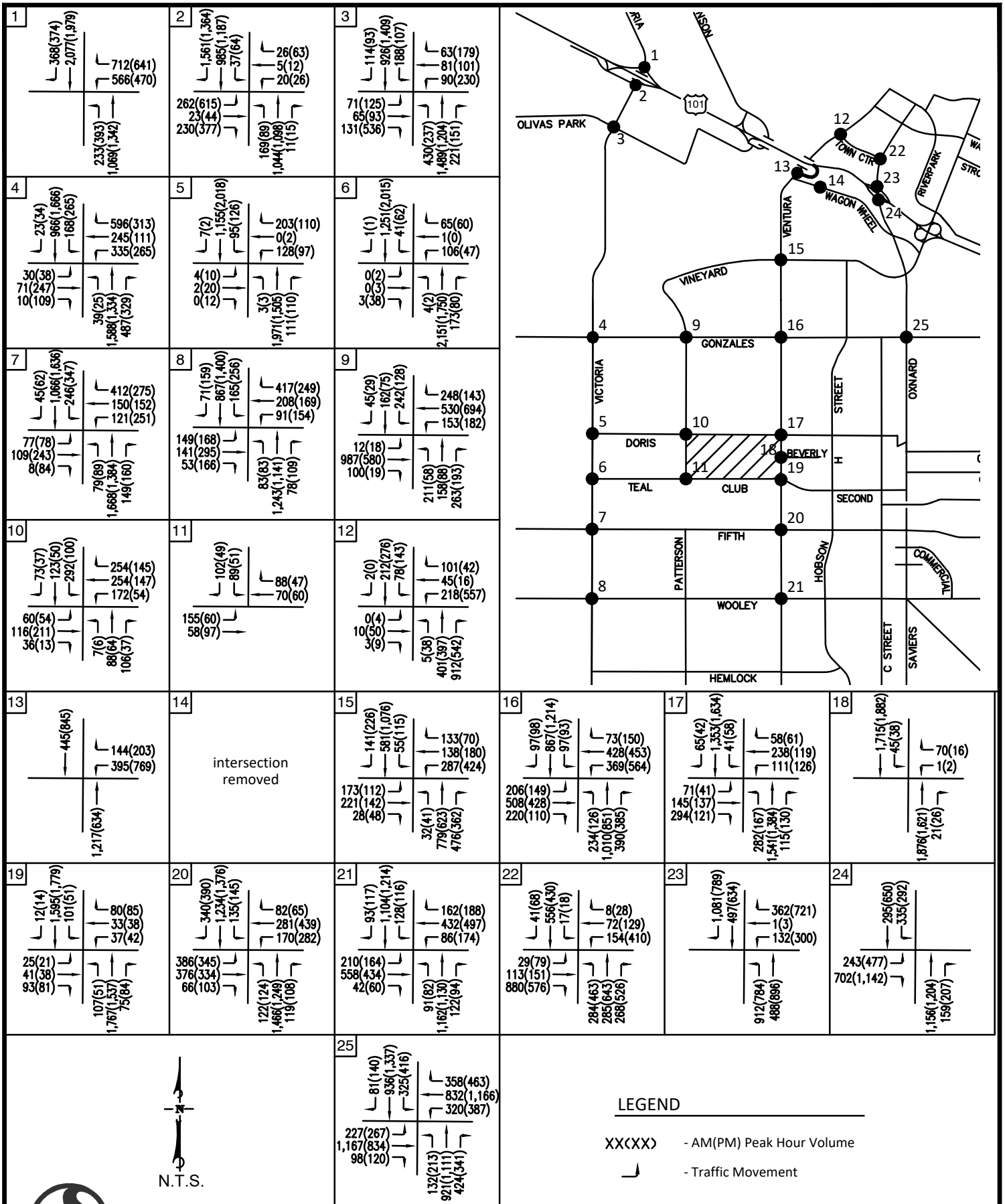
¹³ Planning Division Quarterly Project List, City of Oxnard, April 2018.

Cumulative plus Project Intersection Operations

Intersection levels of service were recalculated assuming cumulative and cumulative traffic conditions. The calculations are summarized in Tables 8 and 9. As shown, the project would generate cumulative impacts based on City of Oxnard impact thresholds at the following intersections:

5. Victoria Avenue/Doris Avenue
6. Victoria Avenue/Teal Club Road
10. Patterson Road/Doris Avenue
18. Ventura Road/Beverly Drive

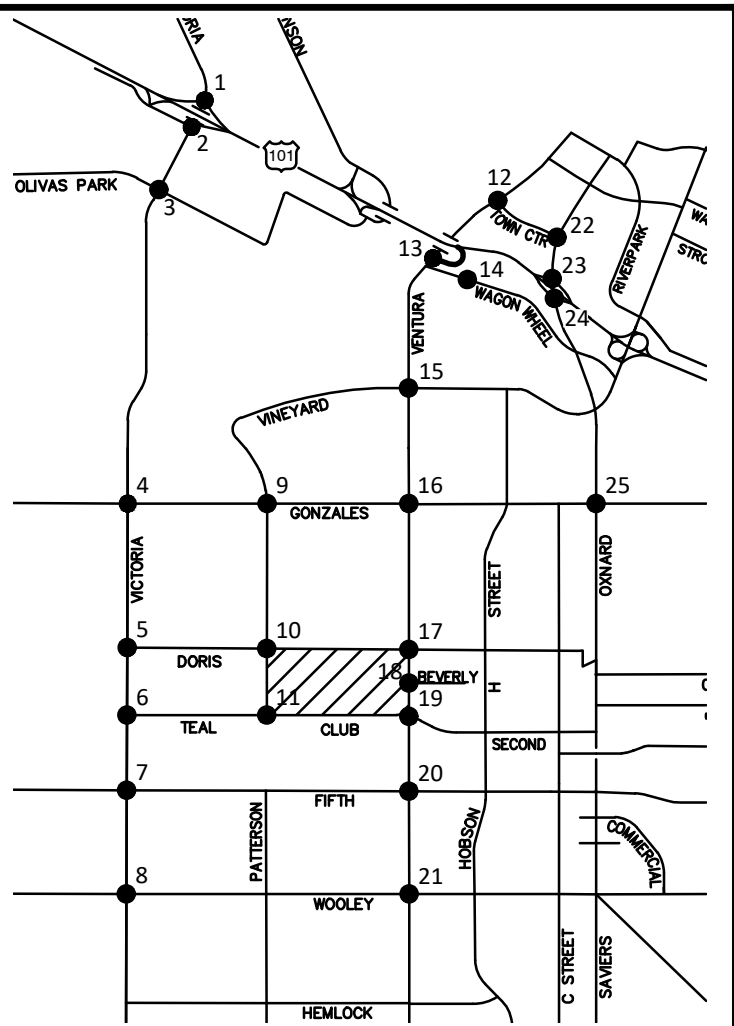
Mitigation measures are discussed in the Mitigations section of this report. Similarly to project-specific conditions, the project frontage improvement to widen Ventura Road to Primary Arterial standards would increase capacity intersections with Doris Avenue, Beverly Drive and Teal Club Road. The project would also reduce delays at the Patterson Road/Teal Club Road intersection under cumulative plus project conditions by adding capacity on the southbound and westbound approaches.



111 East Victoria Street, Santa Barbara, CA 93101
 Phone: (805) 963-9532 Fax: (805) 966-9801

EXHIBIT 9
CUMULATIVE AM AND PM PEAK HOUR
INTERSECTION VOLUMES

1	2	3
4	5	6
7	8	9
10	11	12
13	14	15
16	17	18
19	20	21
22	23	24
25		



LEGEND

XX(XX) - AM(PM) Peak Hour Volume

└─┘ - Traffic Movement



111 East Victoria Street, Santa Barbara, CA 93101
 Phone: (805) 963-9532 Fax: (805) 966-9801

EXHIBIT 10
CUMULATIVE + PROJECT
AM AND PM PEAK HOUR INTERSECTION VOLUMES

Table 8
AM Peak hour
Cumulative plus Project Intersection Levels of Service

Intersection	AM Peak Hour		V/C or Delay Increase	Impact?
	Cumulative ICU - HCM/LOS	Cumulative + Project ICU – HCM/LOS		
1. Victoria Ave/U.S. 101 NB Ramps	21.4/LOS C	21.5/LOS C	0.1 sec.	No
2. Victoria Ave/Valentine Rd	0.56/LOS A	0.58/LOS A	0.02	No
3. Victoria Ave/Olivas Park Rd	0.73/LOS C	0.75/LOS C	0.02	No
4. Victoria Ave/Gonzales Rd	0.77/LOS C	0.79/LOS C	0.02	No
5. Victoria Ave/Doris Ave	0.86/LOS D	0.90/LOS D	0.04	Yes
6. Victoria Ave/Teal Club Rd	>50.0/LOS F	>50.0/LOS F	n/a	Yes
7. Victoria Ave/Fifth St	0.73/LOS C	0.73/LOS C	0.00	No
8. Victoria Ave/Wooley Rd	0.71/LOS C	0.73/LOS C	0.02	No
9. Vineyard Ave/Gonzales Rd	0.66/LOS B	0.66/LOS B	0.00	No
10. Patterson Rd/Doris Ave	>50.0/LOS F	>50.0/LOS F	n/a	Yes
11. Patterson Rd/Teal Club Rd ¹	12.8/LOS B	14.9/LOS B	2.1 sec.	No
12. Ventura Rd/Town Center Dr	0.42/LOS A	0.43/LOS A	0.01	No
13. Ventura Rd/Wagon Wheel Dr	0.60/LOS A	0.63/LOS B	0.03	No
14. Wagon Wheel Dr /U.S. 101 SB Off	Intersection Removed			
15. Ventura Rd/Vineyard Dr	0.49/LOS A	0.51/LOS A	0.02	No
16. Ventura Rd/Gonzales Rd	0.66/LOS B	0.68/LOS B	0.02	No
17. Ventura Rd/Doris Ave ¹	0.82/LOS D	0.73/LOS C	n/a	No
18. Ventura Rd/Beverly Dr ¹	32.9/LOS D	>50.0/LOS F	n/a.	Yes
19. Ventura Rd/Teal Club Rd ¹	0.76/LOS C	0.67/LOS B	n/a	No
20. Ventura Rd/Fifth St	0.64/LOS B	0.68/LOS B	0.04	No
21. Ventura Rd/Wooley Rd	0.75/LOS C	0.78/LOS C	0.03	No
22. Oxnard Blvd/Town Center Dr	0.66/LOS B	0.68/LOS B	0.02	No
23. Oxnard Blvd/U.S. 101 NB Ramps	22.2/LOS C	22.6/LOS C	0.4 sec.	No
24. Oxnard Blvd/U.S. 101 SB Ramps	18.8/LOS B	18.8/LOS B	0.0 sec	No
25. Oxnard Blvd/Gonzales Rd	0.65/LOS B	0.66/LOS B	0.01	No

¹ Project frontage improvement: intersection widening and geometry improvements under cumulative + project conditions.

Table 9
PM Peak Hour
Cumulative plus Project Intersection Levels of Service

Intersection	PM Peak Hour		V/C or Delay Increase	Impact?
	Cumulative ICU - HCM/LOS	Cumulative + Project ICU – HCM/LOS		
1. Victoria Ave/U.S. 101 NB Ramps	20.4/LOS C	20.5/LOS C	0.1 sec.	No
2. Victoria Ave/Valentine Rd	0.70/LOS B	0.72/LOS C	0.02	No
3. Victoria Ave/Olivas Park Rd	0.74/LOS C	0.76/LOS C	0.02	No
4. Victoria Ave/Gonzales Rd	0.77/LOS C	0.80/LOS C	0.03	No
5. Victoria Ave/Doris Ave	0.80/LOS C	0.81/LOS D	0.01	Yes
6. Victoria Ave/Teal Club Rd	>50.0/LOS F	>50.0/LOS F	n/a	Yes
7. Victoria Ave/Fifth St	0.56/LOS A	0.57/LOS A	0.01	No
8. Victoria Ave/Wooley Rd	0.62/LOS B	0.63/LOS B	0.01	No
9. Vineyard Ave/Gonzales Rd	0.44/LOS A	0.45/LOS A	0.01	No
10. Patterson Rd/Doris Ave	11.7/LOS B	14.3/LOS B	2.6 sec.	No
11. Patterson Rd/Teal Club Rd ¹	10.3/LOS B	10.6/LOS B	0.3 sec.	No
12. Ventura Rd/Town Center Dr	0.55/LOS A	0.58/LOS A	0.03	No
13. Ventura Rd/Wagon Wheel Dr	0.60/LOS A	0.63/LOS B	0.03	No
14. Wagon Wheel Dr /U.S. 101 SB Off	Intersection Removed			
15. Ventura Rd/Vineyard Dr	0.50/LOS A	0.53/LOS A	0.03	No
16. Ventura Rd/Gonzales Rd	0.66/LOS B	0.70/LOS B	0.04	No
17. Ventura Rd/Doris Ave ¹	0.79/LOS C	0.68/LOS B	n/a	No
18. Ventura Rd/Beverly Dr ¹	>50.0/LOS F	>50.0/LOS F	n/a	Yes
19. Ventura Rd/Teal Club Rd ¹	0.75/LOS C	0.63/LOS B	n/a	No
20. Ventura Rd/Fifth St	0.64/LOS B	0.67/LOS B	0.03	No
21. Ventura Rd/Wooley Rd	0.73/LOS C	0.76/LOS C	0.03	No
22. Oxnard Blvd/Town Center Dr	0.58/LOS A	0.59/LOS A	0.01	No
23. Oxnard Blvd/U.S. 101 NB Ramps	27.9/LOS C	30.8/LOS C	2.9 sec.	No
24. Oxnard Blvd/U.S. 101 SB Ramps	23.0/LOS C	23.1/LOS C	0.1 sec	No
25. Oxnard Blvd/Gonzales Rd	0.68/LOS B	0.71/LOS C	0.03	No

¹ Project frontage improvement: intersection widening and geometry improvements under cumulative + project conditions.

BUILDOUT CONDITIONS

Buildout Traffic Volumes

Traffic volumes for City of Oxnard General Plan buildout conditions are derived from the City of Oxnard Traffic Model Year 2030 volumes and from the *Future (2030) Traffic Volumes With Specific Plan Amendment* contained in the *Riverpark Project FEIR Addendum No. 10*¹⁴. The 2030 Oxnard Traffic Model future (General Plan) intersection lane geometrics for the study-area intersections are shown in Exhibit 11. The analysis assumes that buildout of the General Plan street network includes signalization of the Victoria Avenue/Teal Club Road and Patterson Road/Doris Avenue intersections. The 2030 Oxnard Traffic Model peak hour traffic volumes without and with the Teal Club Specific Plan are shown in Exhibits 12 and 13, respectively.

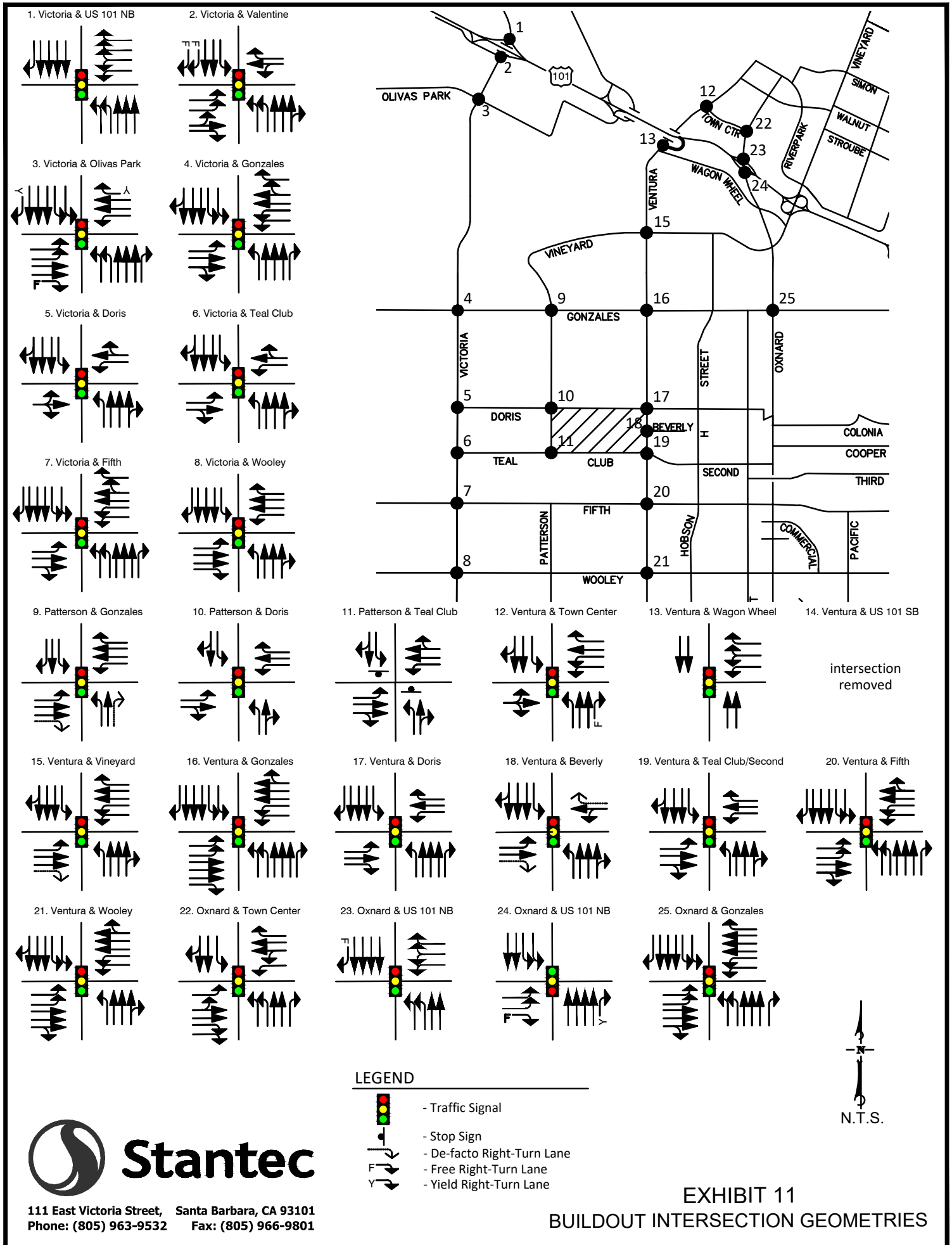
Buildout plus Project Intersection Operations

Intersection levels of service were recalculated assuming buildout and buildout plus project conditions. Tables 10 and 11 summarize the buildout and buildout plus project level of service calculations. As shown, the project would generate impacts at the following intersections:

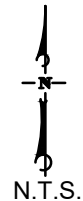
- 7. Victoria Avenue/Gonzales Road
- 11. Patterson Road/Teal Club Road
- 17. Ventura Road/Doris Avenue
- 18. Ventura Road/Beverly Drive

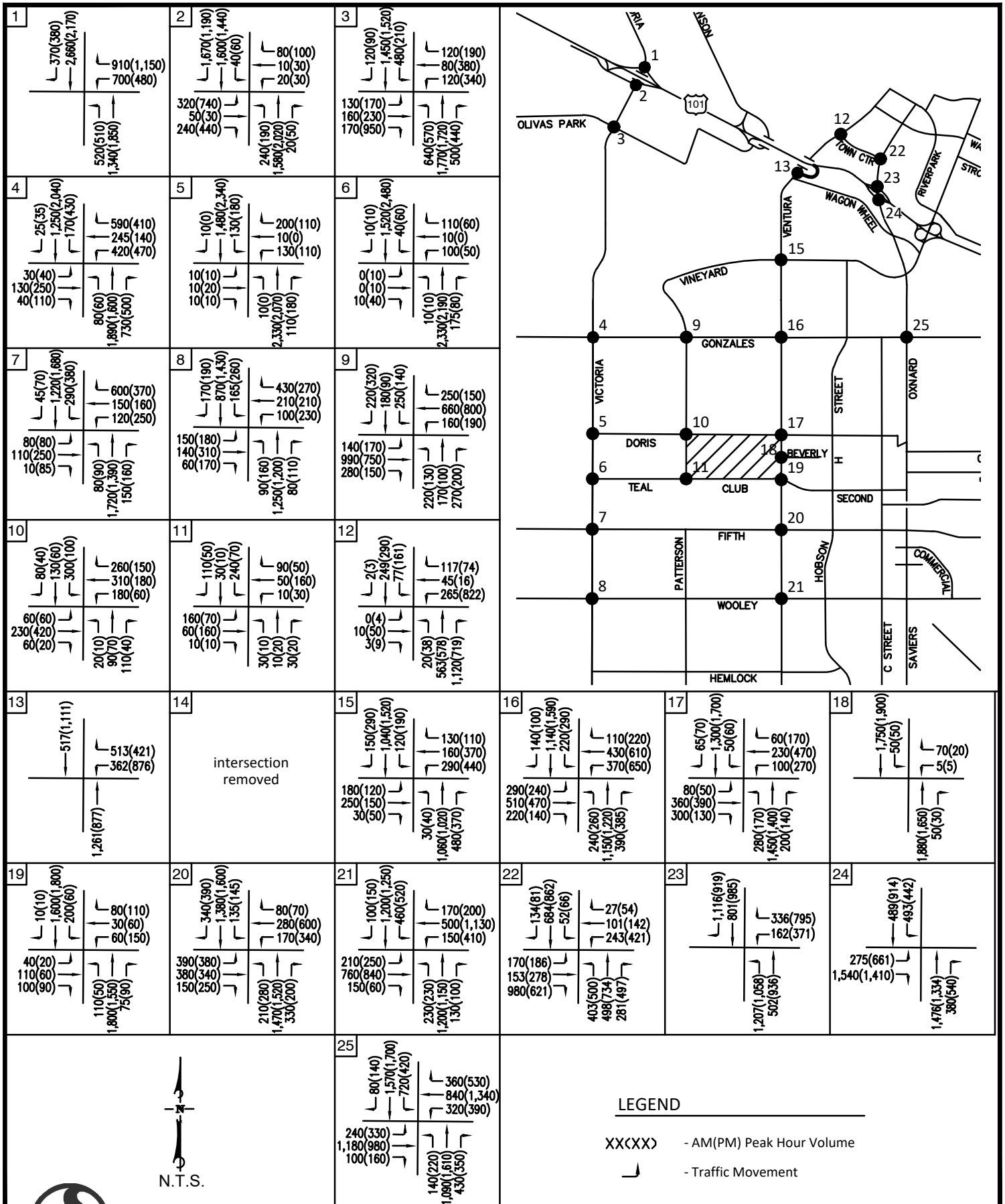
Mitigation measures are discussed in the Mitigations section of this report. The Oxnard Boulevard/U.S. 101 Northbound Ramps intersection would operate at the cusp of LOS C/D during the PM peak hour, which is considered acceptable based on Caltrans standards. The Oxnard Boulevard/Gonzales Road intersection would operate in the LOS D range under buildout conditions. The City Council allows as an exception level of service D either in the AM or PM periods, or both, at this location in order to avoid adversely impacting private homes and/or businesses resulting from additional mitigations, or preserve or enhance aesthetic integrity.

¹⁴ Addendum No. 10 to the Riverpark Project, Final Environmental Impact Report, Impact Sciences, June 2011.



111 East Victoria Street, Santa Barbara, CA 93101
 Phone: (805) 963-9532 Fax: (805) 966-9801

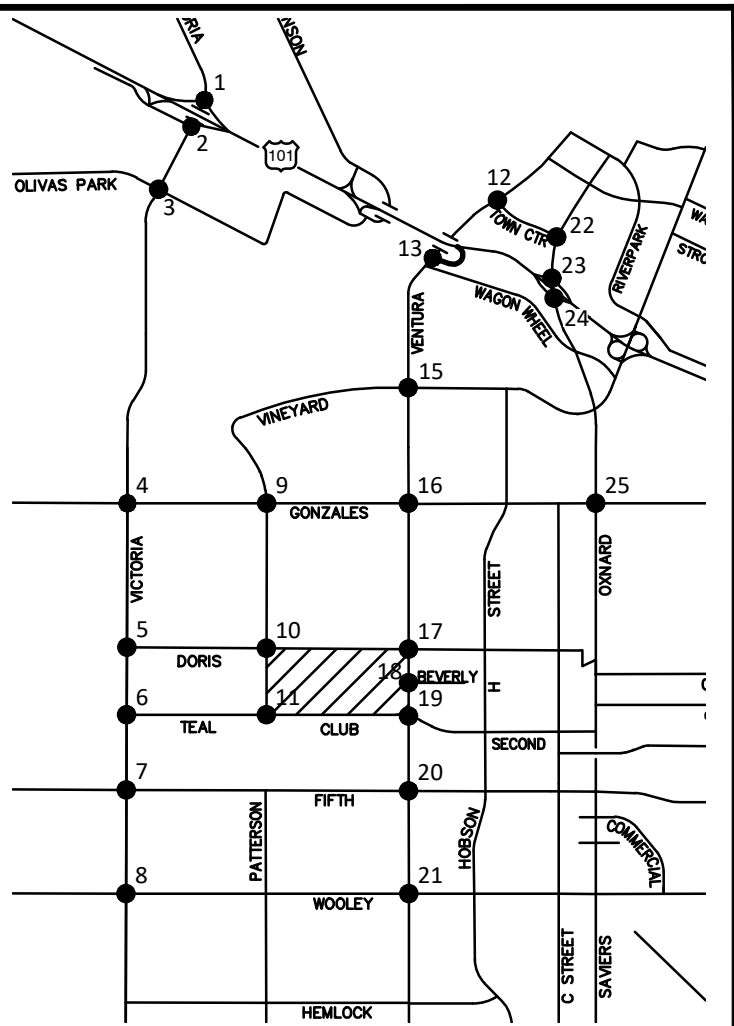




111 East Victoria Street, Santa Barbara, CA 93101
 Phone: (805) 963-9532 Fax: (805) 966-9801

EXHIBIT 12
BUILDOUT AM AND PM PEAK HOUR
INTERSECTION VOLUMES

1	2	3																		
4	5	6																		
7	8	9																		
10	11	12																		
13	14	15																		
19	20	21																		
25	<table border="1"> <tr> <td>111(181)</td> <td>360(530)</td> </tr> <tr> <td>1,570(1,700)</td> <td>856(1,361)</td> </tr> <tr> <td>720(420)</td> <td>320(390)</td> </tr> <tr> <td>280(368)</td> <td></td> </tr> <tr> <td>1,200(997)</td> <td></td> </tr> <tr> <td>100(160)</td> <td></td> </tr> <tr> <td>140(220)</td> <td></td> </tr> <tr> <td>1,094(1,610)</td> <td></td> </tr> <tr> <td>430(350)</td> <td></td> </tr> </table>		111(181)	360(530)	1,570(1,700)	856(1,361)	720(420)	320(390)	280(368)		1,200(997)		100(160)		140(220)		1,094(1,610)		430(350)	
111(181)	360(530)																			
1,570(1,700)	856(1,361)																			
720(420)	320(390)																			
280(368)																				
1,200(997)																				
100(160)																				
140(220)																				
1,094(1,610)																				
430(350)																				



LEGEND

- XX(XX) - AM(PM) Peak Hour Volume
- └─┘ - Traffic Movement



111 East Victoria Street, Santa Barbara, CA 93101
 Phone: (805) 963-9532 Fax: (805) 966-9801

EXHIBIT 13
 BUILDOUT + PROJECT
 AM AND PM PEAK HOUR INTERSECTION VOLUMES

Table 10
AM Peak hour
Buildout plus Project Intersection Levels of Service

Intersection	AM Peak Hour		V/C or Delay Increase	Impact?
	Buildout ICU - HCM/LOS	Buildout + Project ICU – HCM/LOS		
1. Victoria Ave/U.S. 101 NB Ramps	35.5/LOS D	37.2/LOS D	1.7 sec.	No
2. Victoria Ave/Valentine Rd	0.76/LOS C	0.77/LOS C	0.01	No
3. Victoria Ave/Olivas Park Rd	0.67/LOS B	0.68/LOS B	0.01	No
4. Victoria Ave/Gonzales Rd ¹	0.81/LOS D	0.83/LOS D	0.02	Yes
5. Victoria Ave/Doris Ave	0.72/LOS C	0.76/LOS C	0.04	No
6. Victoria Ave/Teal Club Rd	0.64/LOS B	0.67/LOS B	0.03	No
7. Victoria Ave/Fifth St	0.57/LOS A	0.58/LOS A	0.01	No
8. Victoria Ave/Wooley Rd	0.64/LOS B	0.66/LOS B	0.02	No
9. Vineyard Ave/Gonzales Rd	0.68/LOS B	0.68/LOS B	0.00	No
10. Patterson Rd/Doris Ave	0.72/LOS C	0.75/LOS C	0.03	No
11. Patterson Rd/Teal Club Rd	20.3/LOS C	28.4/LOS D	8.1 sec.	Yes
12. Ventura Rd/Town Center Dr	0.48/LOS A	0.49/LOS A	0.01	No
13. Ventura Rd/Wagon Wheel Dr	0.67/LOS B	0.71/LOS C	0.04	No
14. Wagon Wheel Dr /U.S. 101 SB Off	Intersection Removed			
15. Ventura Rd/Vineyard Dr	0.55/LOS A	0.57/LOS A	0.02	No
16. Ventura Rd/Gonzales Rd	0.55/LOS A	0.57/LOS A	0.02	No
17. Ventura Rd/Doris Ave	0.74/LOS C	0.78/LOS C	0.04	No
18. Ventura Rd/Beverly Dr	>50.0/LOS F	>50.0/LOS F	n/a	Yes
19. Ventura Rd/Teal Club Rd	0.64/LOS B	0.69/LOS B	0.05	No
20. Ventura Rd/Fifth St	0.59/LOS A	0.62/LOS B	0.03	No
21. Ventura Rd/Wooley Rd	0.66/LOS B	0.68/LOS B	0.02	No
22. Oxnard Blvd/Town Center Dr	0.74/LOS C	0.75/LOS C	0.01	No
23. Oxnard Blvd/U.S. 101 NB Ramps	24.4/LOS C	24.5/LOS C	0.1 sec.	No
24. Oxnard Blvd/U.S. 101 SB Ramps	19.0/LOS B	19.0/LOS B	0.0 sec	No
25. Oxnard Blvd/Gonzales Rd	0.83/LOS D	0.83/LOS D	0.00	No

¹ Intersection analyzed assuming existing intersection lane geometry under General Plan Buildout conditions.

Table 11
PM Peak hour
Buildout plus Project Intersection Levels of Service

Intersection	PM Peak Hour		V/C or Delay Increase	Impact?
	Buildout ICU - HCM/LOS	Buildout + Project ICU – HCM/LOS		
1. Victoria Ave/U.S. 101 NB Ramps	24.7/LOS C	25.5/LOS C	0.0 sec.	No
2. Victoria Ave/Valentine Rd	0.76/LOS C	0.77/LOS C	0.01	No
3. Victoria Ave/Olivas Park Rd	0.78/LOS C	0.80/LOS C	0.02	No
4. Victoria Ave/Gonzales Rd ¹	0.95/LOS E	0.98/LOS E	0.03	Yes
5. Victoria Ave/Doris Ave	0.70/LOS C	0.74/LOS C	0.04	No
6. Victoria Ave/Teal Club Rd	0.71/LOS C	0.71/LOS C	0.00	No
7. Victoria Ave/Fifth St	0.58/LOS A	0.59/LOS A	0.01	No
8. Victoria Ave/Wooley Rd	0.67/LOS B	0.69/LOS B	0.02	No
9. Vineyard Ave/Gonzales Rd	0.52/LOS A	0.52/LOS A	0.00	No
10. Patterson Rd/Doris Ave	0.45/LOS A	0.51/LOS A	0.06	No
11. Patterson Rd/Teal Club Rd	12.9/LOS B	14.9/LOS B	2.0 sec.	No
12. Ventura Rd/Town Center Dr	0.71/LOS C	0.72/LOS C	0.01	No
13. Ventura Rd/Wagon Wheel Dr	0.72/LOS C	0.74/LOS C	0.02	No
14. Wagon Wheel Dr /U.S. 101 SB Off	Intersection Removed			
15. Ventura Rd/Vineyard Dr	0.62/LOS B	0.64/LOS B	0.02	No
16. Ventura Rd/Gonzales Rd	0.71/LOS C	0.75/LOS C	0.04	No
17. Ventura Rd/Doris Ave	0.82/LOS D	0.88/LOS D	0.06	Yes
18. Ventura Rd/Beverly Dr	>50.0/LOS F	>50.0/LOS F	n/a	Yes
19. Ventura Rd/Teal Club Rd	0.57/LOS A	0.62/LOS B	0.05	No
20. Ventura Rd/Fifth St	0.75/LOS C	0.78/LOS C	0.03	No
21. Ventura Rd/Wooley Rd	0.79/LOS C	0.80/LOS C	0.01	No
22. Oxnard Blvd/Town Center Dr	0.77/LOS C	0.78/LOS C	0.01	No
23. Oxnard Blvd/U.S. 101 NB Ramps	33.9/LOS C	35.5/LOS D	1.4 sec.	No
24. Oxnard Blvd/U.S. 101 SB Ramps	20.1/LOS C	20.4/LOS C	0.3 sec	No
25. Oxnard Blvd/Gonzales Rd	0.85/LOS D	0.87/LOS D	0.02	No

¹ Intersection analyzed assuming existing intersection lane geometry under General Plan Buildout conditions.

PROJECT SITE ACCESS

The conceptual site plan illustrated in Exhibit 2 shows that access to the Teal Club Specific Plan is proposed via two connections to Doris Avenue, four connections to Teal Club Road and one connection to Ventura Road opposite Beverly Drive. It is expected that the new intersections on Doris Avenue and Teal Club Road will operate acceptably with stop control on the minor (project) approaches, however the ultimate control and geometry of these intersections will be evaluated during future project design stages.

The Ventura Road/Beverly Drive intersection currently operates below the City's LOS C standard and project traffic would further increase (side street) delays. Existing plus project traffic volumes will satisfy *Warrant 3 – Peak Hour* contained in the CAMUTCD. Frontage improvements should therefore include installation of a traffic signal. The intersection is expected to operate at LOS C or better with a traffic signal and addition of a third lane in the southbound direction (project-specific and cumulative plus project conditions), and at LOS B or better with a traffic signal and addition of a third lane in the northbound and southbound direction (buildout plus project conditions). The ultimate intersection geometry is shown in Exhibit 11.

Roadways within the specific plan will be designed constructed according to City residential and collector roadway standards to provide adequate local, emergency vehicle and service vehicle access.

The specific plan will include an internal circulation system that will provide pedestrian connectivity between the residential, office, retail uses and parks, as well as to the adjacent future school complex and the external sidewalk system. Buildout of Patterson Road, Doris Avenue, Real Club Road and Ventura Road will include provision of sidewalks along the specific plan boundary, and crosswalks at the signalized intersections of Ventura Road with Doris Avenue, Beverly Drive and Teal Club Road. The future school complex is expected to install crosswalks at the Patterson Road/Doris Avenue. Installation of crosswalks at other (unsignalized) intersections along Doris Avenue could be evaluated in the future as pedestrian volumes warrant.

MITIGATION MEASURES

Project-Specific Mitigations

The project-specific analysis found that the project would generate a project-specific impact based on City of Oxnard impact thresholds at the following intersections:

6. Victoria Avenue/Teal Club Road
18. Ventura Road/Beverly Drive

The Victoria Avenue/Doris Avenue intersection would operate at LOS D during the AM peak hour. While the project addition of V/C 0.01 would not exceed the City's impact threshold of V/C 0.02, mitigations for this intersection were also developed.

Victoria Avenue/Doris Avenue: The intersection is expected to operate in the LOS D range during the AM peak hour and the project would add V/C 0.01, which would not exceed the City's V/C 0.02 threshold. Installation of a third northbound and southbound through lane, consistent with the future planned widening of Victoria Avenue to Primary Arterial (six-lane)

standards, would result in LOS B operations. The project's proportionate share for implementation of the improvements is shown in Table 13.

Victoria Avenue/Teal Club Road: The intersection is currently controlled by a stop sign on Teal Club Road. Review of the traffic signal warrants contained in *Chapter 4C. Traffic Control Signal Needs Studies* of the CAMUTCD indicates that the existing plus project volumes would satisfy *Warrant 3 – Peak Hour (70% Factor/Rural)*. With a traffic signal, the intersection would operate in the LOS C range, thereby mitigating the project's project-specific impact.

Ventura Road/Beverly Drive: The intersection is currently controlled by a stop sign on Beverly Drive. The existing plus project peak hour volumes would satisfy *Warrant 3 – Peak Hour* contained in the CAMUTCD. With a traffic signal, the intersection would operate in the LOS A-B range, thereby mitigating the project's project-specific impact.

**Table 12
Project-Specific Mitigated Intersection Levels of Service**

Intersection	AM Peak Hour		PM Peak Hour	
	Existing + Project ICU - HCM/LOS	Mitigated HCM/LOS	Existing + Project ICU - HCM/LOS	Mitigated HCM/LOS
5. Victoria Ave/Doris Ave	0.83/LOS D	0.62/LOS B	0.79/LOS C	0.58/LOS A
6. Victoria Ave/Teal Club Rd	>50.0/LOS F	0.80/LOS C	>50.0/LOS F	0.77/LOS C
18. Ventura Rd/Beverly Dr	>50.0/LOS F	0.60/LOS A	>50.0/LOS F	0.67/LOS B

The analysis contained in this report assumes that the project will widen Patterson Road, Doris Avenue and Teal Club Road to Local Arterial standards, and Ventura Road to Primary Arterial standards along its frontage. All frontage improvements will be fully constructed at project buildout, however the timing of each roadway segment widening is subject to project development phasing shown in Table 5.

Cumulative Mitigations

The cumulative analysis indicated that the project would generate cumulative impacts based on City of Oxnard impact thresholds at the following intersections:

- 8. Victoria Avenue/Doris Avenue
- 9. Victoria Avenue/Teal Club Road
- 12. Patterson Road/Doris Avenue
- 18. Ventura Road/Beverly Drive

Victoria Avenue/Doris Avenue: The intersection is expected to operate in the LOS D range during the AM peak hour and the project would add V/C 0.05, which exceeds the City's V/C 0.02 threshold. Installation of a third northbound and southbound through lane, consistent with the future planned widening of Victoria Avenue to Primary Arterial (six-lane) standards, would result in LOS B operations, thereby mitigating the project's cumulative impact. The project's proportionate share for implementation of the improvements is shown in Table 13.

Victoria Avenue/Teal Club Road: The intersection would operate at LOS F with and without the project traffic. The project-specific mitigation, signalization of the intersection, would provide for LOS D operations. To provide for acceptable service levels, installation of a third northbound and southbound through lane, consistent with the future planned widening of Victoria Avenue to Primary Arterial (six-lane) standards, would be required. The project's proportionate share for implementation of the improvements is shown in Table 13.

Patterson Road/Doris Avenue: The intersection would operate at LOS F during the AM peak hour assuming the current all-way stop control. The proposed Oxnard School District site will improve Patterson Road and Doris Avenue along its frontage to Local Arterial standards, and (payments toward) the signalization of the intersection was included as project-specific mitigation in the *Doris Avenue/Patterson Road Educational Facilities Project FEIR*.

To provide for acceptable operations, a traffic signal should be installed and a left-turn lane and shared through/right-turn lane should be provided on all approaches. This will require widening of the eastbound approach. Implementation of these mitigations would result in LOS C during the AM peak hour and LOS A during the PM peak hour. The project's proportionate share for implementation of the improvements is shown in Table 13.

The proposed traffic signal at the intersection of Patterson Rd and Doris Ave. is not part of the traffic model and therefore is not included in the traffic impact fee calculation of the standard traffic impact fee. The project project's proportionate share as shown on Table 10 is in addition to the traffic impact fee for the project.

Ventura Road/Beverly Drive: The intersection is currently controlled by a stop sign on Beverly Drive. The cumulative plus project peak hour volumes would satisfy *Warrant 3 – Peak Hour* contained in the CAMUTCD. With a traffic signal, the intersection would operate in the LOS A-B range, thereby mitigating the project's project-specific impact.

**Table 13
Cumulative plus Project Mitigated Intersection Levels of Service**

Intersection	AM Peak Hour		PM Peak Hour		Proportionate Share
	Cumulative + Project ICU - HCM/LOS	Mitigated HCM/LOS	Cumulative + Project ICU - HCM/LOS	Mitigated HCM/LOS	
5. Victoria Ave/Doris Ave	0.90/LOS D	0.67/LOS B	0.81/LOS D	0.59/LOS A	40%
6. Victoria Ave/Teal Club Rd	>50.0/LOS F	0.61/LOS B	>50.0/LOS F	0.59/LOS A	23%
10. Patterson Rd/Doris Ave	>50.0/LOS F	0.71/LOS C	14.3/LOS B	0.41/LOS A	21%
18. Ventura Rd/Beverly Dr	>50.0/LOS F	0.61/LOS B	>50.0/LOS F	0.68/LOS B	100%

Buildout Mitigations

The buildout analysis indicated that the project would generate a buildout impact based on City of Oxnard impact thresholds at the following intersections:

- 5. Victoria Avenue/Gonzales Road
- 13. Patterson Road/Teal Club Road
- 17. Ventura Road/Doris Avenue
- 18. Ventura Road/Beverly Drive

Victoria Avenue/Gonzales Road: To provide for acceptable operations under buildout conditions, the 2030 Oxnard Traffic Model General Plan intersection lane geometrics should be implemented (as illustrated in Exhibit 11). These include conversion of the southbound right-turn lane to a shared through/right-turn lane, and conversion of the westbound no.2 through lane to a shared through/right-turn lane. This would occur in conjunction with widening of Victoria Avenue south of Gonzales Road to provide three southbound travel lanes.

Patterson Road/Teal Club Road: The intersection is currently controlled by stop signs. The cumulative plus project peak hour volumes would satisfy *Warrant 3 – Peak Hour* contained in the CAMUTCD. With a traffic signal, the intersection would operate in the LOS A, thereby mitigating the buildout impact.

Ventura Road/Doris Avenue: The intersection's eastbound and westbound approaches contain a dedicated left-turn lane, a through lane and a dedicated right-turn. Reconfiguration to a dedicated left-turn lane, a through lane and a shared through/right-turn lane would provide for LOS C operations. This improvement would necessitate provision of two receiving lanes on both eastbound and westbound approaches.

Ventura Road/Beverly Drive: The intersection is currently controlled by a stop sign on Beverly Drive. The buildout plus project peak hour volumes would satisfy *Warrant 3 – Peak Hour* contained in the CAMUTCD. With a traffic signal, the intersection would operate in the LOS A-B range, thereby mitigating the buildout impact.

Table 14
Buildout plus Project Mitigated Intersection Levels of Service

Intersection	AM Peak Hour		PM Peak Hour		Proportionate Share
	Buildout + Project ICU - HCM/LOS	Mitigated HCM/LOS	Buildout + Project ICU - HCM/LOS	Mitigated HCM/LOS	
4. Victoria Ave/Gonzales Rd	0.83/LOS D	0.69/LOS B	0.98/LOS E	0.77/LOS C	10%
11. Patterson Road/Teal Club Road	28.4/LOS D	0.40/LOS A	14.9/LOS B	0.26/LOS A	17%
17. Ventura Rd/Doris Ave	0.78/LOS C	0.76/LOS C	0.88/LOS D	0.79/LOS C	33%
18. Ventura Rd/Beverly Dr	>50.0/LOS F	0.59/LOS A	>50.0/LOS F	0.68/LOS B	100%

CONGESTION MANAGEMENT PROGRAM (CMP) ANALYSIS

For the purposes of Congestion Management Program (CMP) traffic impact analysis, LOS E is considered to be acceptable, and a significant impact occurs if the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C > 0.02$), causing or worsening LOS F ($V/C > 1.00$).

Roadways. U.S. 101, Victoria Avenue, Ventura Road and Oxnard Boulevard are included in the CMP network. According to the 2009 CMP¹⁵, these facilities operate at LOS D or better during the AM and PM peak hour periods, except Northbound U.S. 101, which operates in the LOS F range during the PM peak hour. The project would add 47 PM peak hour trips to Northbound U.S. 101, which would increase the directional peak hour volume by less than 1%. This increase would not result in a CMP impact based on the impact criteria of an increase in traffic demand on a CMP facility by 2% of capacity.

Intersections. Within the study-area, the U.S. 101/Victoria Avenue interchange and the intersections of Gonzales Road with Victoria Avenue, Ventura Road and Oxnard Boulevard are included in the CMP network. The traffic analysis indicated that these intersections operate at LOS C or better. Based on the CMP criteria outlined above, the project would not generate an impact at any of the CMP intersections.

TEAL CLUB SPECIFIC PLAN EIR PROJECT ALTERNATIVES

As part of the environmental review process, the Teal Club Specific Plan Project contains EIR Alternatives. One of design alternatives is the "Reduced Intensity Alternative". The second EIR alternative, "Phase 1 Development Only Alternative", assumes the construction of the "Phase 1" portion of the project only, without the development of the Phase 2 component of the project. These Project Alternatives are discussed below.

Reduced Intensity Alternative

The Reduced Intensity Alternative is similar to the proposed project, with two differences:

- The business research park (BRP) area is replaced with single-family residential units;
- the Commercial building square footage is decreased by 10,000 square feet in the Urban Village core.

All other components of the "Project" version are retained, including the 990 dwelling unit total. The trip generation for the Reduced Intensity Alternative is summarized in Table 15. As shown, this Project Alternative is expected to generate 11,857 ADT, with 744 AM PHT and 910 PM PHT, or 123 AM PHT (-14%) and 46 PM PHT (-5%) less compared to the Proposed Project. From an intersection performance standpoint, the 14% or less change in trips that this alternative would produce is not sufficient to change the significant impact findings and mitigation measures for the proposed project.

¹⁵ 2009 Ventura County Congestion Management Program, VCTC, Adopted July 10, 2009.

**Table 15
Reduced Intensity Alternative Trip Generation**

Land Use	SF/DU	Land Use Code	Trips						
			ADT	AM			PM		
				In	Out	Total	In	Out	Total
SFD	387	210	3,653	72	215	287	244	139	383
Multi-Family (Low-Rise)	603	220	4,414	64	213	277	213	125	338
Neighborhood Commercial	50,000	SANDAG	6,000	144	96	240	300	300	600
Community Park	17.8	SANDAG	356	7	7	14	14	14	28
<i>Sub Total</i>			14,423	287	531	818	771	578	1,349
<i>Internal Trips</i> ¹			2,146	17	33	50	147	128	275
<i>External Trips</i>			12,277	270	498	768	624	450	1,074
<i>Pass-by Trips</i> ²			420	14	10	24	90	74	164
Total Primary Trips			11,857	256	488	744	534	376	910

¹ Internal capture per NCHRP 8-51/ITE Internal Capture, includes transit use.

² Pass-by trips limited to existing traffic volumes on Ventura Rd that are attracted to the retail component.

Phase 1 Development Only Alternative

The Phase 1 Development Only Alternative anticipates the potential that the 92.4 acres of the Phase 1 planning areas would be developed, agricultural buffers would be provided and the Phase 2 area would be deleted from the Specific Plan approval. The resulting project would include 723 dwelling units, a Beverly Drive Greenbelt and community park, and the Urban Village core along Ventura Road. The trip generation for the Phase 1 Development Only Alternative is summarized in Table 16.

**Table 16
Phase 1 Development Only Alternative Trip Generation**

Land Use	SF/DU	Land Use Code	Trips						
			ADT	AM			PM		
				In	Out	Total	In	Out	Total
SFD	220	210	2,077	41	122	163	139	79	218
Multi-Family (Low-Rise)	503	220	3,682	53	178	231	178	104	282
Neighborhood Commercial	60,000	SANDAG	7,200	173	115	288	360	360	720
Community Park	6.5	SANDAG	130	3	3	6	5	5	10
<i>Sub Total</i>			13,089	270	418	688	682	548	1,230
<i>Internal Trips</i> ¹			1,932	9	19	28	152	136	288
<i>External Trips</i>			11,157	261	399	660	530	412	942
<i>Pass-by Trips</i> ²			502	17	12	29	107	89	196
Total Primary Trips			10,655	244	387	631	423	323	746

¹ Internal capture per NCHRP 8-51/ITE Internal Capture, includes transit use.

² Pass-by trips limited to existing traffic volumes on Ventura Rd that are attracted to the retail component.

Table 16 indicates that this Project Alternative is expected to generate 10,655 ADT, with 631 AM PHT and 746 PM PHT, or 236 AM PHT (-27%) and 210 PM PHT (-22%) less compared to the Proposed Project. From an intersection performance standpoint, the 27% change in trips that this alternative would produce during the PM peak hour is not expected to change the impact findings and mitigations developed for the proposed project. While the project generates significantly less peak hour trips, signalization of the Victoria Avenue/Teal Club Road and Ventura Boulevard/Beverly Drive intersections will be required under project-specific conditions. In addition to the project-specific mitigations, widening of Victoria Avenue to three through lanes in each direction at Doris Avenue and Teal Club Road will be required under cumulative conditions. In addition, signalization of Patterson Road/Doris Avenue will be needed to accommodate traffic from both the project and the proposed school complex site.

SOUTH OF TEAL CLUB ROAD ANNEXED LAND

Included with the project is the annexation of 11.4 acres of county land south of Teal Club Road (to avoid creating unincorporated islands). The additional nine parcels to be annexed are a mix of vacant land and residential development, and as indicated in the Oxnard 2030 General Plan land use map, are designated for Airport Compatible land uses (low intensity industrial and other uses that won't interfere with airport operations). If these parcels were annexed to the City of Oxnard and zoned Light Manufacturing (M-1) as proposed, the property owners would have the option of submitting applications to develop their properties with the uses and at the densities allowed in the City of Oxnard's zoning regulations for the M-1 Zone District.

Because no plans for development on the additional parcels to be annexed south of Teal Club Road are included in the proposed project, a reasonable maximum buildout scenario based on the General Plan and City Code Chapter 16 (Zoning) controls on development in the M-1 Zone District is assumed in this EIR. Based on these standards and the area of the nine parcels (11.4 acres, or 496,584 square feet), the maximum potential buildout of the nine parcels under the M-1 regulations would be 347,608.8 square feet of manufacturing space. For purposes of this analysis, assumed buildout would be half manufacturing space (173,804 square feet) and half warehouse space (173,804 square feet).

Thus, the total assumed light industrial development for the parcels to be annexed south of Teal Club Road is assumed to be 347,608 square feet. Development of 347,608 square feet of light industrial use on these parcels is in line with what is currently modeled in the City of Oxnard Traffic Model. The 11.4 acres of project land is located in traffic analysis zone (TAZ) 15 of the Oxnard Traffic Model. The modeled land use assumptions within TAZ 15 for General Plan Year 2030 consist of 400,000 square feet of Light/General Industrial and 20.65 acres of Agriculture, which Table 17 shows the trip generation summary for TAZ 15:

**Table 17
Oxnard Traffic Model TAZ 15 Trip Generation Summary**

Land Use	Units	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Trip Rates								
16. Light/General Industrial	TSF	.58	.18	.76	.25	.61	.86	6.50
35. Agricultural	Acre	.01	.00	.01	.00	.01	.01	.10
TAZ 15								
16. Light/General Industrial	400 TSF	232	72	304	100	244	344	2,600
35. Agricultural	20.65 Acre	0	0	0	0	0	0	2
TOTAL		232	72	304	100	244	344	2,602

The 400,000 square feet of light industrial uses in TAZ 15 would cover the project assumption of 347,608 square feet of light industrial, as well as an additional 52,392 square foot light industrial development within the TAZ. Based on the modeled trip generation distribution for TAZ 15, the 400,000 square feet of light industrial uses would add less than 14 trips to the intersection of Oxnard Boulevard/Gonzales Road during the PM peak hour. From a no-build standpoint, if these 14 trips were removed from the intersection of Oxnard Boulevard/Gonzales Road during the PM peak hour, it would still operate at LOS D. Therefore it is determined that the addition of the annexed parcels to the City of Oxnard would not create any future significant traffic impacts.



TECHNICAL APPENDIX

TABLE OF CONTENTS

Appendix 1 – AM and PM Peak Hour Intersection Counts

Appendix 2 – Project and Project Alternatives Trip Generation Worksheets

Appendix 3 – Cumulative Projects List and Trip Generation Worksheet

Appendix 4 – City of Oxnard 2030 General Plan Circulation Diagram

Appendix 5 – Intersection Level of Service Calculation Worksheets

- Existing + Project AM and PM Peak Hour
- Cumulative + Project AM and PM Peak Hour
- Buildout + Project AM and PM Peak Hour

Appendix 6 – Proportionate Share Calculation Worksheets

Appendix 7 – Traffic Signal Warrant Worksheets

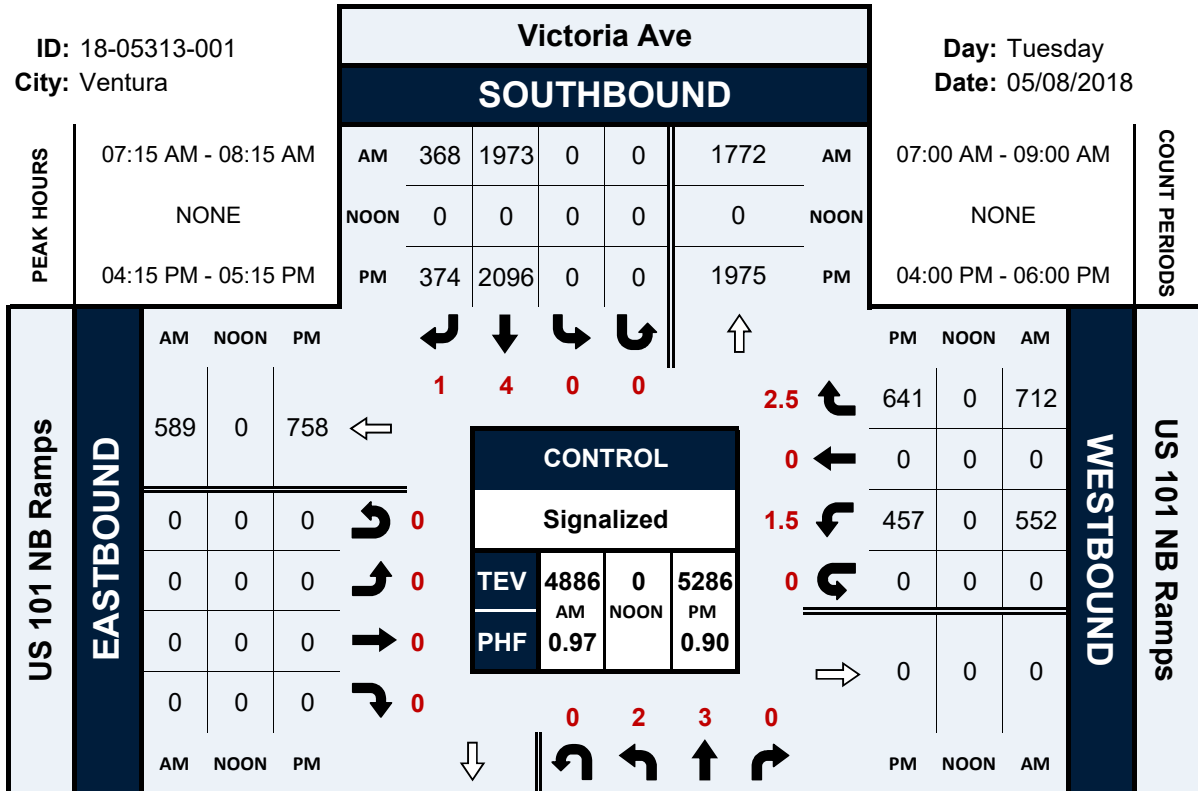
Appendix 1
AM and PM Peak Hour Intersection Counts

Victoria Ave & US 101 NB Ramps

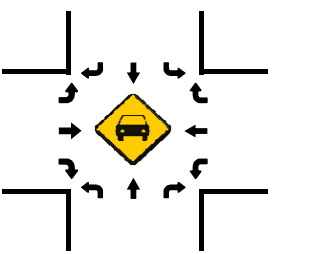
Peak Hour Turning Movement Count

ID: 18-05313-001
City: Ventura

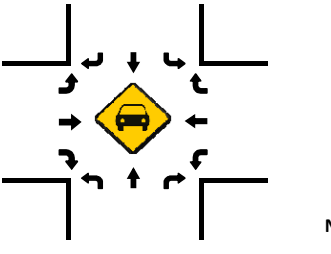
Day: Tuesday
Date: 05/08/2018



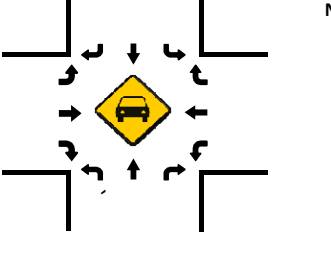
Total Vehicles (AM)



Total Vehicles (NOON)

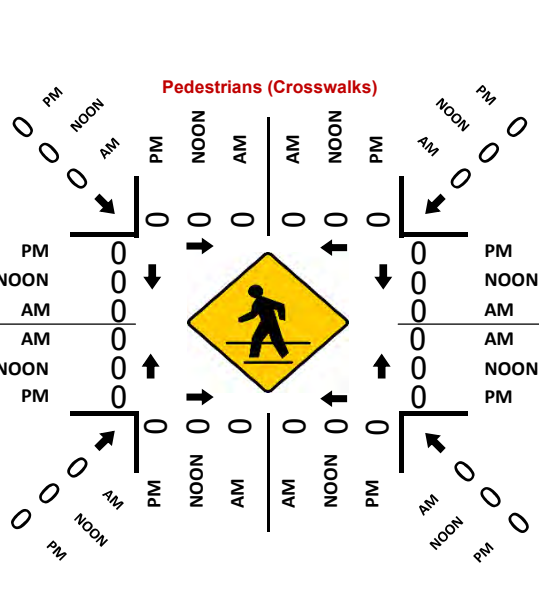


Total Vehicles (PM)

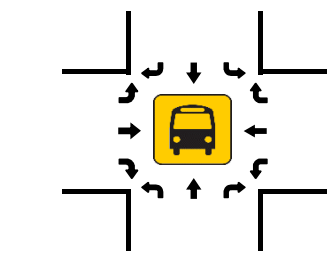


PM	2553	0	384	1334	0	PM
NOON	0	0	0	0	0	NOON
AM	2525	0	221	1060	0	AM

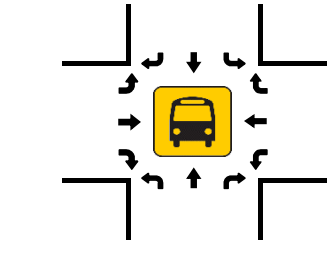
NORTHBOUND
Victoria Ave



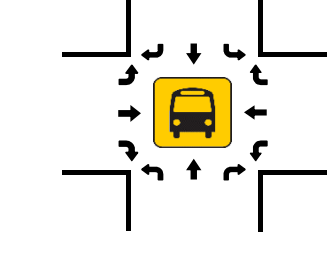
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

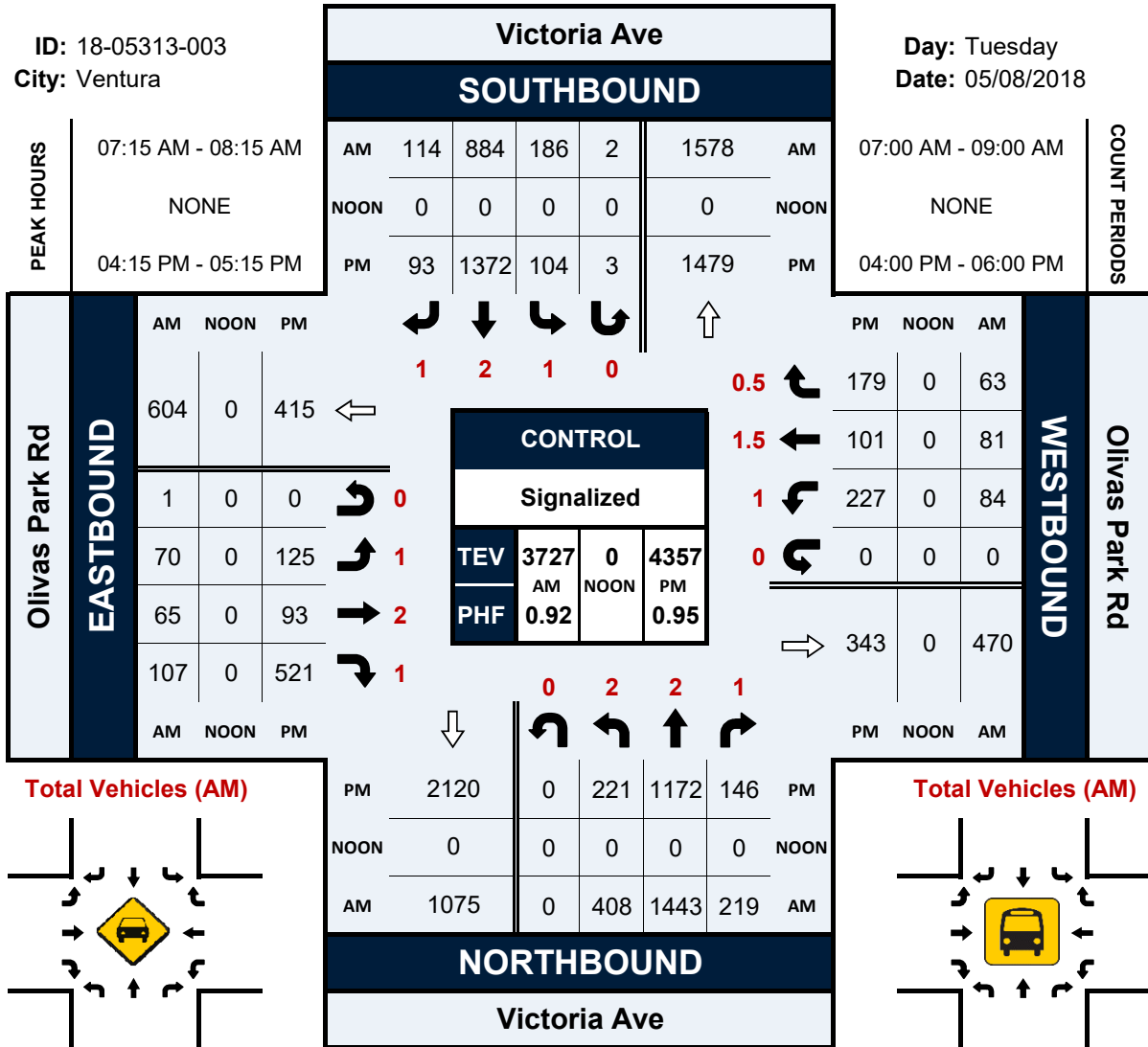


Victoria Ave & Olivas Park Rd

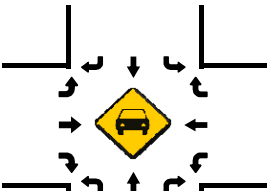
Peak Hour Turning Movement Count

ID: 18-05313-003
City: Ventura

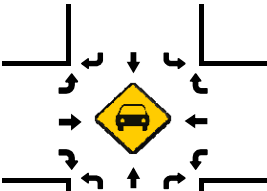
Day: Tuesday
Date: 05/08/2018



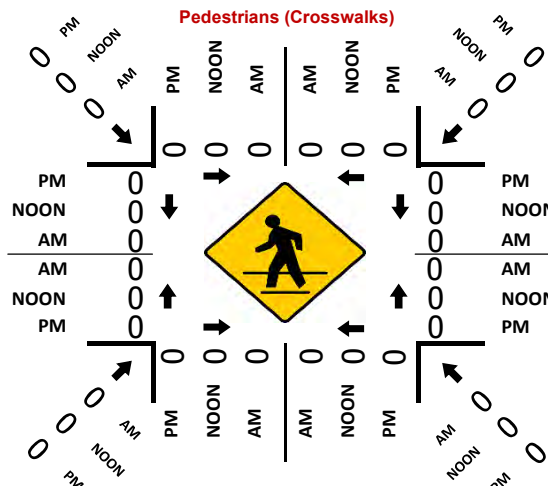
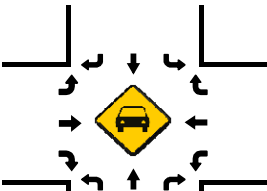
Total Vehicles (AM)



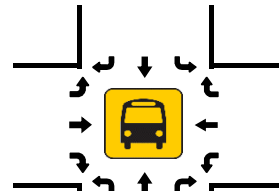
Total Vehicles (NOON)



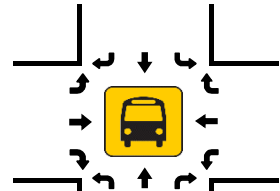
Total Vehicles (PM)



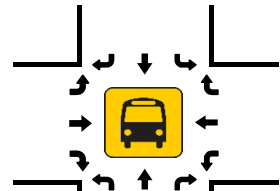
Total Vehicles (AM)



Total Vehicles (NOON)

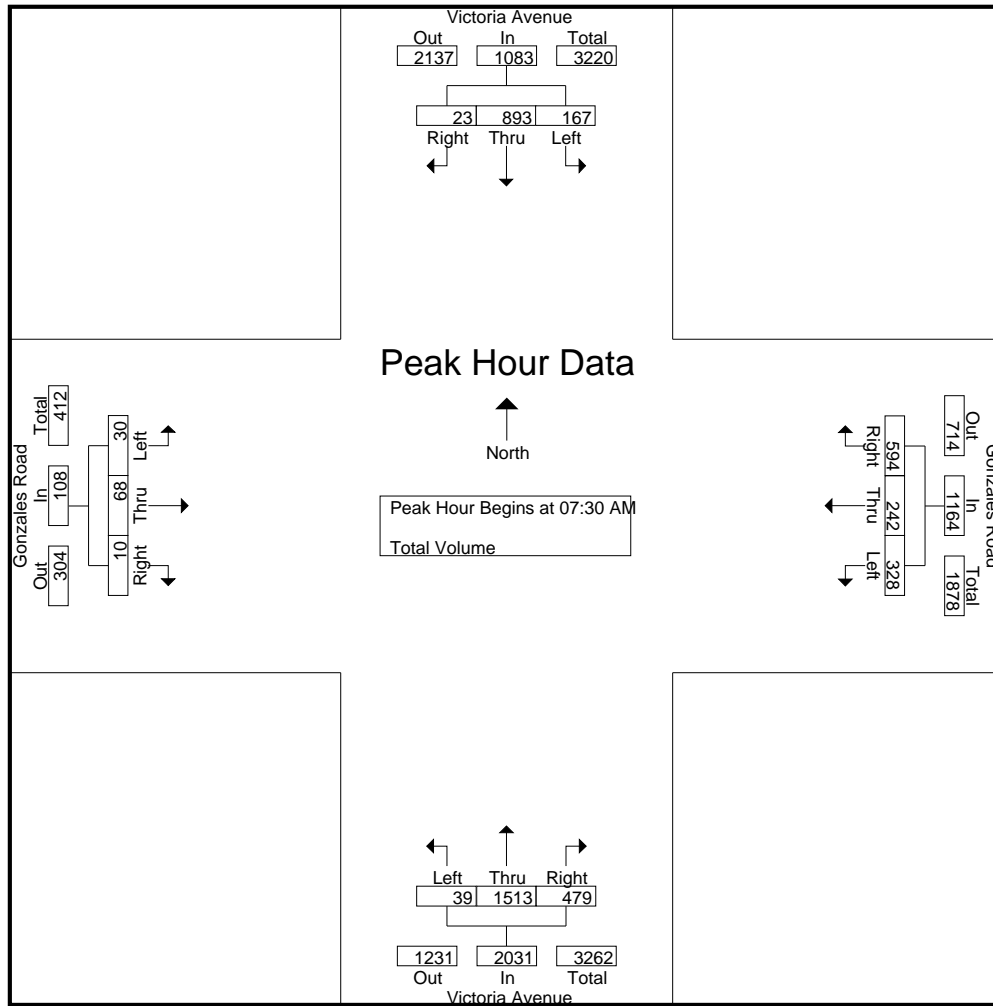


Total Vehicles (PM)



County of Ventura
 N/S: Victoria Avenue
 E/W: Gonzales Road
 Weather: Clear

File Name : 01_VCO_VI GO AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2

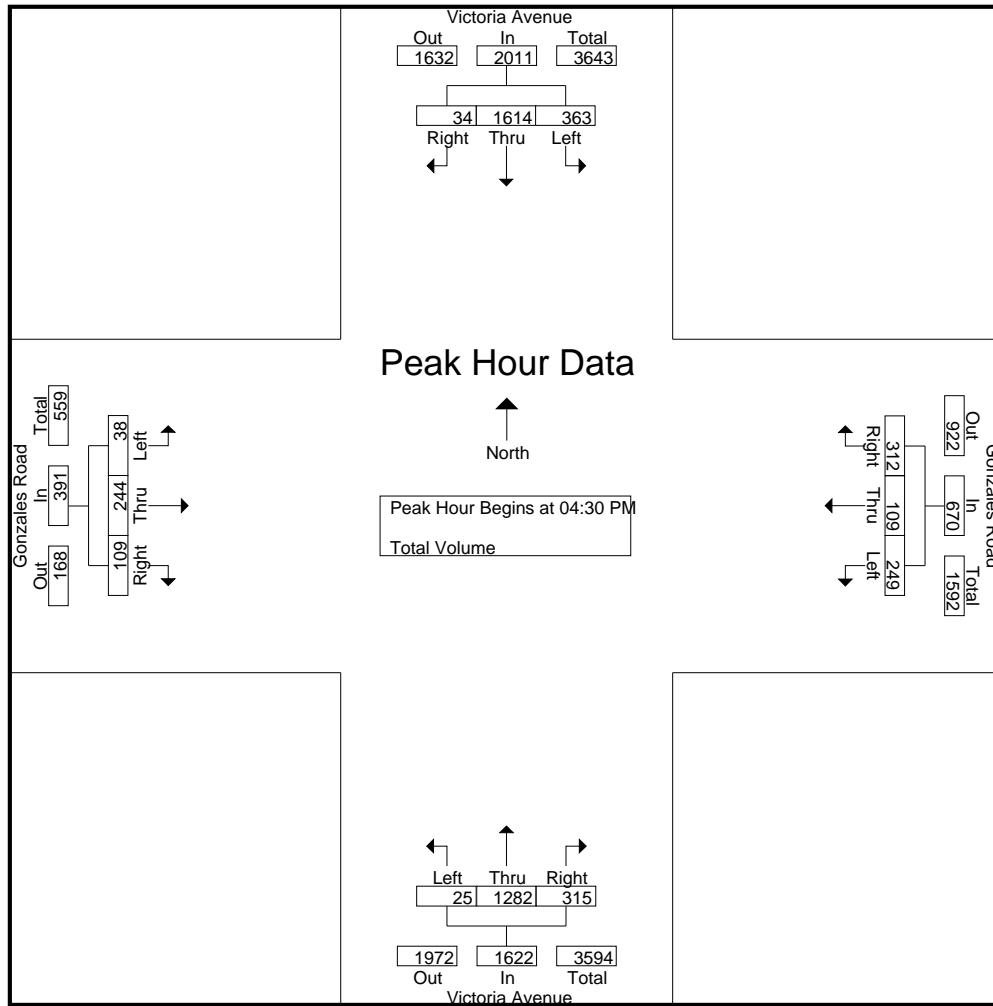


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:15 AM				08:00 AM			
+0 mins.	47	250	8	305	79	51	115	245	8	432	66	506	7	12	3	22
+15 mins.	41	230	5	276	114	45	144	303	10	386	196	592	11	18	1	30
+30 mins.	39	199	4	242	92	66	149	307	10	440	210	660	10	14	1	25
+45 mins.	53	212	7	272	43	80	186	309	8	359	43	410	9	18	6	33
Total Volume	180	891	24	1095	328	242	594	1164	36	1617	515	2168	37	62	11	110
% App. Total	16.4	81.4	2.2		28.2	20.8	51		1.7	74.6	23.8		33.6	56.4	10	
PHF	.849	.891	.750	.898	.719	.756	.798	.942	.900	.919	.613	.821	.841	.861	.458	.833

County of Ventura
 N/S: Victoria Avenue
 E/W: Gonzales Road
 Weather: Clear

File Name : 01_VCO_VI GO PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2

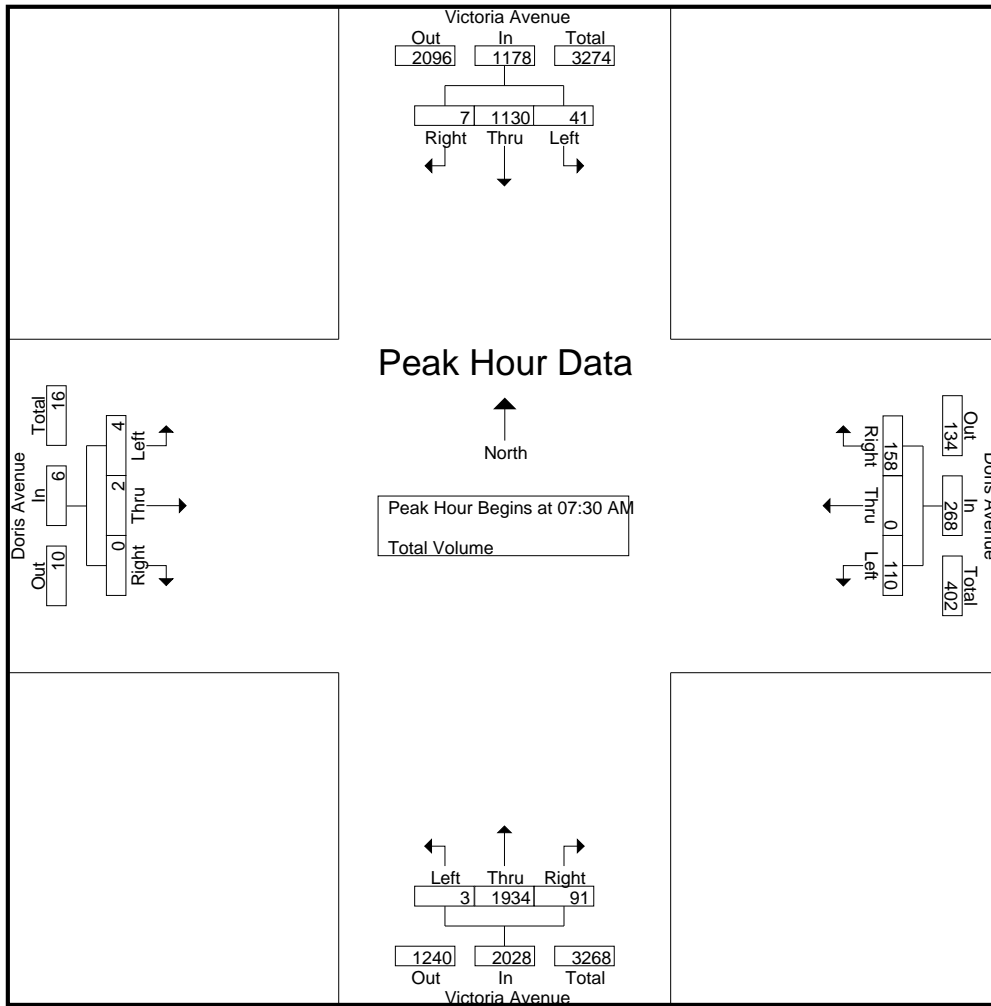


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:30 PM				04:15 PM			
+0 mins.	83	478	8	569	68	23	75	166	3	362	67	432	7	79	42	128
+15 mins.	117	429	10	556	57	21	80	158	11	257	75	343	24	82	48	154
+30 mins.	98	455	5	558	74	34	71	179	5	385	86	476	5	60	20	85
+45 mins.	77	426	6	509	63	30	83	176	6	278	87	371	3	48	20	71
Total Volume	375	1788	29	2192	262	108	309	679	25	1282	315	1622	39	269	130	438
% App. Total	17.1	81.6	1.3		38.6	15.9	45.5		1.5	79	19.4		8.9	61.4	29.7	
PHF	.801	.935	.725	.963	.885	.794	.931	.948	.568	.832	.905	.852	.406	.820	.677	.711

County of Ventura
 N/S: Victoria Avenue
 E/W: Doris Avenue
 Weather: Clear

File Name : 02_VCO_VI DO AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2

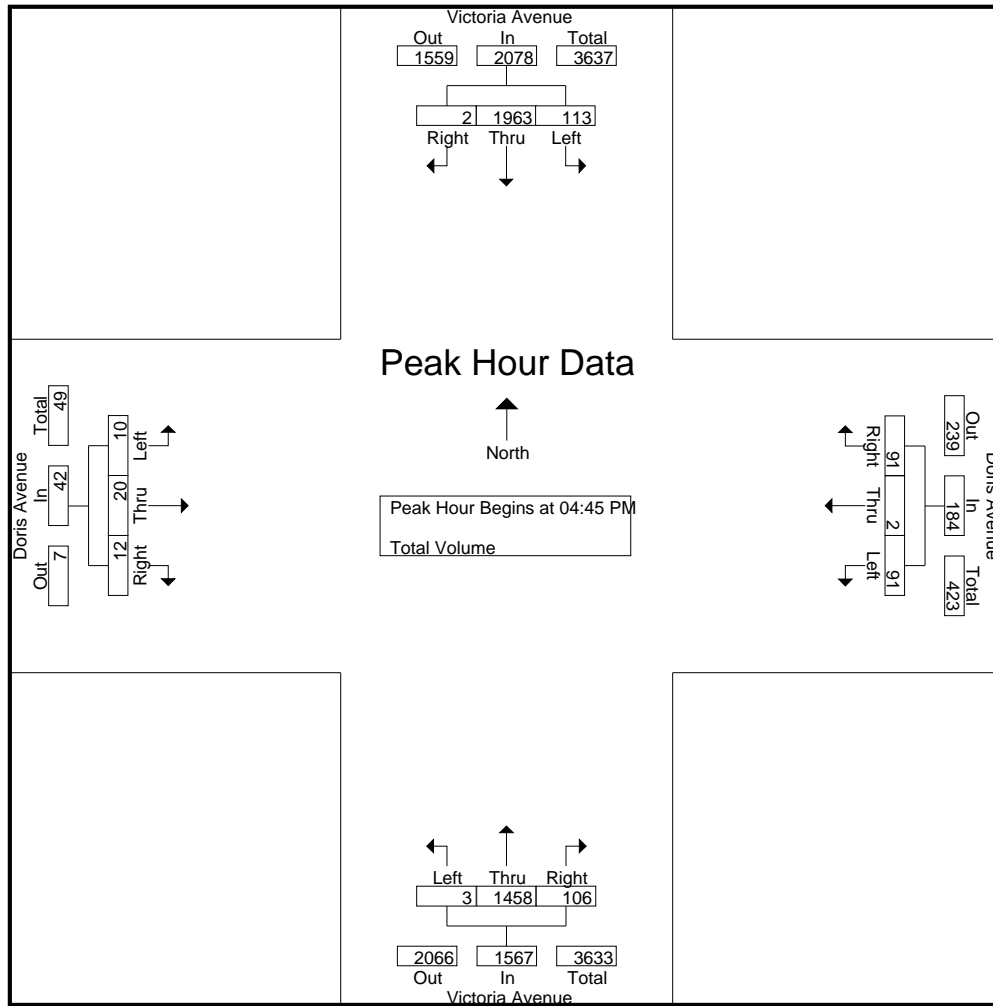


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:15 AM				07:00 AM			
+0 mins.	2	267	2	271	18	0	32	50	3	412	10	425	4	1	3	8
+15 mins.	12	295	3	310	39	0	70	109	0	594	20	614	0	0	3	3
+30 mins.	14	312	1	327	24	0	32	56	0	557	17	574	2	1	0	3
+45 mins.	13	256	1	270	29	0	24	53	1	408	25	434	0	1	0	1
Total Volume	41	1130	7	1178	110	0	158	268	4	1971	72	2047	6	3	6	15
% App. Total	3.5	95.9	0.6		41	0	59		0.2	96.3	3.5		40	20	40	
PHF	.732	.905	.583	.901	.705	.000	.564	.615	.333	.830	.720	.833	.375	.750	.500	.469

County of Ventura
 N/S: Victoria Avenue
 E/W: Doris Avenue
 Weather: Clear

File Name : 02_VCO_VI DO PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2

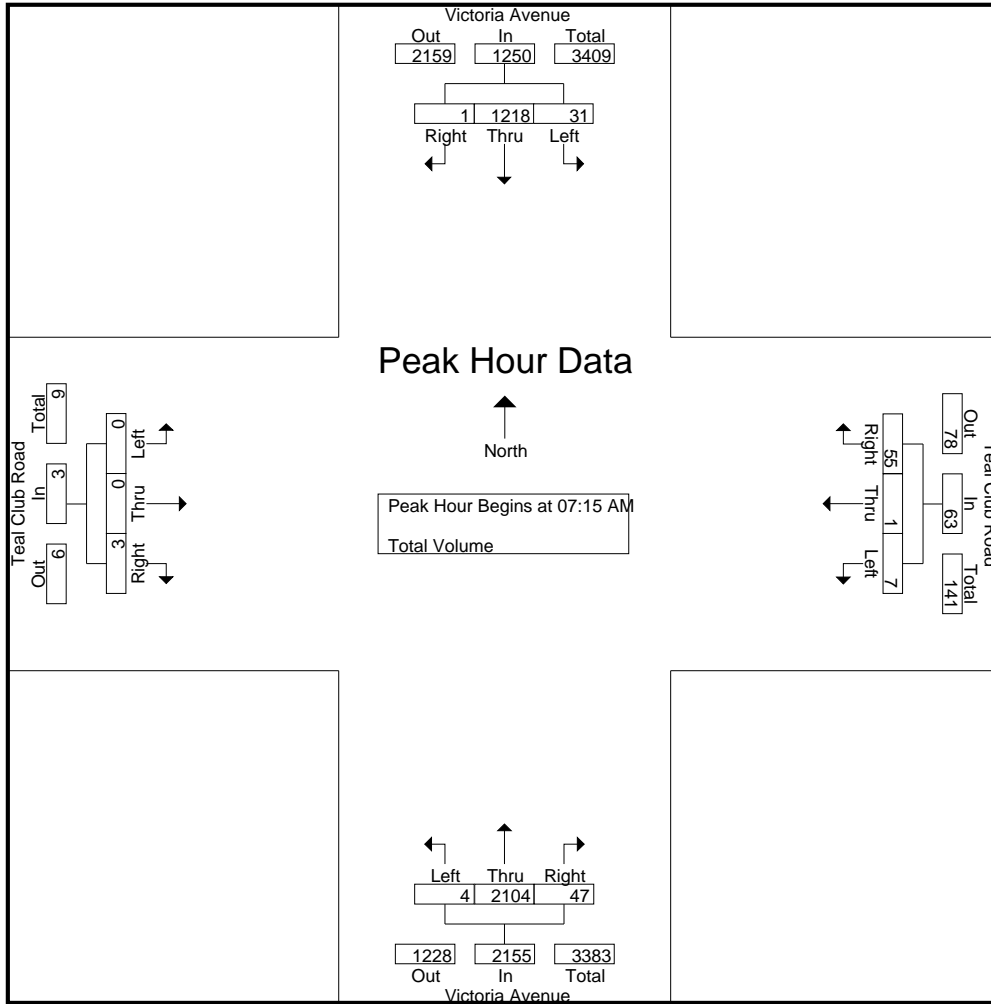


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:15 PM				04:45 PM			
+0 mins.	19	464	1	484	12	0	21	33	0	377	22	399	4	2	3	9
+15 mins.	23	482	0	505	28	0	25	53	1	401	20	422	2	3	3	8
+30 mins.	35	533	0	568	24	1	23	48	0	362	24	386	0	1	1	2
+45 mins.	33	490	0	523	22	0	29	51	0	393	33	426	4	14	5	23
Total Volume	110	1969	1	2080	86	1	98	185	1	1533	99	1633	10	20	12	42
% App. Total	5.3	94.7	0		46.5	0.5	53		0.1	93.9	6.1		23.8	47.6	28.6	
PHF	.786	.924	.250	.915	.768	.250	.845	.873	.250	.956	.750	.958	.625	.357	.600	.457

City of Oxnard
 N/S: Victoria Avenue
 E/W: Teal Club Road
 Weather: Clear

File Name : 03_OXD_VI TE AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2

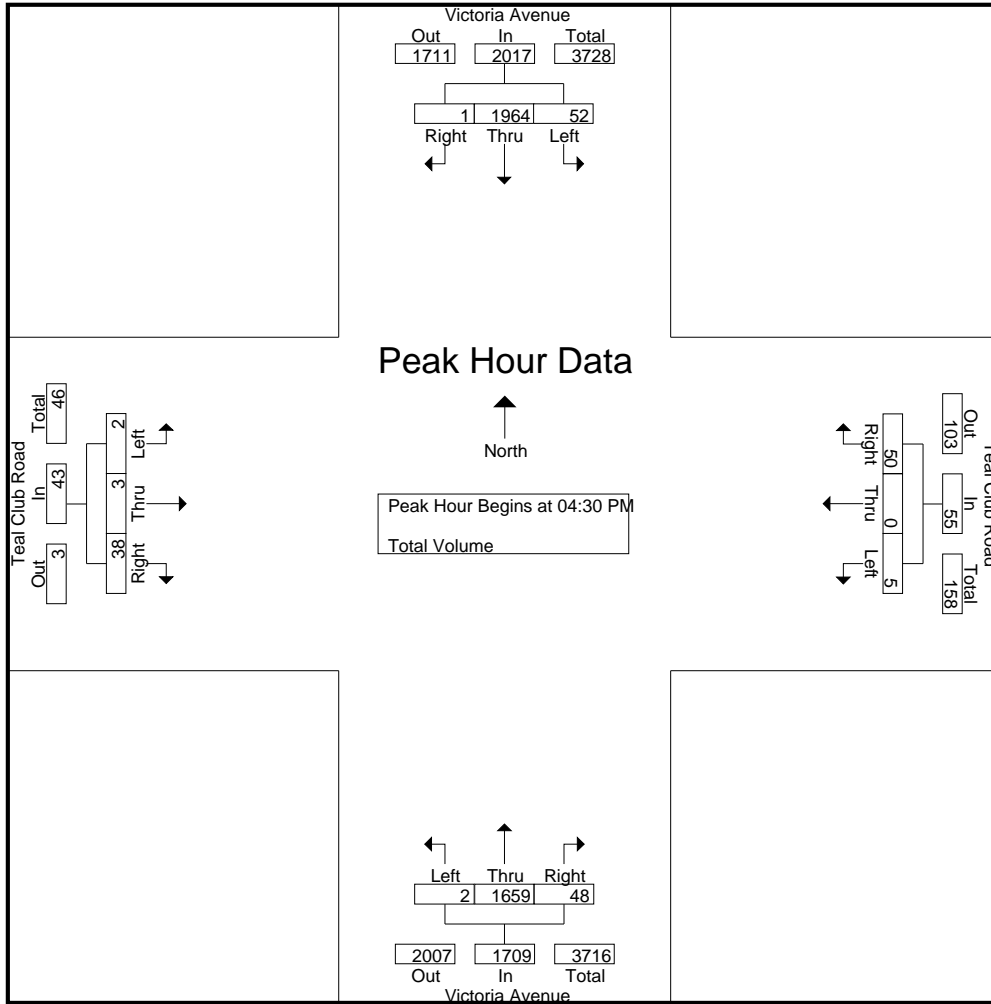


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:15 AM				07:00 AM			
+0 mins.	6	290	0	296	1	1	13	15	0	487	9	496	1	0	1	2
+15 mins.	8	364	0	372	2	0	15	17	2	641	17	660	0	0	1	1
+30 mins.	8	322	1	331	4	0	12	16	2	550	15	567	0	0	2	2
+45 mins.	7	276	0	283	2	0	15	17	0	426	6	432	0	0	0	0
Total Volume	29	1252	1	1282	9	1	55	65	4	2104	47	2155	1	0	4	5
% App. Total	2.3	97.7	0.1		13.8	1.5	84.6		0.2	97.6	2.2		20	0	80	
PHF	.906	.860	.250	.862	.563	.250	.917	.956	.500	.821	.691	.816	.250	.000	.500	.625

City of Oxnard
 N/S: Victoria Avenue
 E/W: Teal Club Road
 Weather: Clear

File Name : 03_OXD_VI TE PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

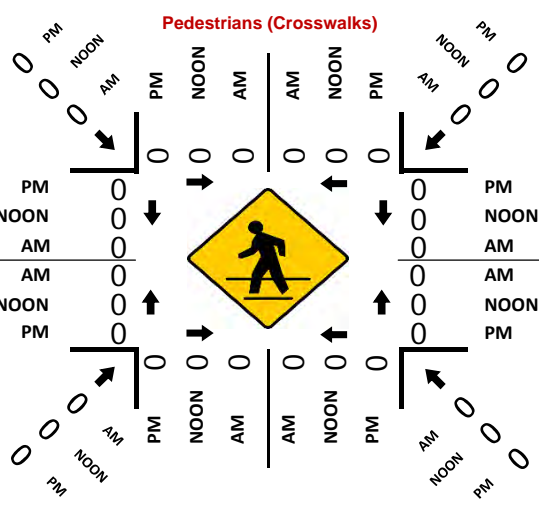
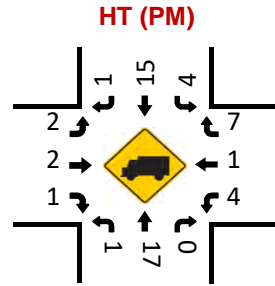
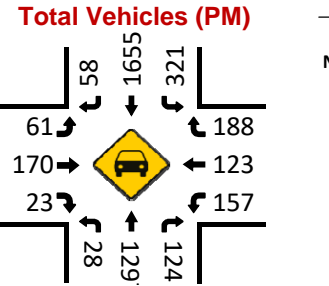
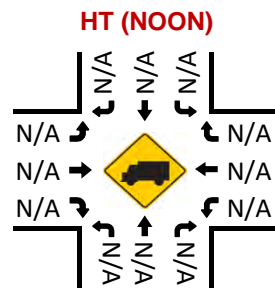
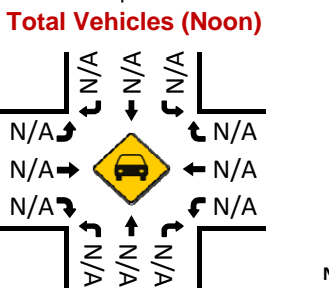
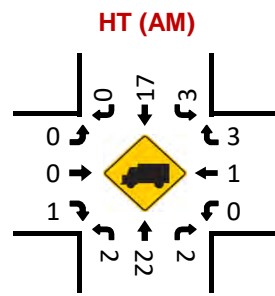
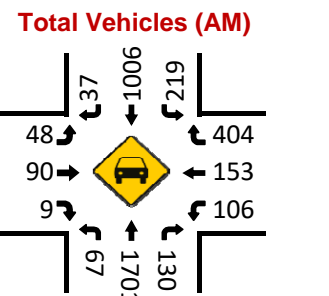
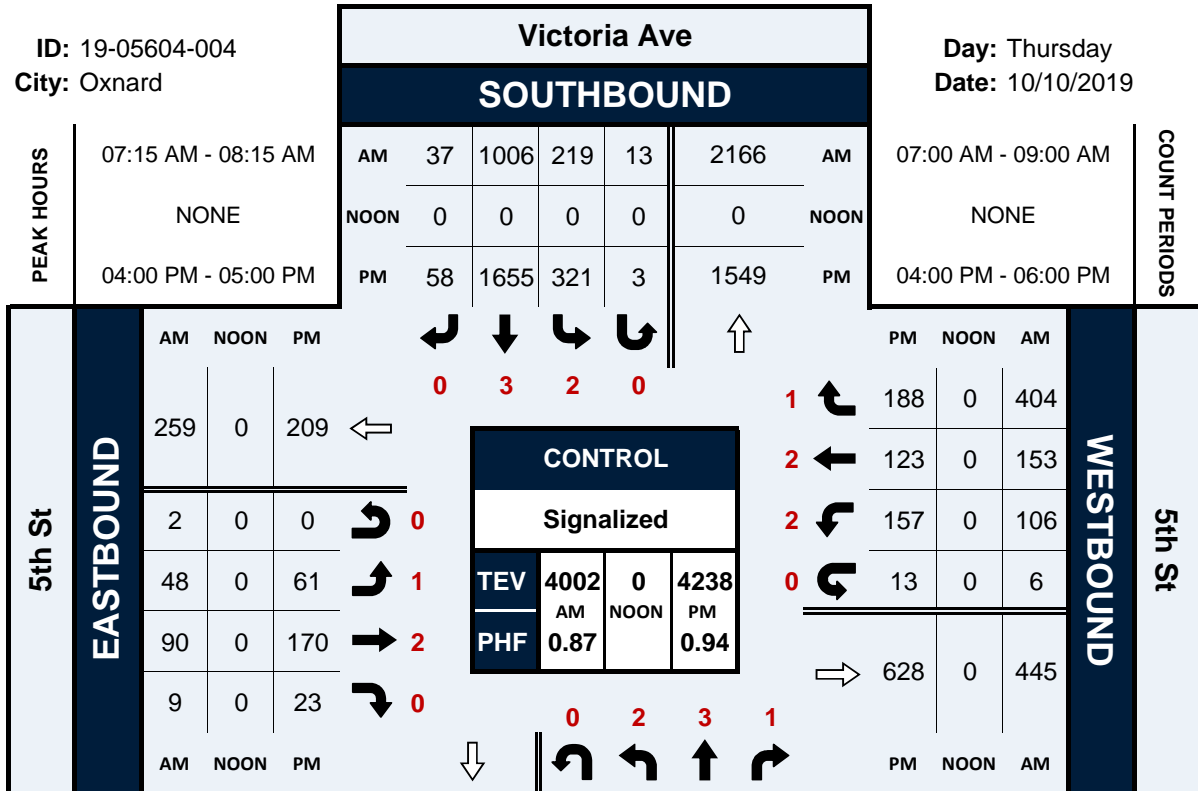
	04:45 PM				04:30 PM				04:00 PM							
+0 mins.	11	488	0	499	3	0	11	14	2	436	13	451	0	0	5	5
+15 mins.	16	503	0	519	1	0	20	21	0	377	10	387	0	0	2	2
+30 mins.	13	528	0	541	0	0	13	13	0	470	17	487	1	2	27	30
+45 mins.	11	517	0	528	0	0	12	12	0	376	8	384	1	1	9	11
Total Volume	51	2036	0	2087	4	0	56	60	2	1659	48	1709	2	3	43	48
% App. Total	2.4	97.6	0		6.7	0	93.3		0.1	97.1	2.8		4.2	6.2	89.6	
PHF	.797	.964	.000	.964	.333	.000	.700	.714	.250	.882	.706	.877	.500	.375	.398	.400

Victoria Ave & 5th St

Peak Hour Turning Movement Count

ID: 19-05604-004
City: Oxnard

Day: Thursday
Date: 10/10/2019

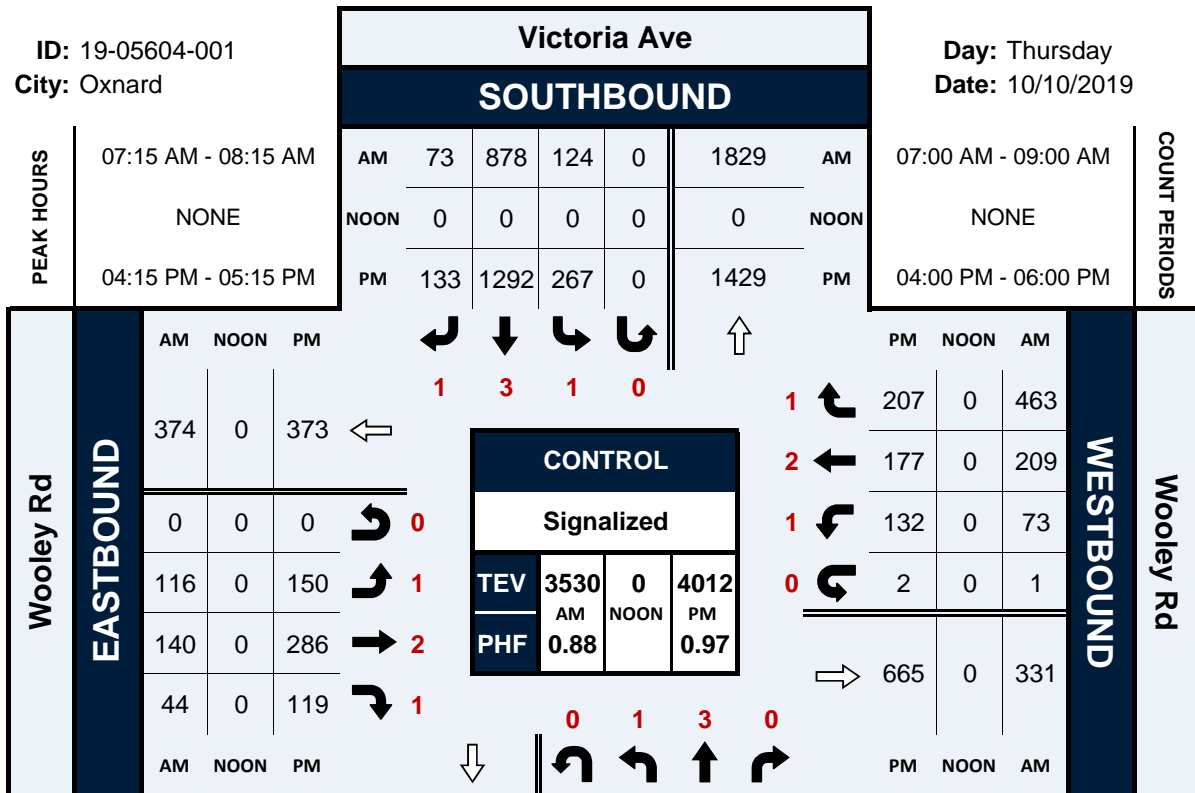


Victoria Ave & Wooley Rd

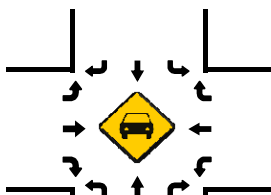
Peak Hour Turning Movement Count

ID: 19-05604-001
City: Oxnard

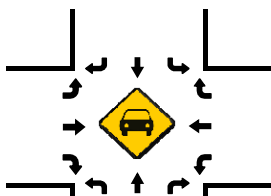
Day: Thursday
Date: 10/10/2019



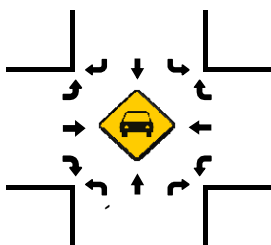
Total Vehicles (AM)



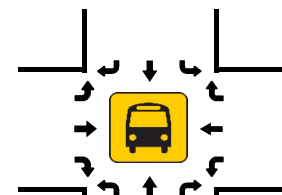
Total Vehicles (NOON)



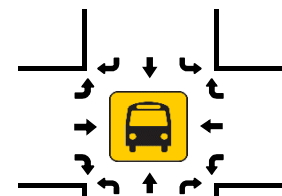
Total Vehicles (PM)



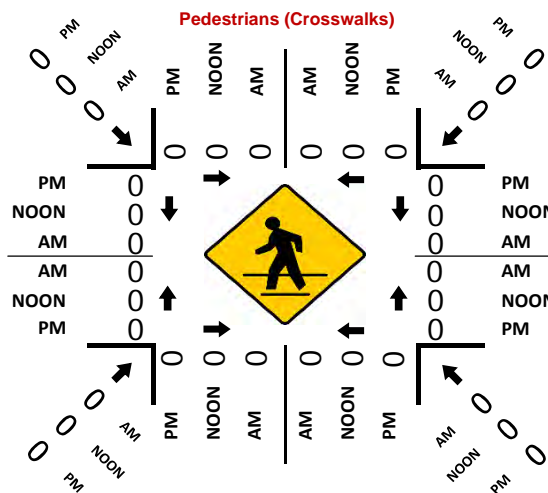
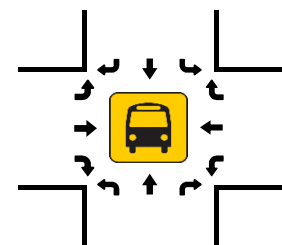
Total Vehicles (AM)



Total Vehicles (NOON)

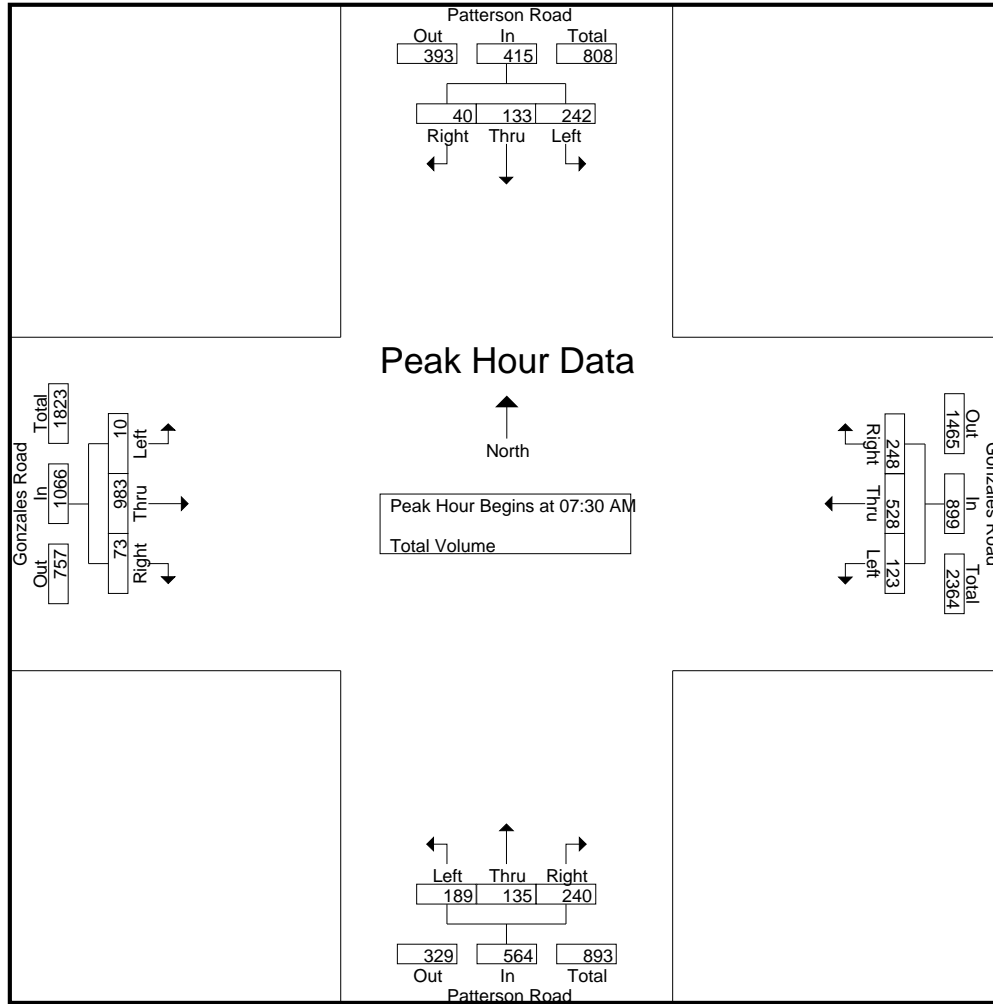


Total Vehicles (PM)



City of Oxnard
 N/S: Patterson Road
 E/W: Gonzales Road
 Weather: Clear

File Name : 07_OXD_PA GO AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2

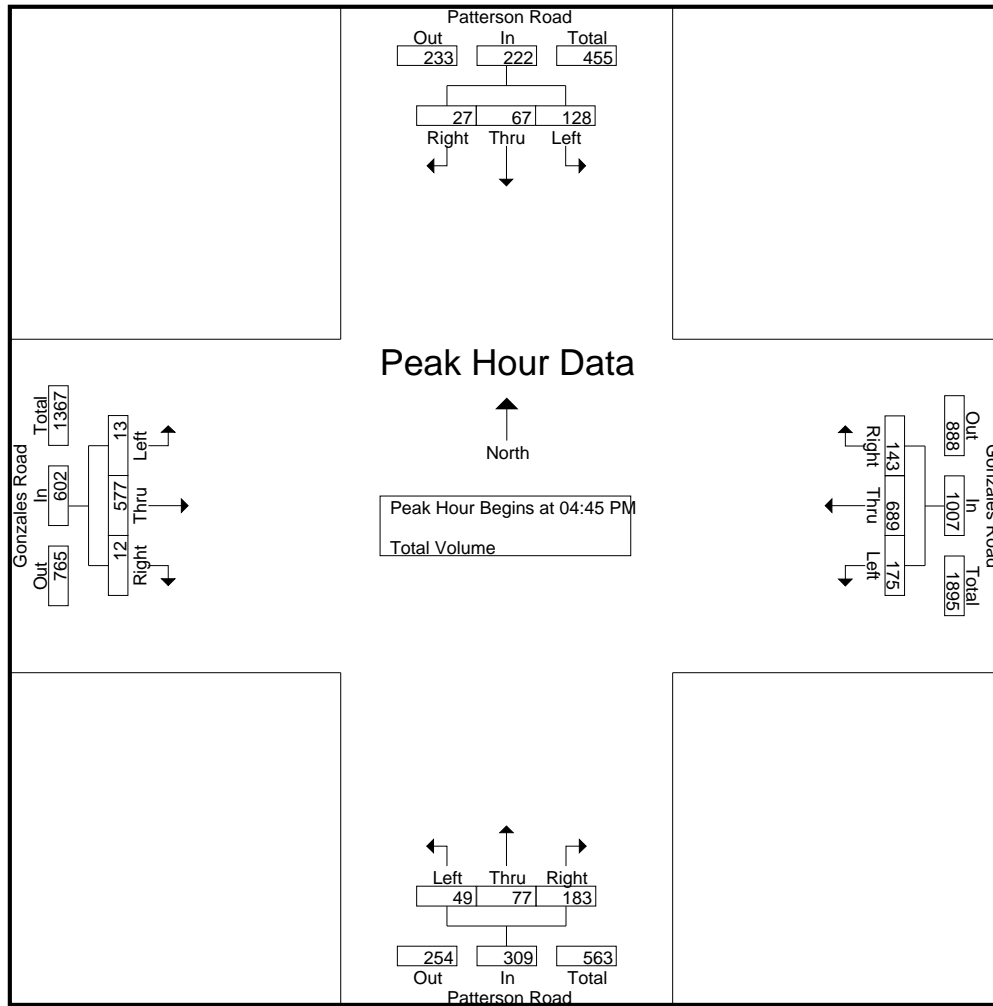


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	58	12	8	78	18	61	26	105	21	31	66	118	3	257	8	268
+15 mins.	99	29	15	143	26	143	70	239	34	24	64	122	5	312	21	338
+30 mins.	65	44	13	122	50	194	110	354	62	39	68	169	0	189	16	205
+45 mins.	45	29	5	79	21	130	54	205	72	41	42	155	2	225	28	255
Total Volume	267	114	41	422	115	528	260	903	189	135	240	564	10	983	73	1066
% App. Total	63.3	27	9.7		12.7	58.5	28.8		33.5	23.9	42.6		0.9	92.2	6.8	
PHF	.674	.648	.683	.738	.575	.680	.591	.638	.656	.823	.882	.834	.500	.788	.652	.788

City of Oxnard
 N/S: Patterson Road
 E/W: Gonzales Road
 Weather: Clear

File Name : 07_OXD_PA GO PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2

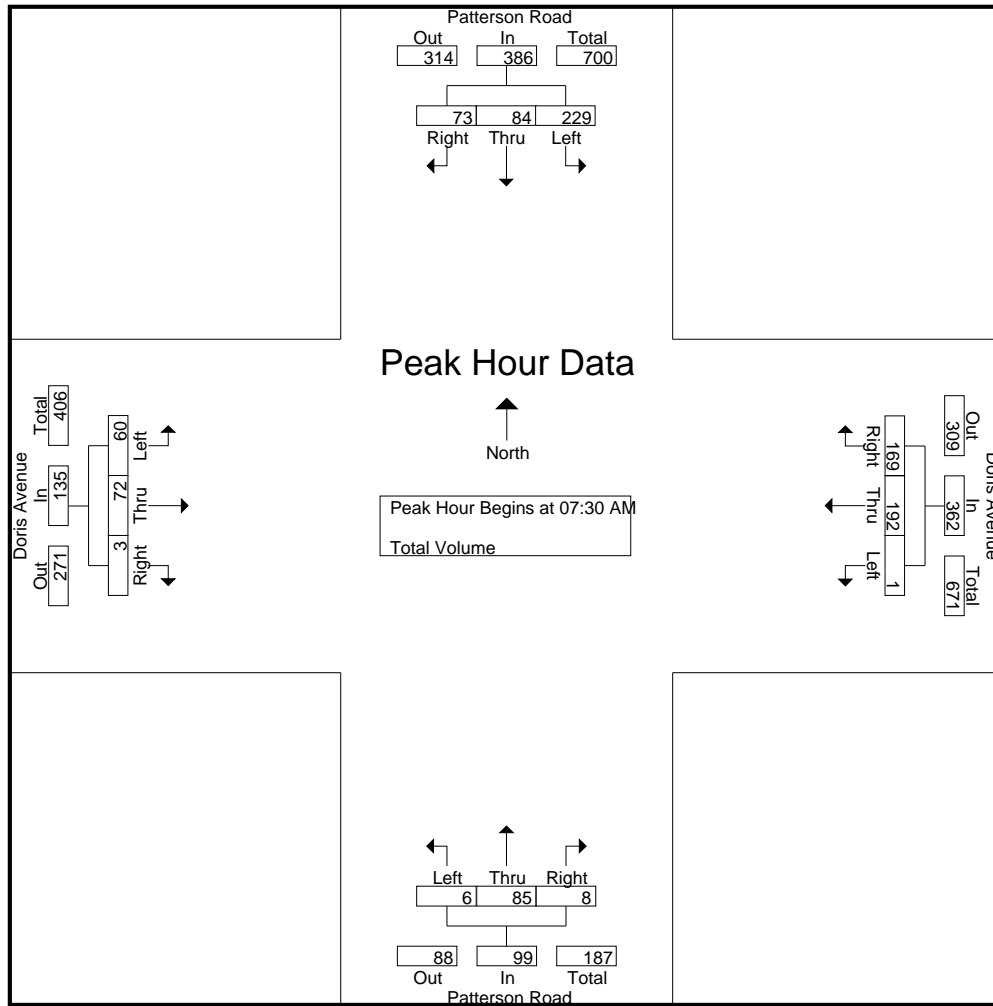


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				05:00 PM				04:45 PM			
+0 mins.	38	11	5	54	34	186	49	269	9	18	57	84	5	135	6	146
+15 mins.	35	17	3	55	45	174	42	261	8	23	41	72	3	157	2	162
+30 mins.	35	18	10	63	46	180	42	268	14	14	43	71	5	121	1	127
+45 mins.	35	15	7	57	39	159	37	235	38	37	44	119	0	164	3	167
Total Volume	143	61	25	229	164	699	170	1033	69	92	185	346	13	577	12	602
% App. Total	62.4	26.6	10.9		15.9	67.7	16.5		19.9	26.6	53.5		2.2	95.8	2	
PHF	.941	.847	.625	.909	.891	.940	.867	.960	.454	.622	.811	.727	.650	.880	.500	.901

City of Oxnard
 N/S: Patterson Road
 E/W: Doris Avenue
 Weather: Clear

File Name : 08_OXD_PA DO AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2

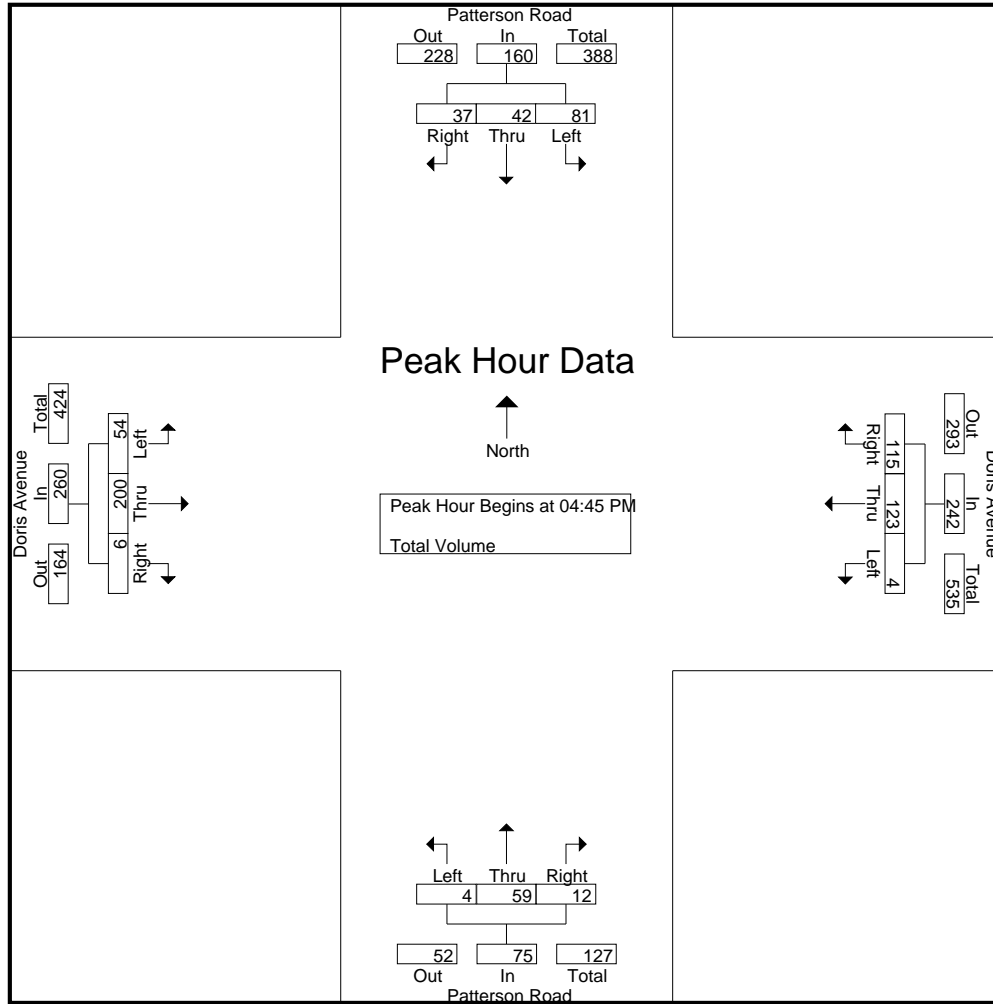


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:00 AM				07:45 AM			
+0 mins.	62	21	12	95	1	24	33	58	2	8	0	10	11	19	1	31
+15 mins.	78	31	21	130	1	42	41	84	1	9	0	10	23	25	0	48
+30 mins.	65	21	19	105	0	52	82	134	1	41	0	42	14	19	0	33
+45 mins.	24	11	21	56	0	66	35	101	5	28	7	40	8	17	1	26
Total Volume	229	84	73	386	2	184	191	377	9	86	7	102	56	80	2	138
% App. Total	59.3	21.8	18.9		0.5	48.8	50.7		8.8	84.3	6.9		40.6	58	1.4	
PHF	.734	.677	.869	.742	.500	.697	.582	.703	.450	.524	.250	.607	.609	.800	.500	.719

City of Oxnard
 N/S: Patterson Road
 E/W: Doris Avenue
 Weather: Clear

File Name : 08_OXD_PA DO PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2

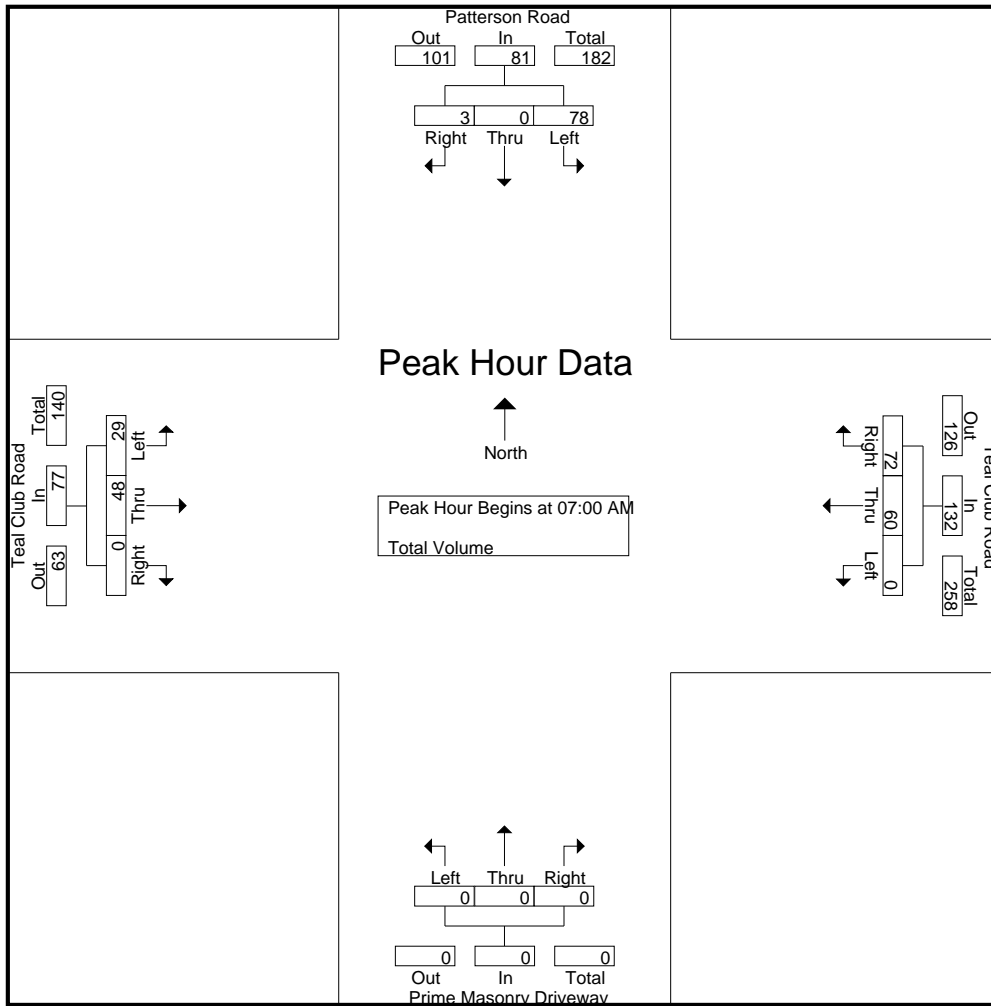


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:15 PM				04:45 PM			
+0 mins.	37	10	11	58	0	38	25	63	0	10	4	14	14	48	2	64
+15 mins.	31	11	8	50	2	33	32	67	0	12	2	14	18	44	0	62
+30 mins.	25	10	12	47	0	35	28	63	0	14	6	20	9	43	1	53
+45 mins.	24	11	11	46	0	30	34	64	4	19	4	27	13	65	3	81
Total Volume	117	42	42	201	2	136	119	257	4	55	16	75	54	200	6	260
% App. Total	58.2	20.9	20.9		0.8	52.9	46.3		5.3	73.3	21.3		20.8	76.9	2.3	
PHF	.791	.955	.875	.866	.250	.895	.875	.959	.250	.724	.667	.694	.750	.769	.500	.802

City of Oxnard
 N/S: Patterson Road
 E/W: Teal Club Road
 Weather: Clear

File Name : 09_OXD_PA TE AM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2

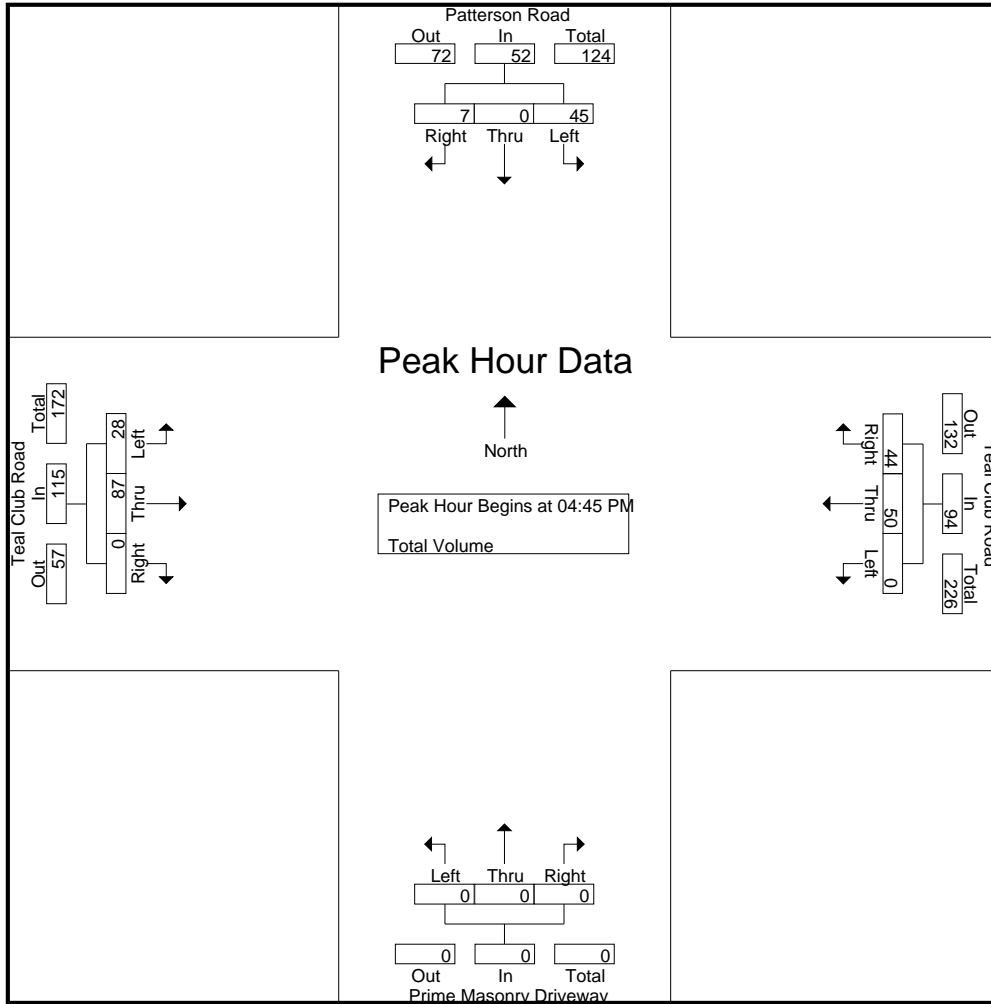


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:00 AM				07:00 AM			
+0 mins.	22	0	2	24	0	17	7	24	0	0	0	0	2	15	0	17
+15 mins.	30	0	0	30	0	12	35	47	0	0	0	0	5	9	0	14
+30 mins.	20	0	1	21	0	18	22	40	0	0	0	0	8	14	0	22
+45 mins.	11	0	1	12	0	15	7	22	0	0	0	0	14	10	0	24
Total Volume	83	0	4	87	0	62	71	133	0	0	0	0	29	48	0	77
% App. Total	95.4	0	4.6		0	46.6	53.4		0	0	0		37.7	62.3	0	
PHF	.692	.000	.500	.725	.000	.861	.507	.707	.000	.000	.000	.000	.518	.800	.000	.802

City of Oxnard
 N/S: Patterson Road
 E/W: Teal Club Road
 Weather: Clear

File Name : 09_OXD_PA TE PM
 Site Code : 07517686
 Start Date : 10/12/2017
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

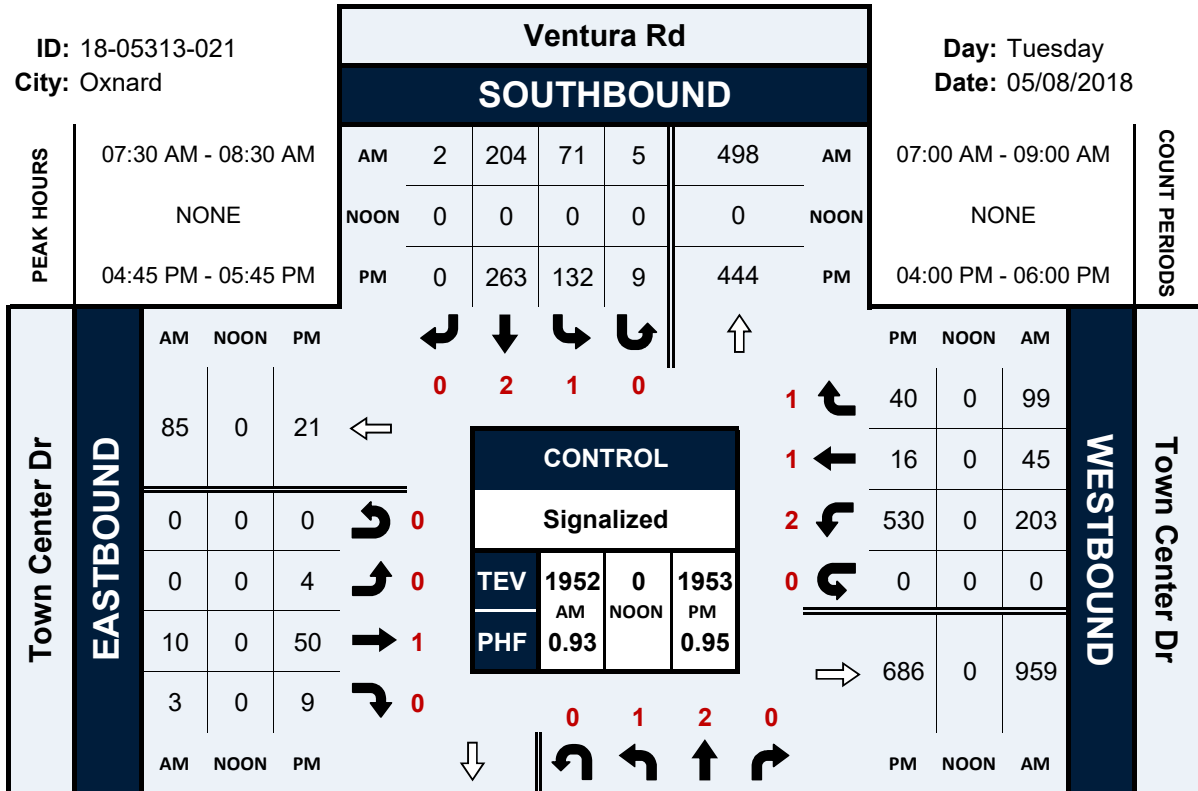
	04:45 PM				04:15 PM				04:00 PM				05:00 PM			
+0 mins.	12	0	3	15	0	18	9	27	0	0	0	0	12	21	0	33
+15 mins.	11	0	1	12	0	5	9	14	0	0	0	0	3	24	0	27
+30 mins.	8	0	2	10	0	14	14	28	0	0	0	0	7	27	0	34
+45 mins.	14	0	1	15	0	16	15	31	0	0	0	0	6	23	0	29
Total Volume	45	0	7	52	0	53	47	100	0	0	0	0	28	95	0	123
% App. Total	86.5	0	13.5		0	53	47		0	0	0		22.8	77.2	0	
PHF	.804	.000	.583	.867	.000	.736	.783	.806	.000	.000	.000	.000	.583	.880	.000	.904

Ventura Rd & Town Center Dr

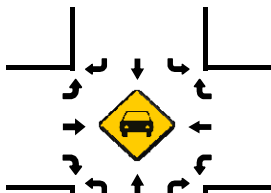
Peak Hour Turning Movement Count

ID: 18-05313-021
City: Oxnard

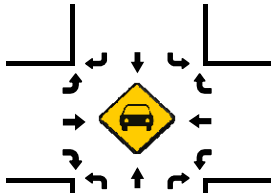
Day: Tuesday
Date: 05/08/2018



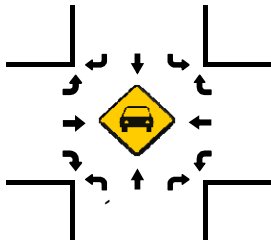
Total Vehicles (AM)



Total Vehicles (NOON)



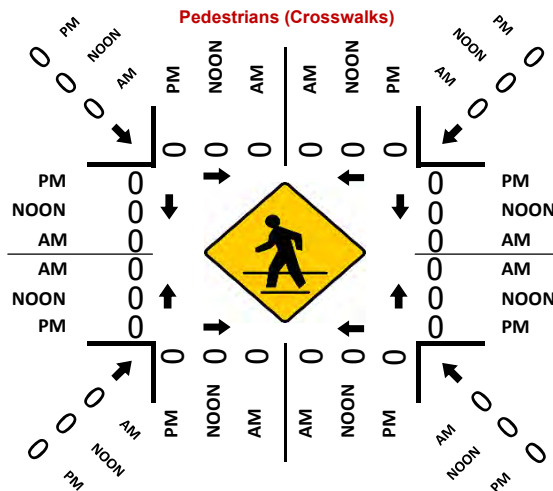
Total Vehicles (PM)



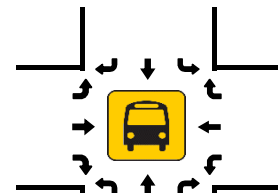
PM	802	0	5	391	504	PM
NOON	0	0	0	0	0	NOON
AM	410	0	38	394	878	AM

NORTHBOUND

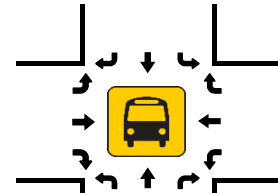
Ventura Rd



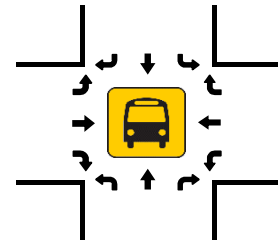
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

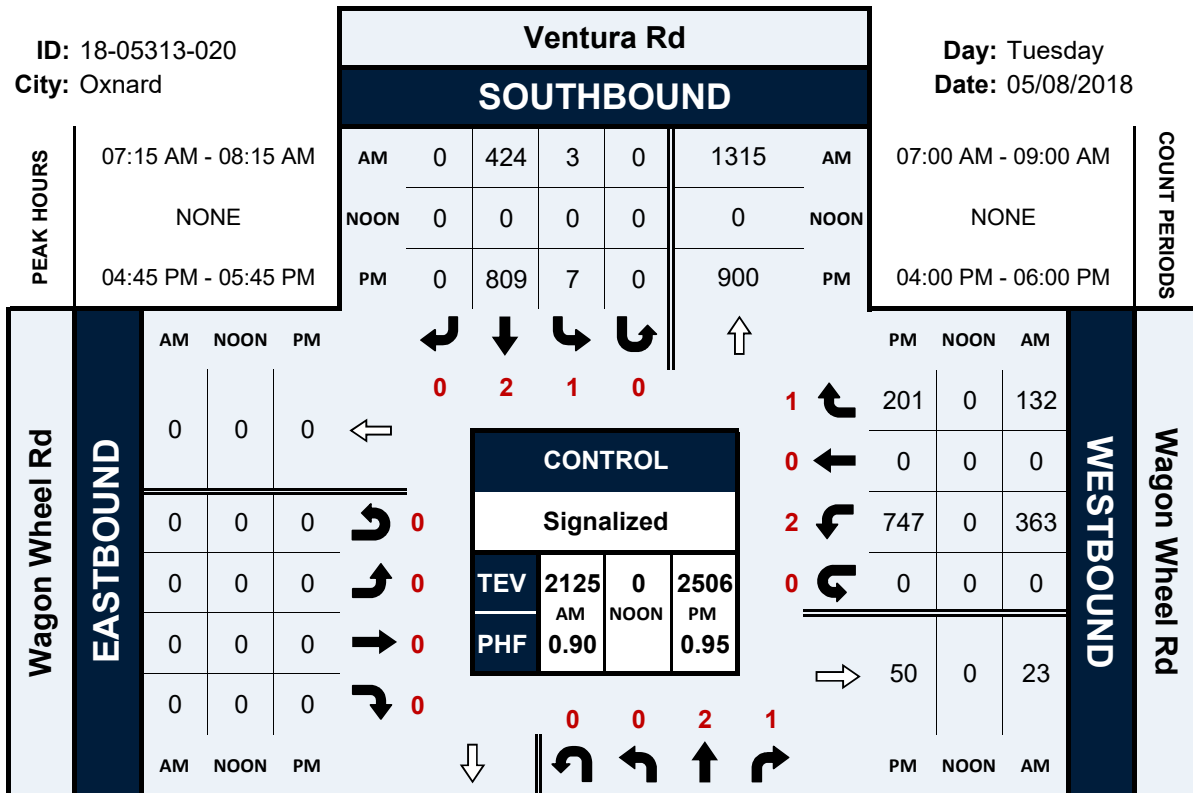


Ventura Rd & Wagon Wheel Rd

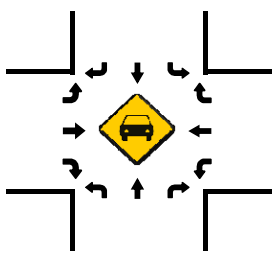
Peak Hour Turning Movement Count

ID: 18-05313-020
City: Oxnard

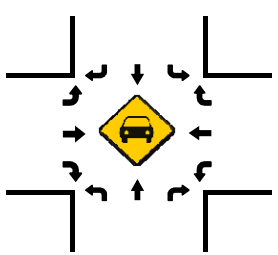
Day: Tuesday
Date: 05/08/2018



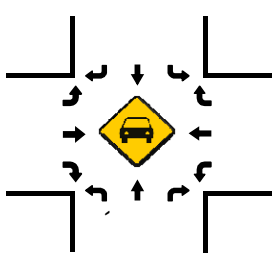
Total Vehicles (AM)



Total Vehicles (NOON)

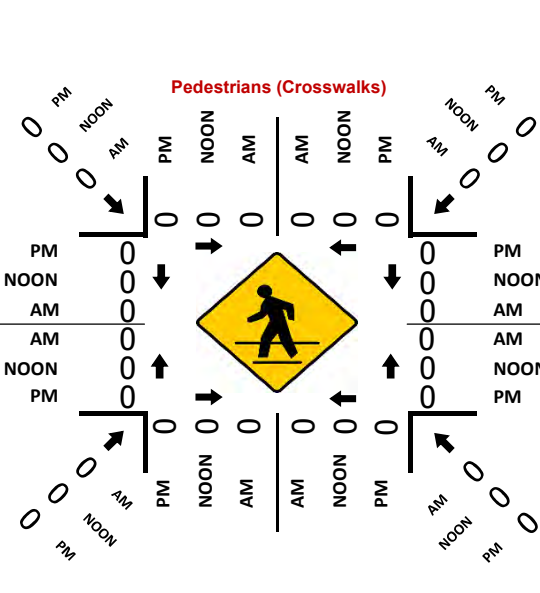


Total Vehicles (PM)

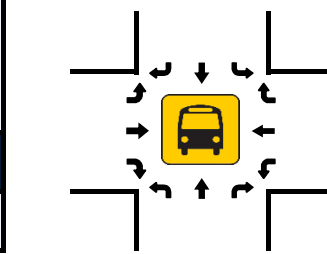


PM	1556	0	0	699	43	PM
NOON	0	0	0	0	0	NOON
AM	787	0	0	1183	20	AM

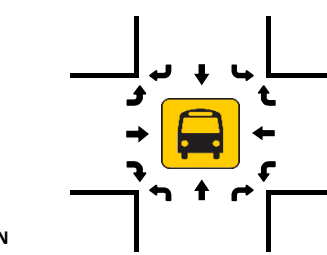
Ventura Rd NORTHBOUND



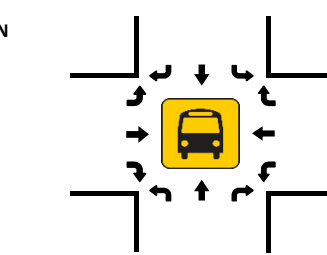
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

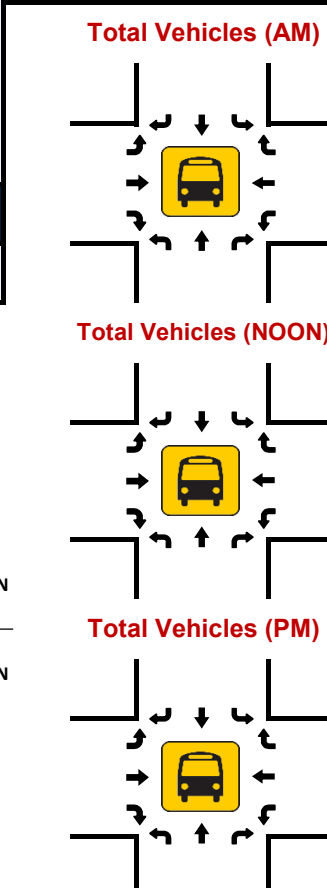
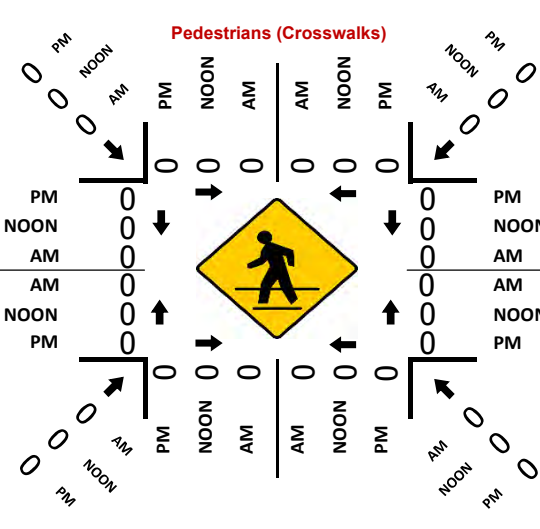
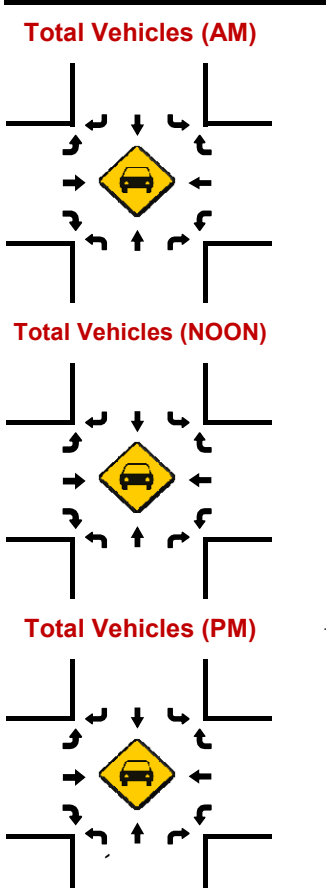
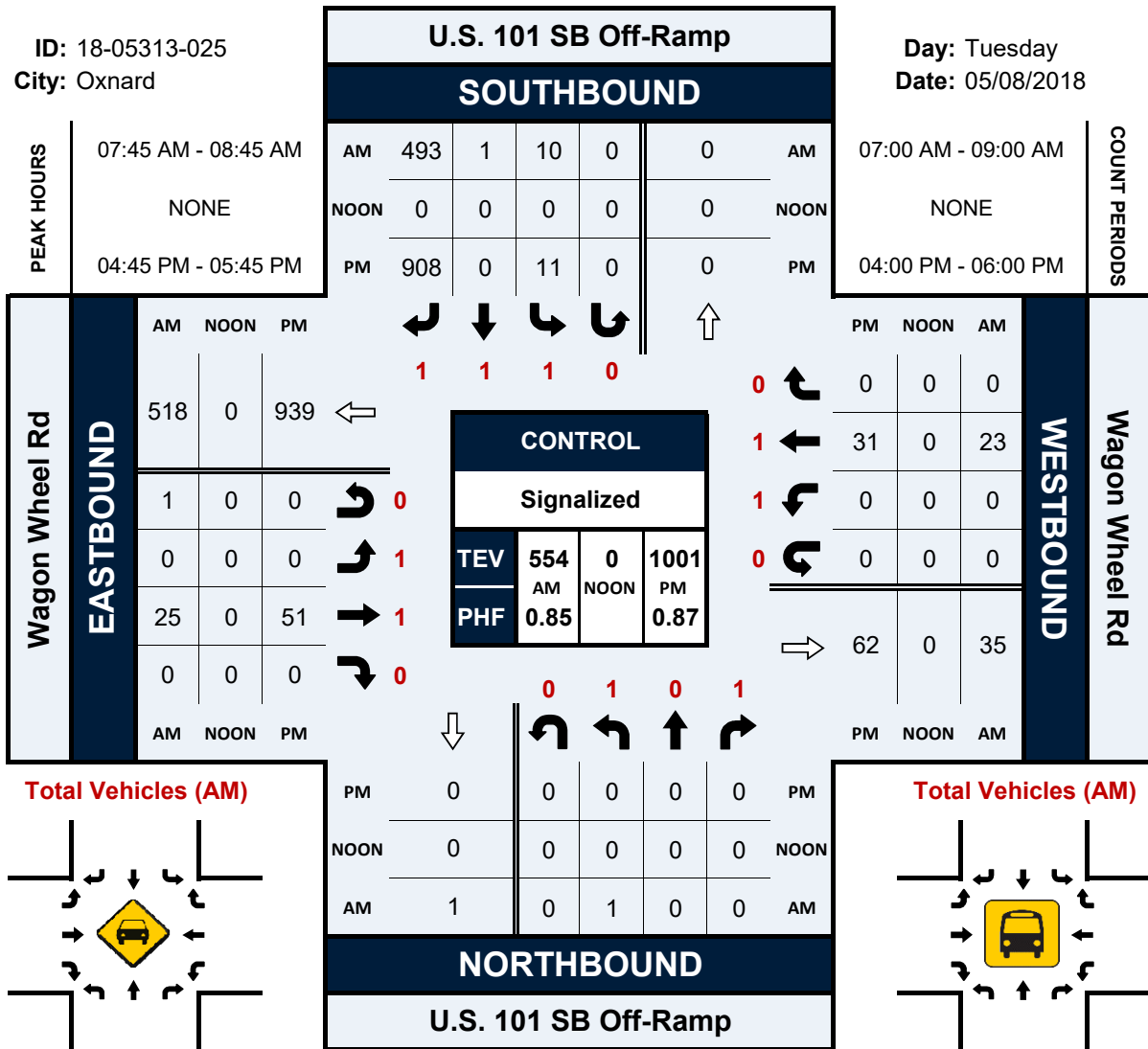


U.S. 101 SB Off-Ramp & Wagon Wheel Rd

Peak Hour Turning Movement Count

ID: 18-05313-025
City: Oxnard

Day: Tuesday
Date: 05/08/2018

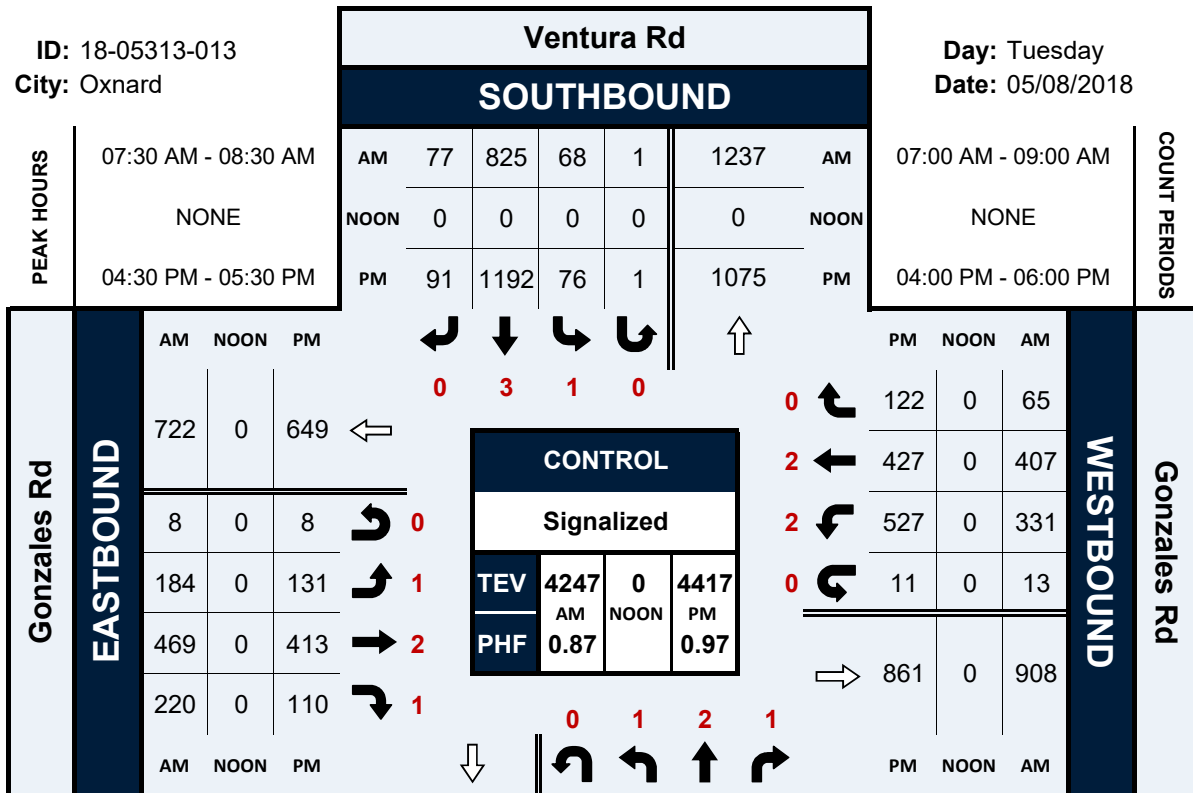


Ventura Rd & Gonzales Rd

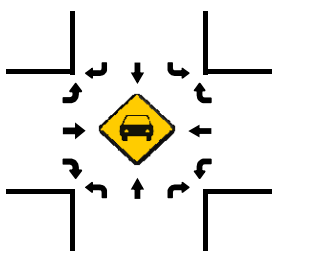
Peak Hour Turning Movement Count

ID: 18-05313-013
City: Oxnard

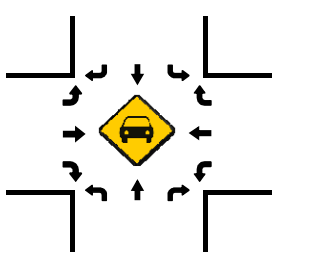
Day: Tuesday
Date: 05/08/2018



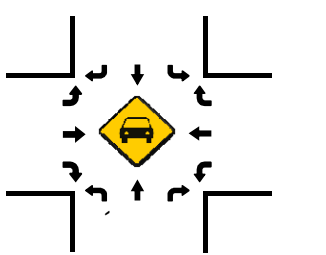
Total Vehicles (AM)



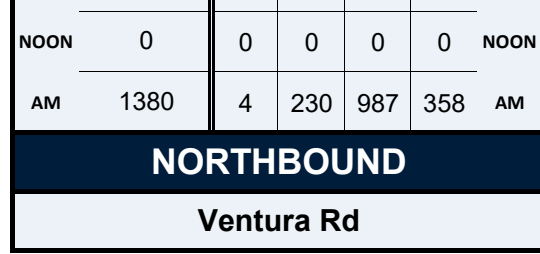
Total Vehicles (NOON)



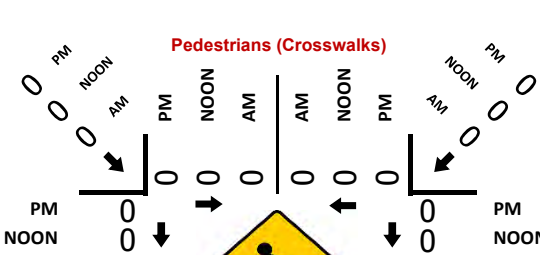
Total Vehicles (PM)



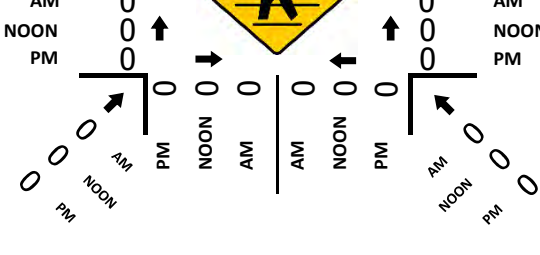
Total Vehicles (AM)



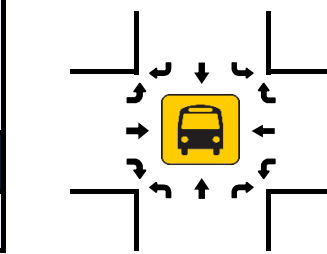
Total Vehicles (NOON)



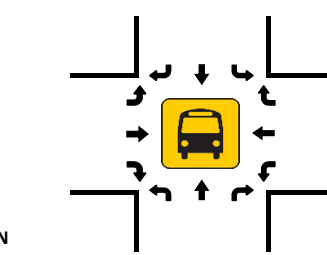
Total Vehicles (PM)



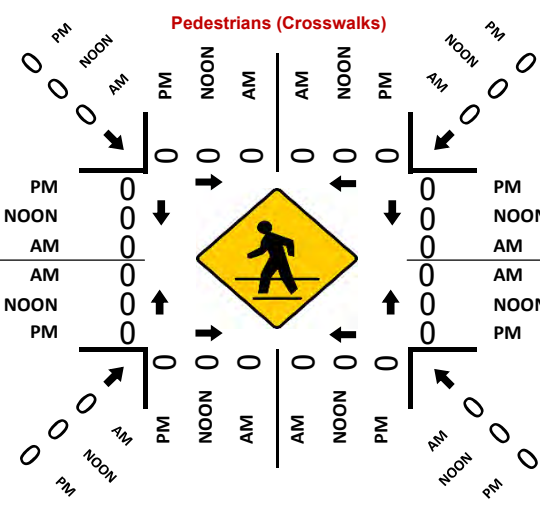
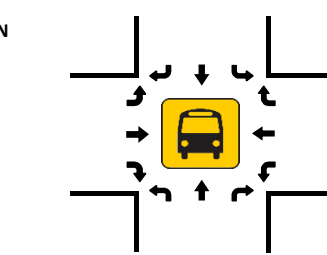
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

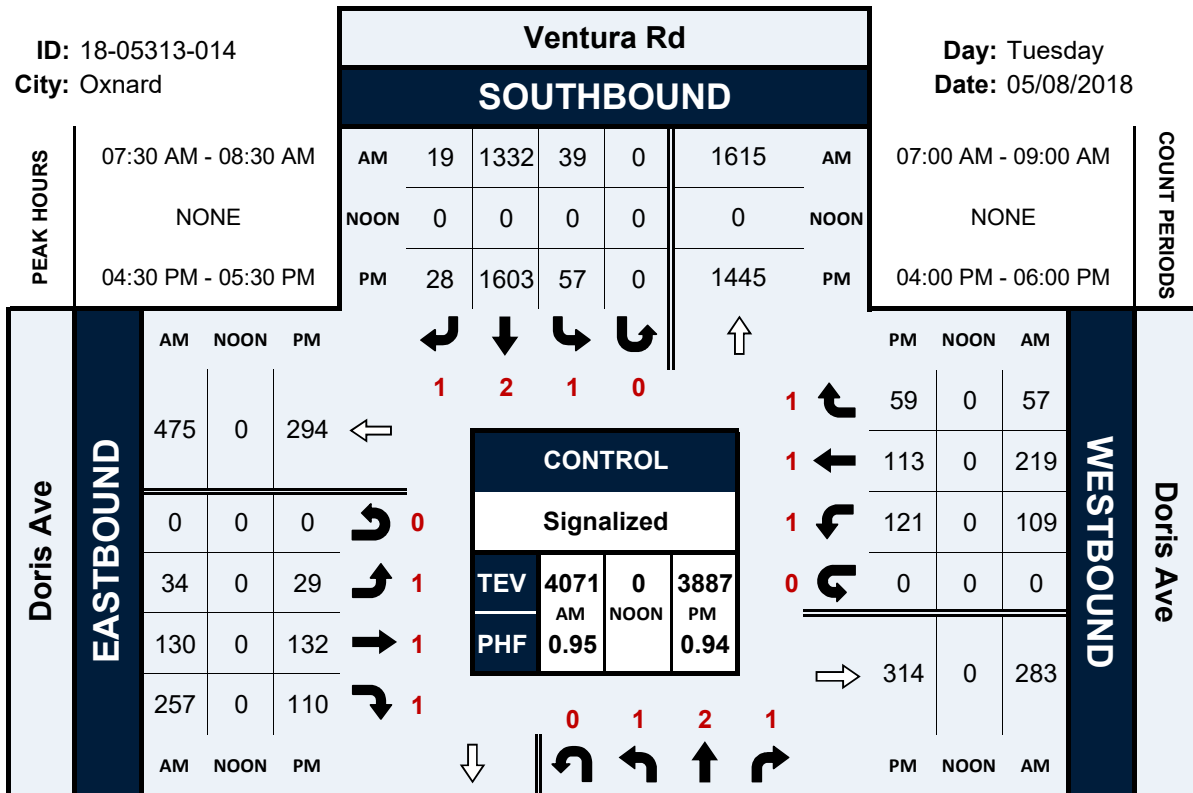


Ventura Rd & Doris Ave

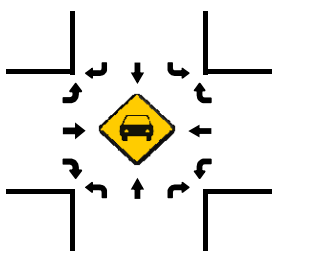
Peak Hour Turning Movement Count

ID: 18-05313-014
City: Oxnard

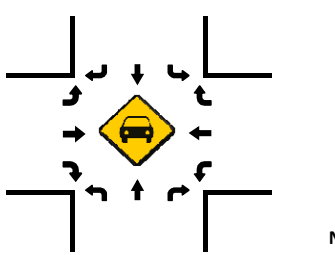
Day: Tuesday
Date: 05/08/2018



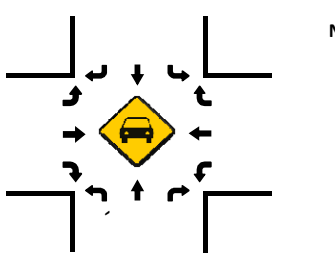
Total Vehicles (AM)



Total Vehicles (NOON)



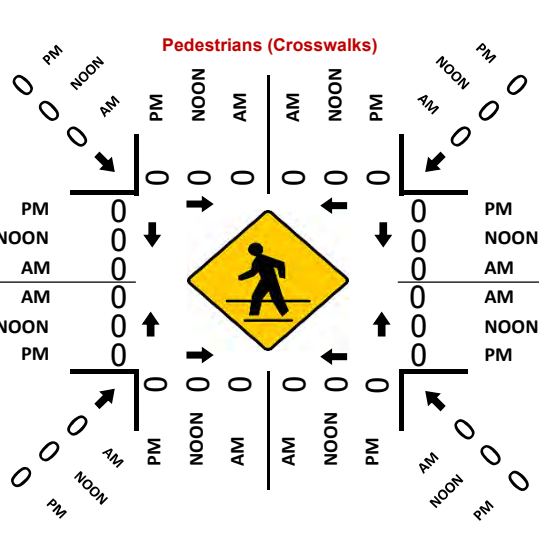
Total Vehicles (PM)



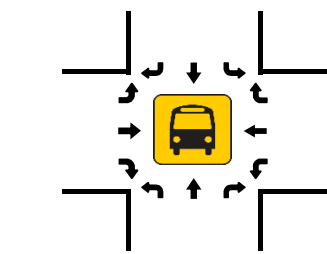
PM	1834	0	153	1357	125	PM
NOON	0	0	0	0	0	NOON
AM	1698	0	237	1524	114	AM

Ventura Rd NORTHBOUND

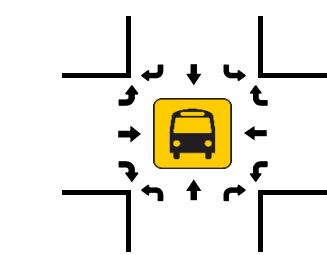
Ventura Rd



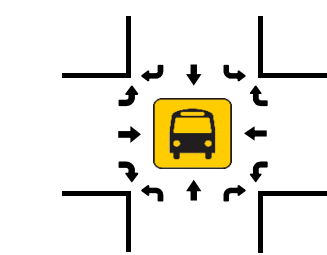
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

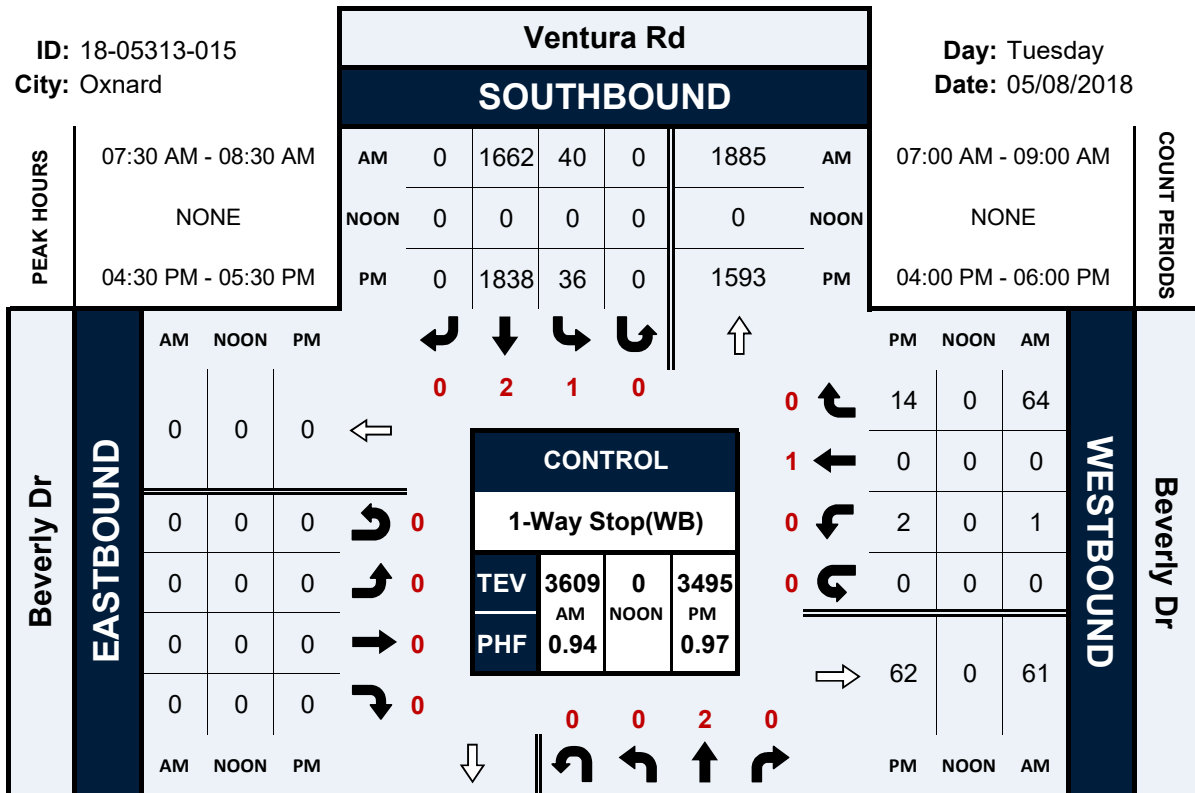


Ventura Rd & Beverly Dr

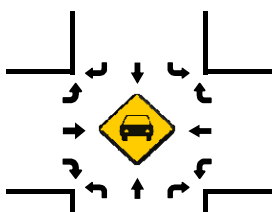
Peak Hour Turning Movement Count

ID: 18-05313-015
City: Oxnard

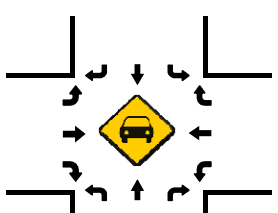
Day: Tuesday
Date: 05/08/2018



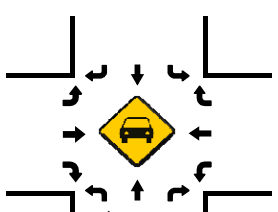
Total Vehicles (AM)



Total Vehicles (NOON)

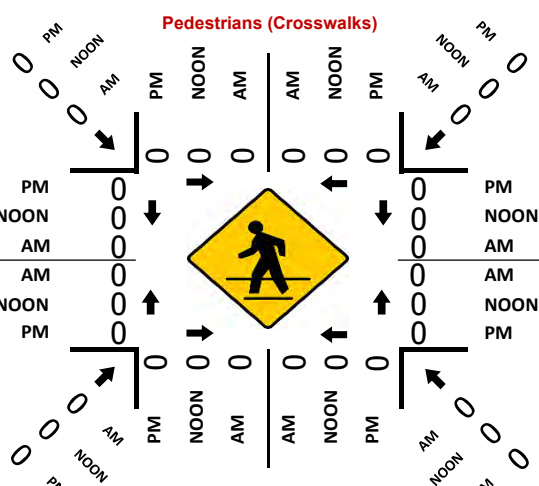


Total Vehicles (PM)

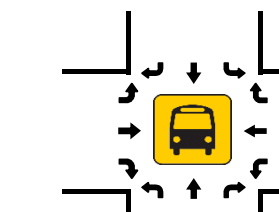


PM	1840	0	0	1579	26	PM
NOON	0	0	0	0	0	NOON
AM	1663	0	0	1821	21	AM

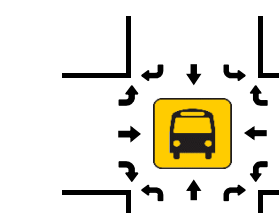
NORTHBOUND Ventura Rd



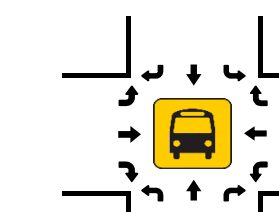
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

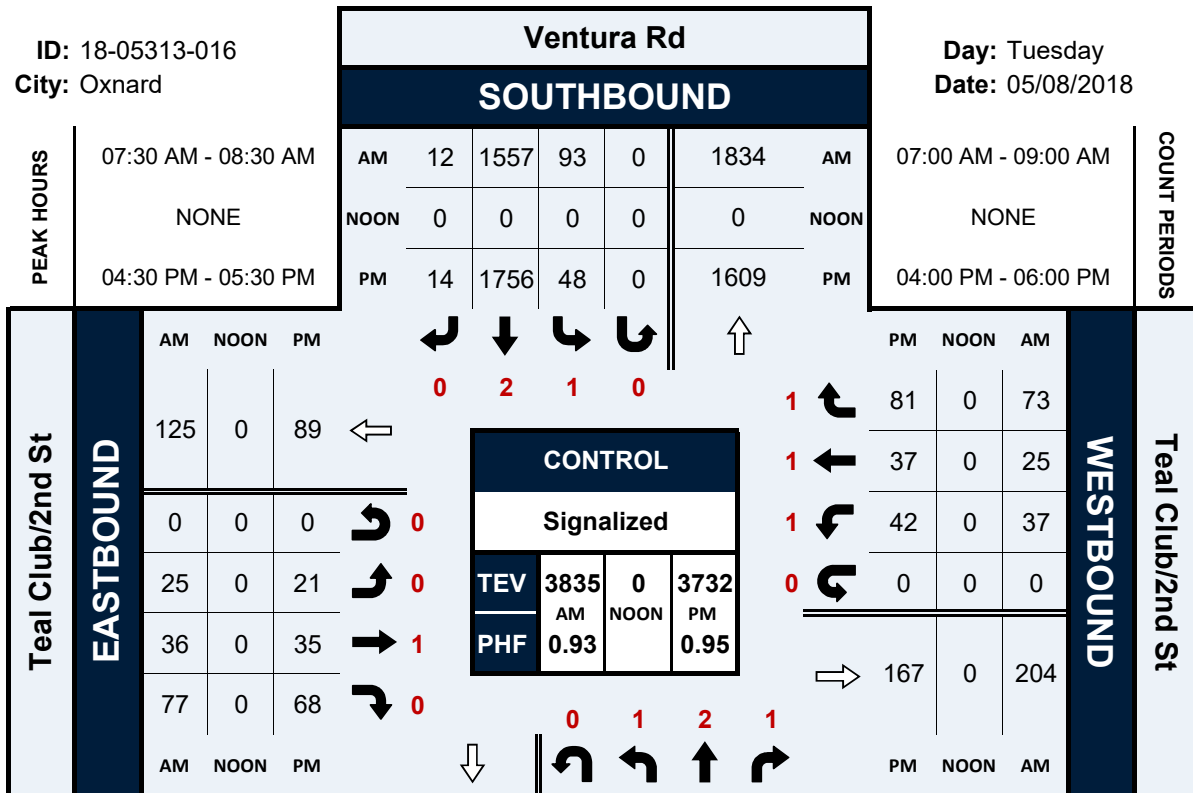


Ventura Rd & Teal Club/2nd St

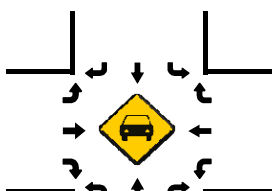
Peak Hour Turning Movement Count

ID: 18-05313-016
City: Oxnard

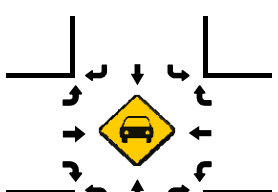
Day: Tuesday
Date: 05/08/2018



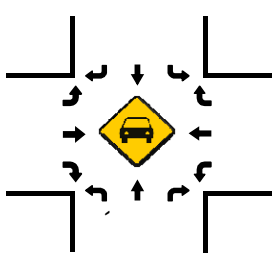
Total Vehicles (AM)



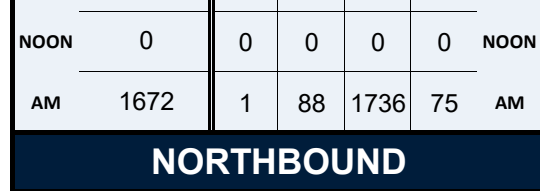
Total Vehicles (NOON)



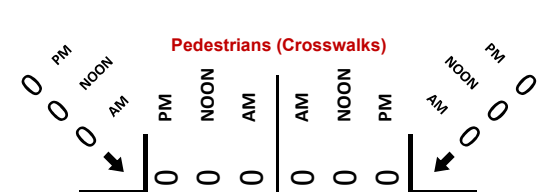
Total Vehicles (PM)



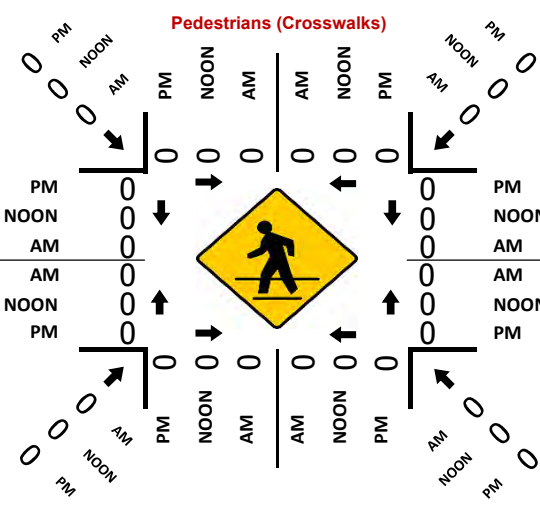
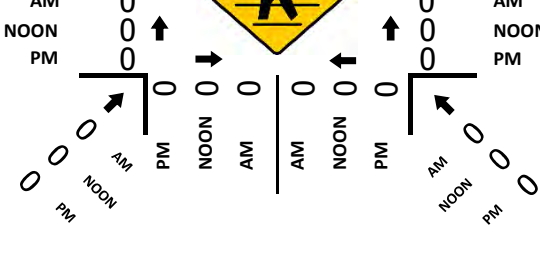
Total Vehicles (AM)



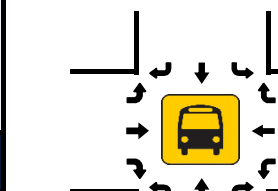
Total Vehicles (NOON)



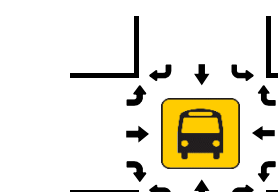
Total Vehicles (PM)



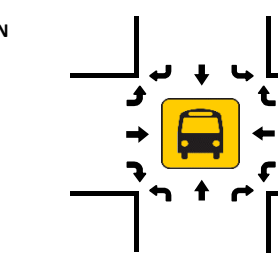
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

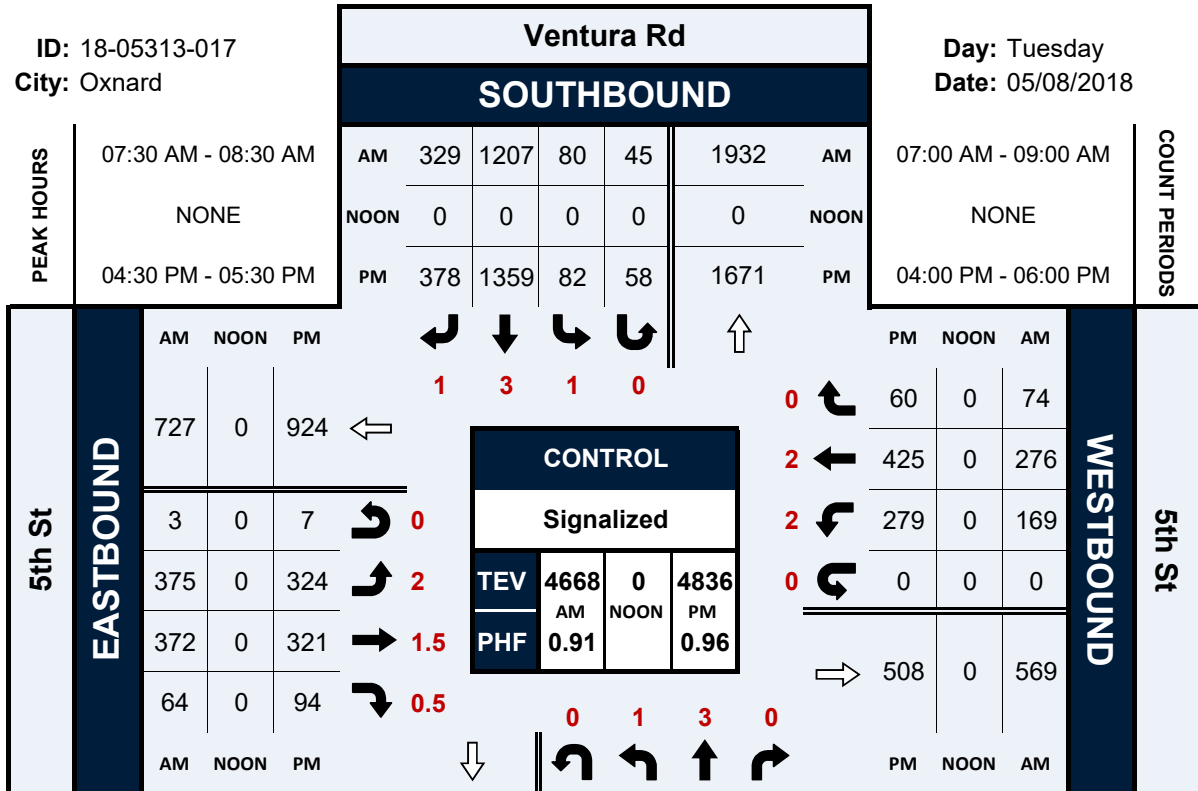


Ventura Rd & 5th St

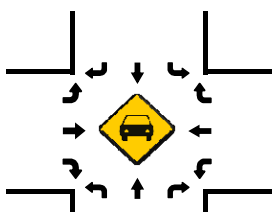
Peak Hour Turning Movement Count

ID: 18-05313-017
City: Oxnard

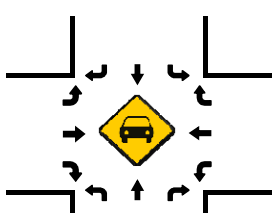
Day: Tuesday
Date: 05/08/2018



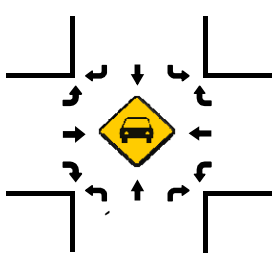
Total Vehicles (AM)



Total Vehicles (NOON)

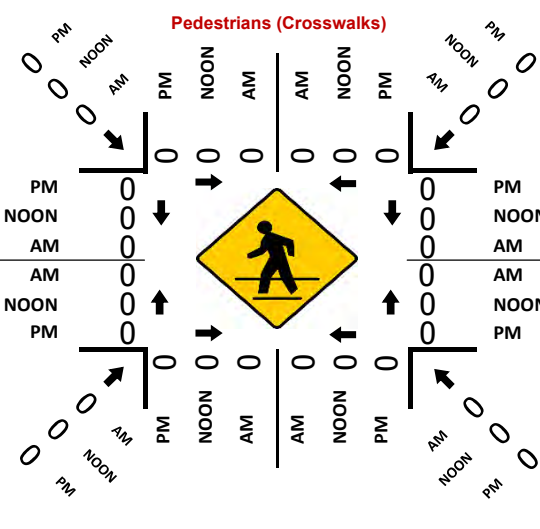


Total Vehicles (PM)

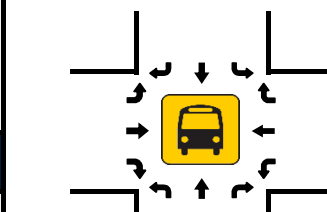


PM	1733	1	114	1229	105	PM
NOON	0	0	0	0	0	NOON
AM	1440	0	119	1438	117	AM

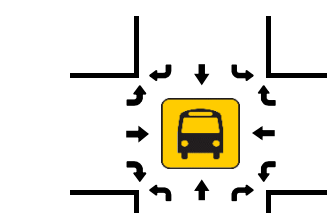
Ventura Rd NORTHBOUND



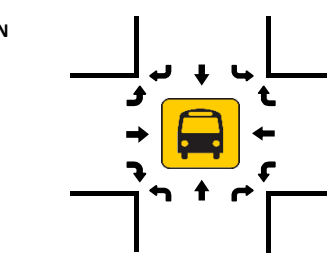
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

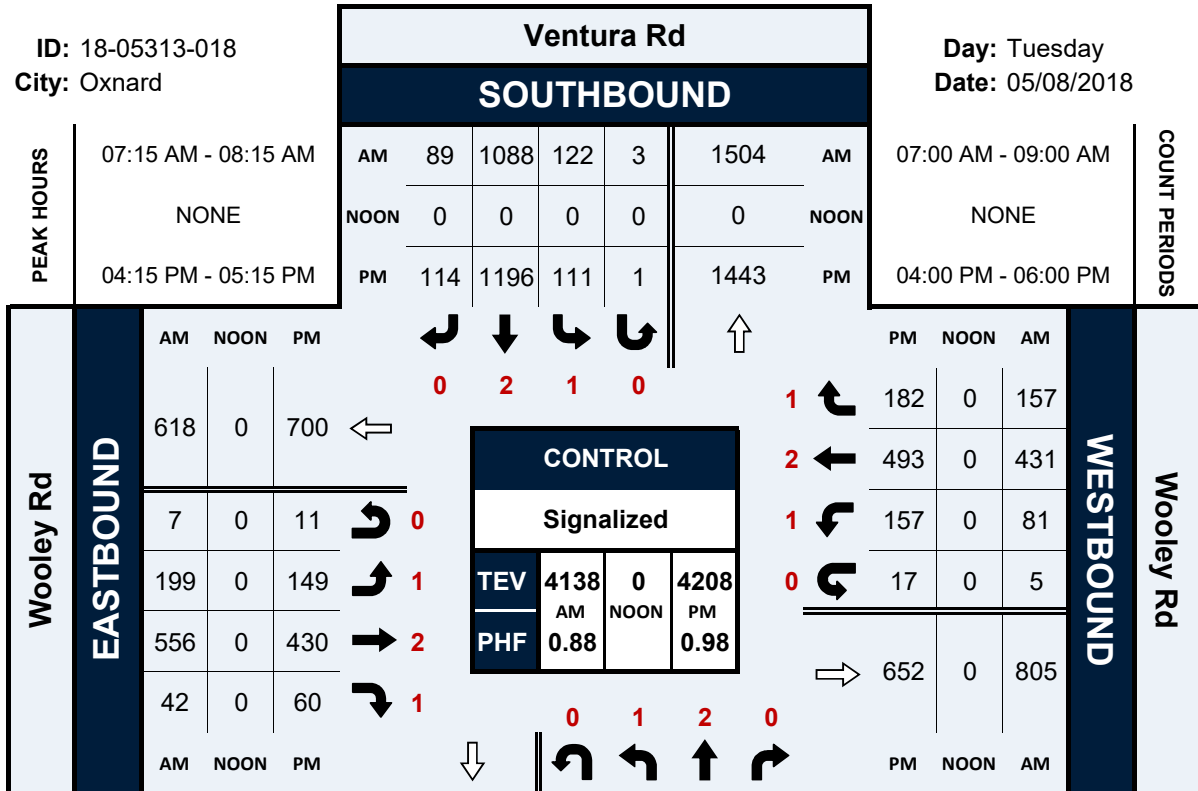


Ventura Rd & Wooley Rd

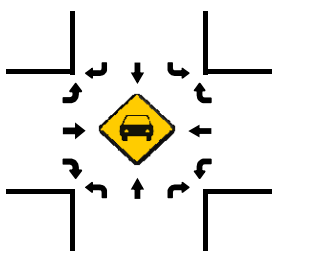
Peak Hour Turning Movement Count

ID: 18-05313-018
City: Oxnard

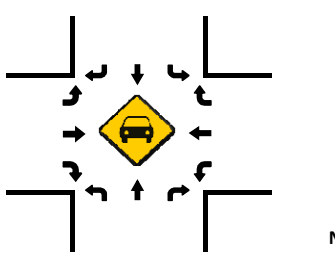
Day: Tuesday
Date: 05/08/2018



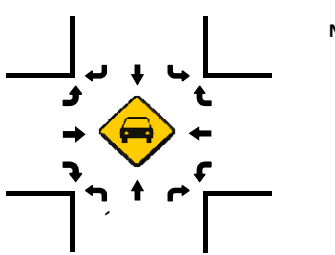
Total Vehicles (AM)



Total Vehicles (NOON)

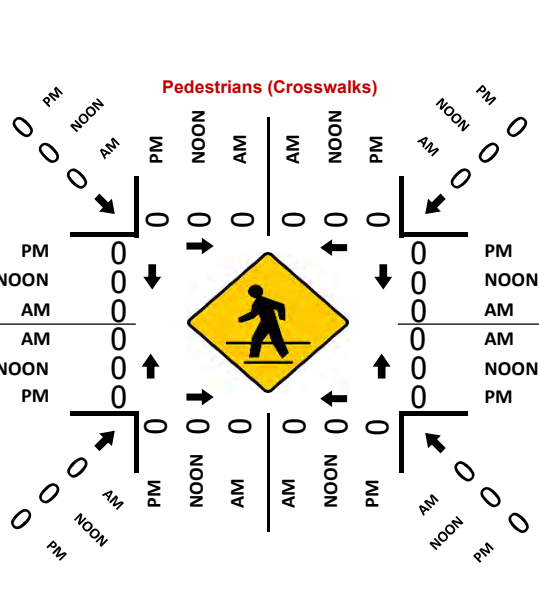


Total Vehicles (PM)

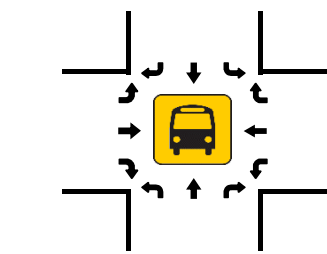


PM	1413	0	82	1111	94	PM
NOON	0	0	0	0	0	NOON
AM	1211	0	91	1145	122	AM

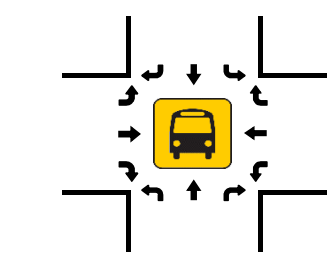
Ventura Rd NORTHBOUND



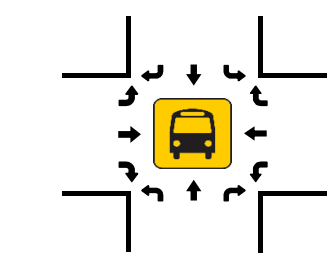
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

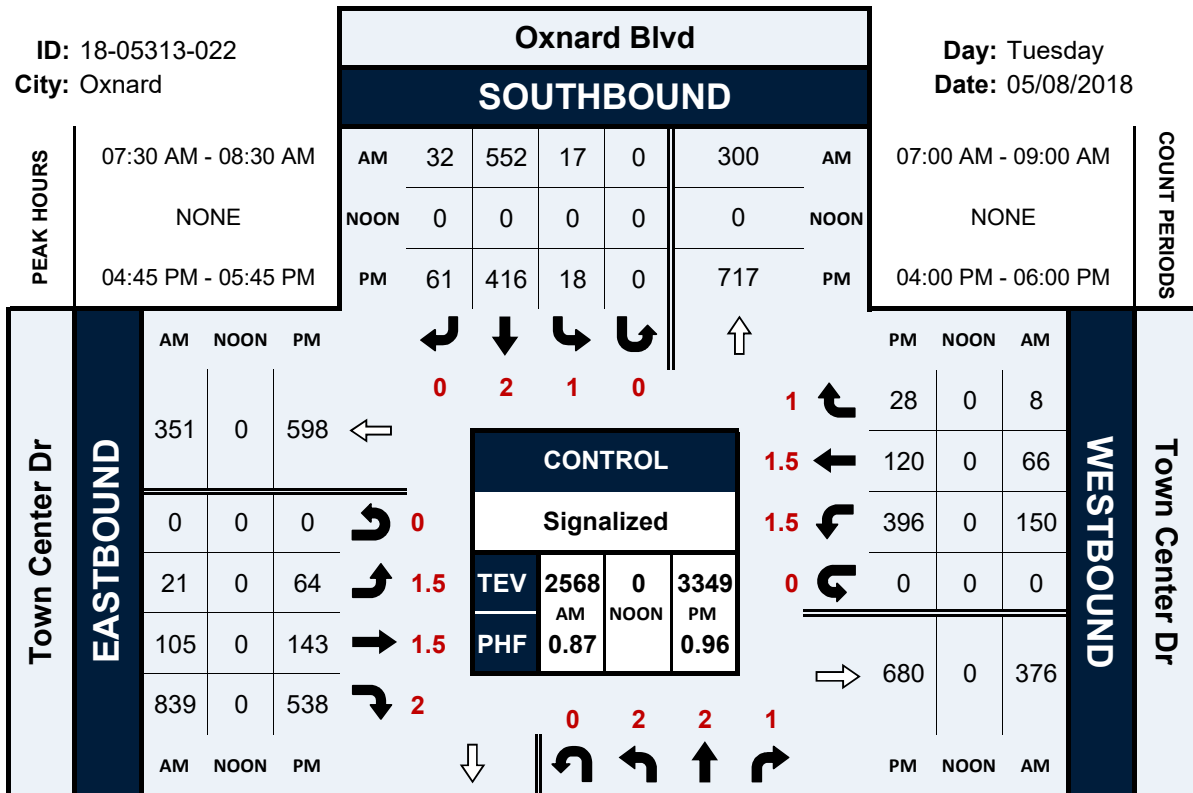


Oxnard Blvd & Town Center Dr

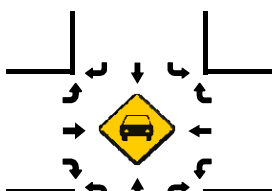
Peak Hour Turning Movement Count

ID: 18-05313-022
City: Oxnard

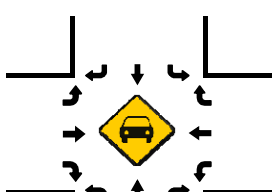
Day: Tuesday
Date: 05/08/2018



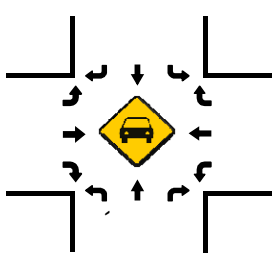
Total Vehicles (AM)



Total Vehicles (NOON)

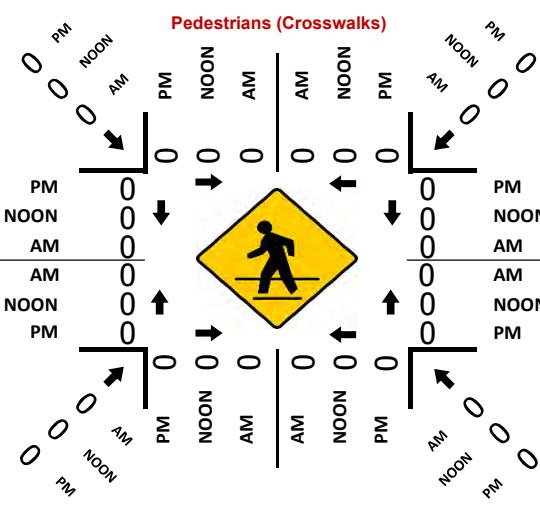


Total Vehicles (PM)

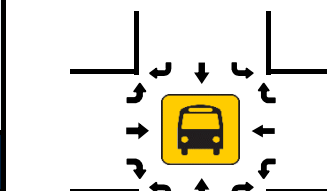


PM	1354	4	417	625	519	PM
NOON	0	0	0	0	0	NOON
AM	1541	0	253	271	254	AM

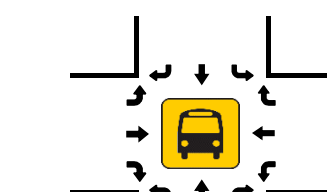
Oxnard Blvd NORTHBOUND



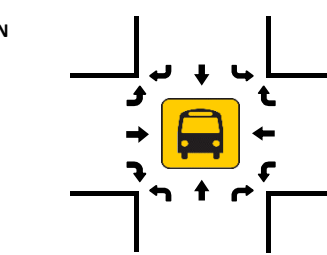
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



Appendix 2
Project and Project Alternatives
Trip Generation Worksheets

Project Trip Generation

Land Use	SF/DU	Land Use Code	ADT	Trips					
				AM			PM		
				In	Out	Total	In	Out	Total
SFD	220	210	2,077	41	122	163	139	79	218
Multi-Family (Low-Rise)	770	220	5,636	82	273	355	272	159	431
Neighborhood Commercial	60,000	SANDAG	7,200	173	115	288	360	360	720
Business Park/R&D	132,000	710	1,286	132	21	153	24	128	152
Community Park	17.8	SANDAG	356	7	7	14	14	14	28
Sub Total			16,555	434	538	972	809	740	1,549
Internal Trips ¹			2,483	31	45	76	206	191	397
External Trips			14,072	403	493	896	603	549	1,152
Pass-by Trips ²			502	17	12	29	107	89	196
Total Primary Trips			13,570	386	481	867	496	460	956

¹ Internal capture per NCHRP 8-51/ITE Internal Capture, includes transit use.

² Pass-by trips limited to existing traffic volumes on Ventura Rd that are attracted to the retail component.

Project Name:	Teal Club Specific Plan
Analysis Period:	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	132	132	1.00	21	21
Retail	1.50	173	260	1.50	115	173
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.50	123	185	1.50	395	593
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		6	13	0	0	0
Retail	50		22	0	24	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	12	6	119	0		0
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		83	0	0	0	0
Retail	5		0	0	4	0
Restaurant	18	21		0	9	0
Cinema/Entertainment	0	0	0		0	0
Residential	4	44	0	0		0
Hotel	4	10	0	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	9	123	132	123	0	0
Retail	12	248	260	165	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	4	181	185	115	9	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	6	15	21	15	0	0
Retail	9	164	173	109	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	10	583	593	369	29	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
²Person-Trips
³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

Project Name:	Teal Club Specific Plan
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	24	24	1.00	128	128
Retail	1.50	360	540	1.50	360	540
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.25	411	514	1.25	238	298
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		21	5	0	3	0
Retail	11		157	22	140	27
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	12	105	63	0		9
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		36	0	0	21	0
Retail	7		0	0	236	0
Restaurant	7	270		0	82	0
Cinema/Entertainment	1	22	0		21	0
Residential	14	45	0	0		0
Hotel	0	11	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	19	5	24	5	0	0
Retail	66	474	540	316	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	143	371	514	282	19	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	24	104	128	104	0	0
Retail	147	393	540	262	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	57	241	298	183	12	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Teal Club Specific Plan - Reduced Intensity Alternative

Land Use	SF/DU	Land Use Code	ADT	Trips					
				AM			PM		
				In	Out	Total	In	Out	Total
SFD	387	210	3,653	72	215	287	244	139	383
Multi-Family (Low-Rise)	603	220	4,414	64	213	277	213	125	338
Neighborhood Commercial	50,000	SANDAG	6,000	144	96	240	300	300	600
Community Park	17.8	SANDAG	356	7	7	14	14	14	28
Sub Total			14,423	287	531	818	771	578	1,349
Internal Trips ¹			2,146	17	33	50	147	128	275
External Trips			12,277	270	498	768	624	450	1,074
Pass-by Trips ²			420	14	10	24	90	74	164
Total Primary Trips			11,857	256	488	744	534	376	910

¹ Internal capture per NCHRP 8-51/ITE Internal Capture, includes transit use.

² Pass-by trips limited to existing traffic volumes on Ventura Rd that are attracted to the retail component.

Project Name:	Teal Club Specific Plan - Reduced Alt
Analysis Period:	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.50	144	216	1.50	96	144
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.50	138	207	1.50	434	651
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	42		19	0	20	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	13	7	130	0		0
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		69	0	0	0	0
Retail	0		0	0	4	0
Restaurant	0	17		0	10	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	37	0	0		0
Hotel	0	9	0	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	7	209	216	139	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	4	203	207	129	10	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	4	140	144	93	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	7	644	651	408	32	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
²Person-Trips
³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

Project Name:	Teal Club Specific Plan - Reduced Alt
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.50	300	450	1.50	300	450
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.25	465	581	1.25	268	335
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	9		131	18	117	23
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	13	117	70	0		10
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		30	0	0	23	0
Retail	0		0	0	267	0
Restaurant	0	225		0	93	0
Cinema/Entertainment	0	18	0		23	0
Residential	0	38	0	0		0
Hotel	0	9	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	38	412	450	275	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	117	464	581	353	23	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	117	333	450	222	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	38	297	335	226	15	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Teal Club Specific Plan - Phase 1 Only Alternative

Land Use	SF/DU	Land Use Code	ADT	Trips					
				AM			PM		
				In	Out	Total	In	Out	Total
SFD	220	210	2,077	41	122	163	139	79	218
Multi-Family (Low-Rise)	503	220	3,682	53	178	231	178	104	282
Neighborhood Commercial	60,000	SANDAG	7,200	173	115	288	360	360	720
Community Park	6.5	SANDAG	130	3	3	6	5	5	10
Sub Total			13,089	270	418	688	682	548	1,230
Internal Trips ¹			1,932	9	19	28	152	136	288
External Trips			11,157	261	399	660	530	412	942
Pass-by Trips ²			502	17	12	29	107	89	196
Total Primary Trips			10,655	244	387	631	423	323	746

¹ Internal capture per NCHRP 8-51/ITE Internal Capture, includes transit use.

² Pass-by trips limited to existing traffic volumes on Ventura Rd that are attracted to the retail component.

Project Name:	Teal Club Specific Plan - Phase 1 Only Alt
Analysis Period:	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.50	173	260	1.50	115	173
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.50	92	138	1.50	294	441
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	50		22	0	24	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	9	4	88	0		0
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		83	0	0	0	0
Retail	0		0	0	3	0
Restaurant	0	21		0	7	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	44	0	0		0
Hotel	0	10	0	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	4	256	260	171	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	135	138	85	7	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	3	170	173	113	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	4	437	441	277	22	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
²Person-Trips
³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

Project Name:	Teal Club Specific Plan - Phase 1 Only Alt
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.50	360	540	1.50	360	540
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.25	309	386	1.25	179	224
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	11		157	22	140	27
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	9	79	47	0		7
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		36	0	0	15	0
Retail	0		0	0	178	0
Restaurant	0	270		0	62	0
Cinema/Entertainment	0	22	0		15	0
Residential	0	45	0	0		0
Hotel	0	11	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	45	495	540	330	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	140	246	386	187	12	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	140	400	540	267	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	45	179	224	136	9	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

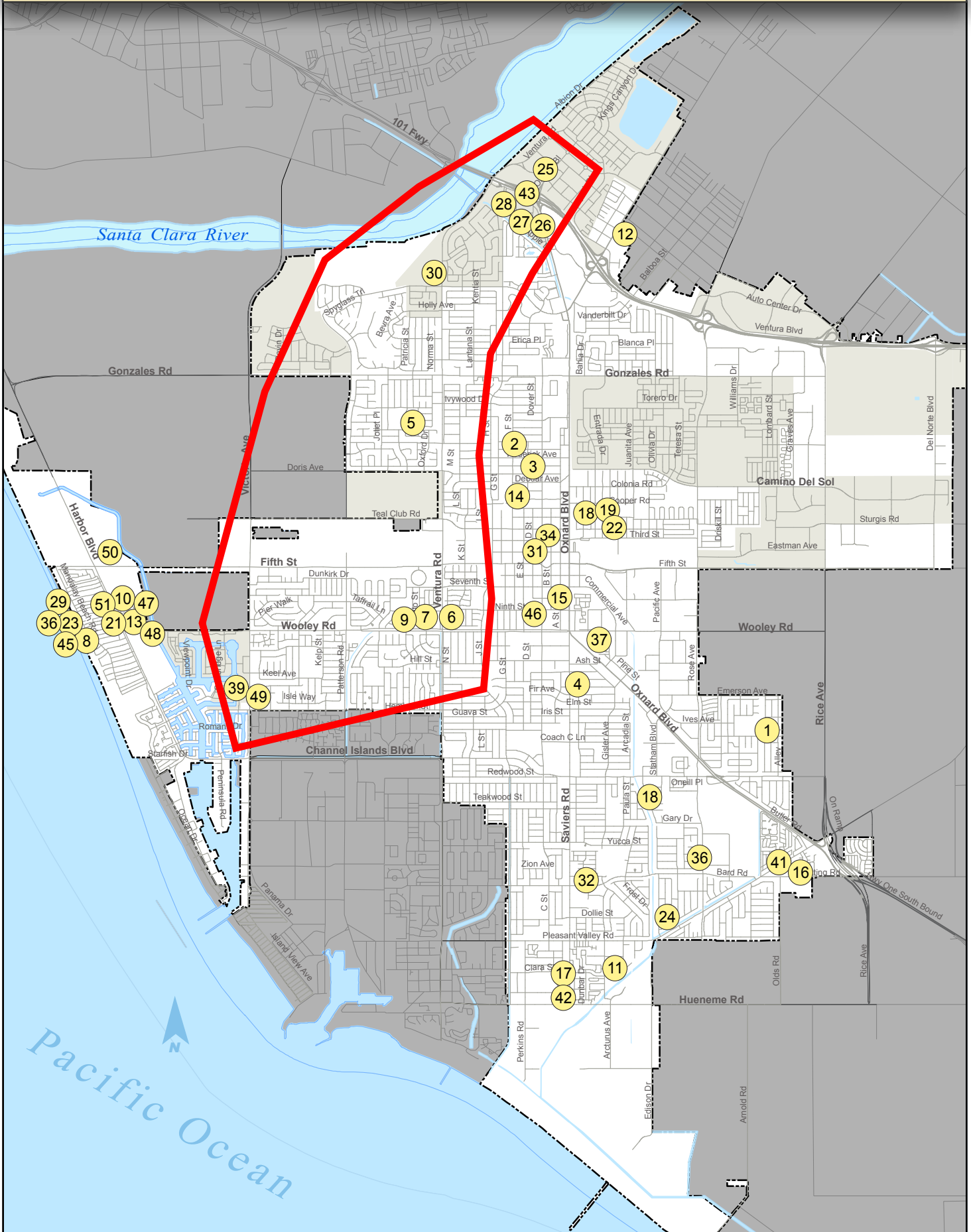
Appendix 3
Cumulative Projects List and Trip Generation Worksheet

**TEAL CLUB SPECIFIC PLAN
CUMULATIVE PROJECTS TRIP GENERATION**

City ID	Land Use	Size	Pass-by Factor	ADT		A.M.			P.M.								
				Rate	Trips	Rate	Trips	In %	Rate	Trips	In %	Trips	Out %	Trips			
Residential																	
5.	ADU	1	1.00	7.32	7	0.46	0	20%	0	80%	0	0.56	1	70%	1	30%	0
6.	ADU	1	1.00	7.32	7	0.46	0	20%	0	80%	0	0.56	1	70%	1	30%	0
7.	ADU	1	1.00	7.32	7	0.46	0	20%	0	80%	0	0.56	1	70%	1	30%	0
9.	ADU	1	1.00	7.32	7	0.46	0	20%	0	80%	0	0.56	1	70%	1	30%	0
25.	Senior Living	85	1.00	3.44	292	0.20	17	34%	6	66%	11	0.25	21	54%	11	46%	10
26.	MFH (Low-Rise)	88	1.00	7.32	644	0.46	40	23%	9	77%	31	0.56	49	63%	31	37%	18
27.	MFH (Low-Rise)	78	1.00	7.32	571	0.46	36	23%	8	77%	28	0.56	44	63%	28	37%	16
28.	MFH (Low-Rise)	144	1.00	7.32	1,054	0.46	66	23%	15	77%	51	0.56	81	63%	51	37%	30
30.	SFD	152	1.00	10.00	1,520	0.80	122	30%	37	70%	85	1.00	152	70%	106	30%	46
43.	MFH (Low-Rise)*	219	1.00	7.32	1,603	0.46	101	23%	23	77%	78	0.56	123	63%	77	37%	46
	Subtotal			5,684		382	98		284		470		304		166		
Commercial																	
2.	Hotels	240	1.00	4.46	1,070	0.34	82	53%	43	47%	39	0.36	86	48%	41	52%	45
9.	Glovis Car Storage**	8	1.00	25.00	200	5.00	40	50%	20	50%	20	5.00	40	50%	20	50%	20
14.	Car Wash	5,500	0.60	142.00	469	7.10	23	50%	12	50%	11	14.20	47	50%	24	50%	23
17.	Medical Office	27,046	1.00	34.80	941	2.78	75	78%	59	22%	16	3.64	98	28%	27	72%	71
24.	Commercial	4,857	0.66	30.00	96	1.00	3	60%	2	40%	1	3.00	10	50%	5	50%	5
29.	Shopping Center	53,950	0.66	38.00	1,353	0.94	33	62%	20	38%	13	3.81	136	50%	68	50%	68
	Subtotal			4,129		256	156		100		417		185		232		
Community Plans																	
3.	Wagon Wheel SP - Transit Cntr Overlay		n/a		0		0		0		0		0		0		0
4.	Wagon Wheel SP*	219		Residential #43			0		0		0		0		0		0
5.	Wagon Wheel SP*	78		Residential #27			0		0		0		0		0		0
6.	Wagon Wheel SP*	88		Residential #26			0		0		0		0		0		0
	Subtotal			0		0	0		0		0		0		0		0
Approved & Pending Projects Total:				9,813		638	254		384		887		489		398		

Pending and Approved Projects derived from City Projects List, April 2018

Residential Zone Projects April 2018



ID	DEVELOPER	PROJECT	LOCATION	STATUS	PZ Permit No.	PLNR	DESCRIPTION	Total Units	Affordable	Live/Work
1	Alejo Barragan Barragan Designs 741 Ameill Rd. Camarillo, CA 93010 (805)766-0110 alejobarragan73@gmail.com	Accessory dwelling Unit (ADU)	2140 Hancock Pl	Proposed	17-240-10	RM	Proposal to construct a 630 square-foot Accessory Dwelling Unit (ADU).	1	0	0
2	Alejo Barragan Barragan Designs 741. Ameill Rd. Camarillo, CA 93010 (805)766-0110	Accessory dwelling Unit (ADU)	631 Douglas Ave, Oxnard CA	Plan Check	17-240-08	CV	Convert an existing 564 sf patio lanai into an accessory dwelling unit (ADU) in the rear of an existing single-family residential lot.	1	0	0
3	Jaime Parga Parga Construction 151 Bellafonte Ct. Camarillo, CA 93012 (805)290-5952 pargaconstruction@aol.com	Accessory dwelling Unit (ADU)	302 W. Doris Ave, Oxnard CA	Proposed	17-240-14	CV	Convert 600 sf of an existing single-family residence into an accessory dwelling unit (ADU).	1	0	0
4	Juan Tapia JTAP Construction (805)798-4113 jtap1@verizon.net	Accessory dwelling Unit (ADU)	113 East Cedar St, Oxnard CA	Plan Check	17-240-05	CV	Construct a 600 sf accessory dwelling unit (ADU) in the rear of an existing single-family residence.	1	0	0
5	Alejo Barragan 805-766-01010	Accessory dwelling Unit (ADU)	1711 Firethorne Pl, Oxnard CA	Plan Check	17-240-12	RM	Proposed 600 sf accessory dwelling unit in the rear of an existing single family home.	1	0	0
6	Frank Rogue (805) 236-1124 filiuserro@gmail.com	Accessory dwelling Unit (ADU)	915 S K St, Oxnard CA	Plan Check	17-240-07	RM	Proposed 605 sf accessory dwelling unit in the rear of an existing single family home.	1	0	0
7	Jorge Escamilla 805-620-7466	Accessory dwelling Unit (ADU)	1025 Ontario St, Oxnard CA	Proposed	17-240-02	RM	Convert existing accessory structure into an accessory dwelling unit.	1	0	0
8	Martha Picciotti, Architect mpdesign@charter.net Phone (805) 641-3221	Single-Family Beachfront House	1125 Capri Way, Oxnard CA	Proposed	17-400-04	JM	Demo existing 1,800 sf house and construct new 5,028 sf, two story single family house with attached four car garage on 6,328 square foot beachfront lot	1	0	0
9	Jorge Escamilla 805-620-7466	Accessory dwelling Unit (ADU)	1015 Ontario St, Oxnard CA	Proposed	17-240-03	JM	Proposed 600 sf accessory dwelling unit to existing 977 sf single family house	1	0	0
10	Rick Moraga (805)482-1836 (818)519-1861	Residential Duplex	5000 Catamaran St, Oxnard CA	Proposed	17-400-02	JM	Construct a two-story, residential duplex consisting of two, four bedroom dwelling units on a 7,500 square foot vacant lot.	2	0	0

ID	DEVELOPER	PROJECT	LOCATION	STATUS	PZ Permit No.	PLNR	DESCRIPTION	Total Units	Affordable	Live/Work
11	Mark Pettit, Lauterbach & Associates 300 Montgomery Av., Oxnard, CA 93036 (805) 988-0912 mark.pettit@la-arch.com	Garden City	5690 Cypress Road Oxnard CA	Proposed	17-200-04	CW	Cypress Road labor camp and special needs housing. Continued use of 72-person labor camp, 30 affordable special needs units	30	30	0
12	Mark Pettit, Lauterbach & Associates 300 Montgomery Av., Oxnard, CA 93036 (805) 988-0912 mark.pettit@la-arch.com	Rio Urbana	2714 Vineyard Ave Oxnard CA	Proposed	17-500-05	CW	Annexation and Density Bonus for 182 multi-family condominiums on 10.24 acre former Rio School site (also 15,000 sf office bldg)	182	24	0
13	Frank Rogue (805) 236-1124 filiusero@gmail.com	Tepora Duplex	1030 Dunes St Oxnard CA	Proposed	17-400-01	JM	Construct a two-story, residential duplex on a 6,600 square foot vacant lot.	2	0	0
14	Jeff Zook Coastal Architects (805) 985-7654	F Street Condos	301-302 N F Street Oxnard CA	Proposed	17-500-01	KL	40 multi-family condominiums and associated site improvements on 2.8 acres	40	0	0
15	Henry Casillas hc@ca-realtypros.com (805) 231-3971	The Billboard Lofts	Eighth and A Street Oxnard CA	Proposed	17-500-02 17-535-03 17-300-03	DS	Mixed-use: 26 condominiums above approximately 5,000 square feet of commercial.	26	4	0
16	Cabrillo Economic Development Corp 702 County Square Drive Ventura CA 93003 Agent: Mark Pettit 805-988-0912 mark.pettit@la-arch.com	Etting Road AAHOP	Etting Rd and Pleasant Valley Rd Oxnard CA	Proposed	15-200-01	CW	42 affordable units in 2 and 3 multifamily structure, parking, community room	0	42	0
17	JBGR Investments, LLC 1105 Walnut Drive, Oxnard, CA 93036 Agent: Henry Casillas 805-231-3971 hc@ca-realtypros.com	20-Townhome units	5489 Saviers Rd Oxnard CA	Proposed/ City Council April 17, 2018	16-500-06	IF	inclusive of 4 affordable units, which includes a Tentative Tract Map on a .91-acre on an All-Affordable Housing Opportunity Program (AAHOP) site.	20	4	0
18	Habitat For Humanity of Ventura County c/o Steven J. Dwyer 1850 Eastman Ave., Oxnard, CA 93030 805-485-6065	6- all affordable single-family units	First St and Hayes Ave Oxnard CA	Approved/ Under Construction	16-500-08	IF	Approval to construct 6- all affordable single-family residences, which includes a Tentative Tract Map to subdivide 5 parcels into 6 parcels on a .48 acre parcel.	6	6	0
19	Dimensions Drafting Eddie Alvarado (805) 223-9142	Cheyenne Development	3050 & 3060 Albany Dr Oxnard CA	Proposed	16-540-02 16-300-08	JM	Single family house on proposed 3,484.8 sf lot and residential duplex on proposed 6,969.6 sf lot	3	0	0

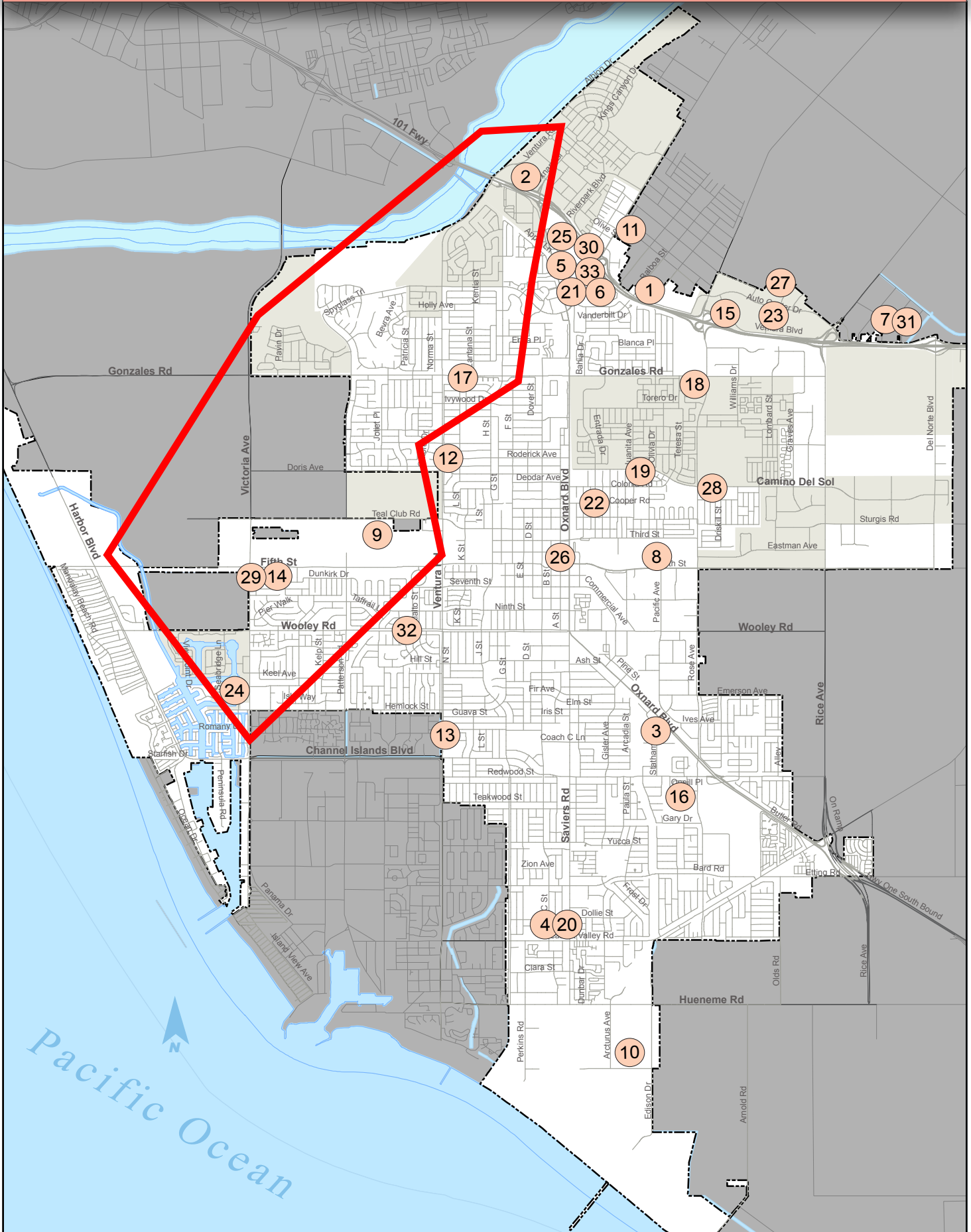
ID	DEVELOPER	PROJECT	LOCATION	STATUS	PZ Permit No.	PLNR	DESCRIPTION	Total Units	Affordable	Live/Work
20	Lisette Elenes, Architect (805) 824-4188 lizehelenes@live.com	Cooper Rd Mixed use	600 Cooper Rd Oxnard CA	Plan Check	16-500-03	JM	Construct a two-story 5,671 square foot, mixed-use building consisting of 1,400 sf of commercial space on the first floor and two 2-bedroom apartments (1,385 sf each) on the second floor and 4 car garage parking on a 7,640 square foot lot	2	0	0
21	Jasper Li A Plus Building Design (626) 623-0706 aplusbuidinginc@gmail.com	Duplex	1011 - 1015 Dunes St Oxnard CA	Proposed	16-400-06	JM	Proposed 8,865 square foot, 2-story residential duplex	2	0	0
22	Jose Corona 422 San Pedro St. Port Hueneme, CA 93041 (805) 775-6893	New Single-Family Home	116 S. McKinley Ave Oxnard CA	Under Construction	16-200-09	RM	Two-story single-family residence	1	0	0
23	Charles Stevens 19911 Northridge Rd. Chatsworth CA 91311	Single - Family Beachfront House	1021 Mandalay Beach Road Oxnard CA	Plan Check	16-400-03	KM	Two story 4,000 sq. ft. residence with a 1, 432 sq. ft. garage / storage area.	1	0	0
24	Oscar Tirado 7562 Chaminade Ave. West Hills, CA 91304 (818) 378-4138	Triplex	4830 Terrace Avenue Oxnard CA	Under Construction	16-540-01	DS	Three-unit apartment complex with a request for three deviations from zoning standards, per the Planned Development Permit.	3	0	0
25	James Lawson 16511 Scientific Way, Suite 100 Irvine, CA 92618	Oakmont Senior Living	861 Town Center Drive Oxnard CA	Plan Check	16-200-05	DS	Two-story, 85-unit senior care facility	85	0	0
26	Oakwood Communities, Inc. V.P of Construction 886 Wagon Wheel Rd. Oxnard, CA 93036 (805) 278-4999 off (619) 726-2819 cell	"The Village" Wagon Wheel Development Project (PA 4)	Wagon Wheel Rd Oxnard CA	Approved	16-200-02	KM	Proposed construction of 88 condominium dwelling units (57 2-bdrm., 29 3-bdrm., and 2 4-bdrm. units) in 6, three-story residential buildings on 4.03 acres within the Village Specific Plan area	88	0	0
27	Oakwood Communities, Inc. V.P of Construction 886 Wagon Wheel Rd. Oxnard, CA 93036 (805) 278-4999 off (619) 726-2819 cell	"The Village" Wagon Wheel Development Projects (PA5 & PA11)	Southwest of the intersection of N Oxnard Blvd and the US-101 Freeway Wagon Wheel Rd Oxnard CA	Approved	16-200-01	KM	Proposed construction of 78 condominium dwelling units (52 3-bdrm., and 26 4-bdrm. units) in 26, four-story residential buildings on 4.34 acres within the Village Specific Plan area.	78	0	0
28	Oakwood Communities, Inc. V.P of Construction 886 Wagon Wheel Rd. Oxnard, CA 93036 (805) 278-4999 off (619) 726-2819 cell	"The Village" Wagon Wheel Development Projects (PA 7, 9, 10 & 8)	Wagon Wheel Rd Oxnard CA	Approved	15-200-07	KM	Proposed construction of 144 condominium dwelling units (36 2-bdrm., and 108 3-bdrm. units) in 12, four-story residential buildings on 6.51 acres within the Village Specific Plan area.	144	0	0

ID	DEVELOPER	PROJECT	LOCATION	STATUS	PZ Permit No.	PLNR	DESCRIPTION	Total Units	Affordable	Live/Work
29	Rosy Hernandez 418 W Third St. Oxnard, CA 93030 (805) 407-8473	Single - Family Beachfront House	703 Mandalay Beach Rd Oxnard CA	Plan Check	15-400-04	JD	Demolish one existing multi-family building and construct one three-story, 4,020 square-foot beachfront home with an attached garage and decks.	1	0	0
30	Ravello Holdings/Devco 211 Village Commons, Ste 11 Camarillo, CA 93012 (805) 987-2700	Ventura/Vineyard Homes	Vineyard Av and Ventura Rd Oxnard CA	Under Construction	06-540-01, 15-300-07, 15-670-01	KM	152 residential dwelling units.	152	0	0
31	Eddie Alvarado Dimensions Drafting 229 E Birch St. Oxnard, CA 93033 (805) 223-9142	Two Single-Family Residences	316 S D St Oxnard CA	Plan Check	15-200-06	RM	Two 1,026 square-foot, single-family residences with detached garages on a 7,000 sq. ft. lot.	2	0	0
32	Mike Sanchez Coastal Architects 505 S A St. #200 Oxnard, CA 93030 (805) 985-7554	Oxnard Johnson Apartments	234 Johnson Rd Oxnard CA	Proposed	15-200-08	JM	19 affordable apartments on a .79 acre site.	19	19	0
33	Rosy Hernandez 418 W Third St. Oxnard, CA 93030 (805) 407-8473	Single-Family Beachfront House	701 Mandalay Beach Road Oxnard CA	Plan Check	15-400-03	JD	One three-story, 4,020 square-foot beachfront home with an attached garage.	1	0	0
34	Eddie Alvarado Dimensions Drafting 229 E Birch St. Oxnard, CA 93033 (805) 223-9142	Two Single-Family Residences	126 South B St Oxnard CA	Revoked	15-500-04	RM	Two 1,026 square-foot, single-family residences with detached garages on a 7,000 sq. ft. lot.	0	0	0
35	Mark Pettit, Lauterbach & Associates 300 Montgomery Av., Oxnard, CA 933036 (805) 988-0912 mark.pettit@la-arch.com	Channel Islands Apartments	Statham Blvd and Channel Islands Blvd Oxnard CA	Under Construction	15-500-03, 15-535-01, 15-570-03	DS	Two and three-story, 72-unit multi-family apartments and associated site improvements	72	6	0
36	Mark Shellnut (805) 649-2056 shellnut@sbcglobal.net	Single-Family Beachfront House	855 Mandalay Beach Road Oxnard CA	Under Construction	15-400-01	RM	A 6,997 square-foot, single-family house and garage on a 3,744 sq ft lot.	1	0	0
37	Jan K. Hochhauser, Architect Jan@hbarchitects.com (805) 962-2746 x102	Gateway Station	1250 South Oxnard Blvd Oxnard CA	Under Construction	15-200-02	JM	240-unit all-affordable apartment housing complex on 12-acre former drive-in site	240	240	0
38	John Bigley, UHC LLC 2000 East Fourth Street, No. 205 Santa Ana, CA 92705 (714) 835-3955	Las Cortes Phase I	Northeast Corner of E First Street and Marquita Street Oxnard CA	Under Construction	14-200-10	DS	144 multi-family apartments (142-affordable) within 10 buildings and a 2,500 square-foot community center on three lots.	144	142	0

ID	DEVELOPER	PROJECT	LOCATION	STATUS	PZ Permit No.	PLNR	DESCRIPTION	Total Units	Affordable	Live/Work
39	Tom Comber, Port 121 LLC tom@riverrangellc.com 433-8062	Port 121 / The Reserve at Seabridge	3851 Harbour Island Lane Oxnard CA	Under Construction	15-140-45	DS	75 condominiums with 15 live-work units (completion of DR Horton building)	75	0	15
40	Mark Pettit, Lauterbach & Associates 300 Montgomery Av., Oxnard, CA 93036 (805) 988-0912 mark.pettit@la-arch.com	101 Apartment Units	2250 E Pleasant Valley Rd & 2295 Etting Rd Oxnard CA	Under Construction	14-535-01 14-540-01 14-570-02 14-310-05 14-687-01	JM	3-story, 101 unit apartment complex on a 6.23 ac lot. Units range from 560 s.f. to 980 s.f.	101	15	0
41	Mark Pettit, Lauterbach & Associates 300 Montgomery Av., Oxnard, CA 93036 (805) 988-0912 mark.pettit@la-arch.com	70 Senior Housing Units	2300 E Pleasant Valley Rd Oxnard CA	Approved	14-500-04 14-580-01 14-570-02 14-310-05 14-570-02	JM	70 unit senior living and memory care facility on a 1.05 acre site.	70	0	0
42	Steve Topor Apchanco 18, LLC (909) 988-9000	Vista Pacifica	5557 & 5527 Saviers Rd Oxnard CA	Plan Check	14-300-04 14-300-03 16-140-15	JM	3-story, 40 unit apartment complex on a 1.8 acre site. 1 and 2 bedroom units will range between 743 sf and 1,033 sf	40	40	0
43	Doug Brooks Oakwood Development Inc. 16331 Scientific Way, Ste 250 Irvine, CA 92618 (949) 719-9040	"The Village" Wagon Wheel Development Projects (PA 18 & 19)	Wagon Wheel Rd Oxnard CA	Plan Check	14-200-01	KM	219 market rate apartments (1, 2 & 3 bedrooms), recreation/meeting room, tot lot, and landscaped paseos and 16,303 square-feet of commercial.	219	0	0
44	Roy Milbrandt (805) 218-1540	Single-Family Beachfront Home	935 Mandalay Beach Rd Oxnard CA	Under Construction	13-400-04	RM	One 4,500 square-foot, single-family beachfront house on piles.	1	0	0
45	Roy Milbrandt (805) 218-1540	Single-Family Beachfront Home	1131 Capri Wy Oxnard CA	Under Construction	13-400-05	RM	One 5,240 square-foot, single-family beachfront house on piles.	1	0	0
46	Matt Mansi Aldersgate Investments Press Courier Lofts, LLC, (805)-820-8863	The Lofts Affordable Senior Apartments	300 W Ninth St Oxnard CA	Under Construction	12-500-06 12-535-01 15-550-03	JM	Conversion of existing 52,000 square-foot industrial building into 115 affordable senior apartments.	115	115	0
47	Mike Marlow, Oxnard Shores Development Co. (805) 985-1557	Avalon Homes Subdivision	Dunes St and Canal St Oxnard CA	Proposed	11-400-01 11-300-01	IF	64 single-family homes and a tentative tract map for 16 parcels (4 houses per parcel) on an 8.1-acre property.	64	7	0
48	Oxnard Shores Development Co., Mike Marlow (805) 985-1557	Anacapa Townhomes	5001 W Wooley Rd Oxnard CA	Plan Check	08-400-04 09-300-01 13-420-02	IF	Approval to construct 50 townhome units and recreational facility.	70	0	0

ID	DEVELOPER	PROJECT	LOCATION	STATUS	PZ Permit No.	PLNR	DESCRIPTION	Total Units	Affordable	Live/Work
49	Greg Mendoza Tri Pointe Homes (949) 478-8645	Victoria & Hemlock	1830 S Victoria Av Oxnard CA	Under Construction	05-500-06	KM	116 multi-family condominiums	116	0	0
50	MPL Property Holdings, LLC (805) 984-2301 jmellon@argentmanagementllc.com	North Shore Subdivision	W Fifth Street and Harbor Blvd Oxnard CA	Approved	05-300-08 05-500-04	JM	183 single-family homes and 109 detached condominiums.	292	0	0
51	Zareh Keshmeshian 5381 Long Shadow Court Westlake Village CA 91362	Duplex Condominium Subdivision	861 Dunes Oxnard CA	Proposed	17-300-07 17-400-06	PM	2 condominiums on a single parcel	2	0	0

Commercial Zone Projects April 2018



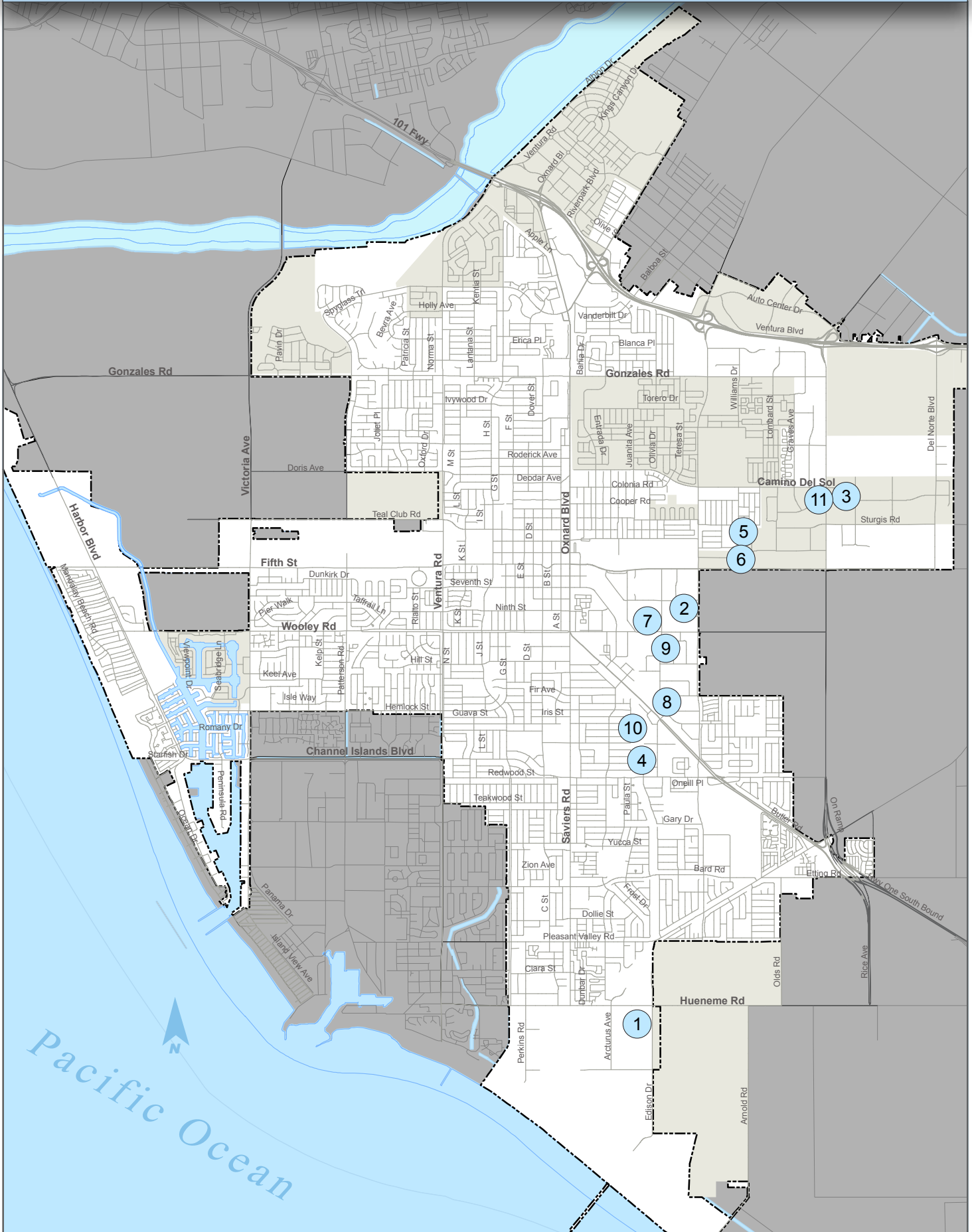
ID	DEVELOPER	PROJECT	LOCATION	STATUS	PZ Permit	PLNR	DESCRIPTION	SQF (Net)
1	Stephen Heinze / Dioji 315 Meigs Rd. Suite A #651 Santa Barbara CA 93109	Dog Daycare and Kennel	633 Ventura Blvd Oxnard CA	Proposed	17-500-17	PM	Remodel 2,814 square-foot, single story office and construct a 4,781 square-foot warehouse type addition	7,595
2	Jared Jones (DKN Hotels) 42 Corporate Park Irvine, Ca 92606 949.338.4139 jaredj@dknhotels.com	RiverPark Hotels	SW Town Center Drive and Oxnard Blvd Oxnard CA	Proposed	17-200-07 17-200-08	DS	Proposed development of two, four-story hotels (TownePlace Suites and SpringHill Suites), each featuring 120 rooms	162,285
3	Clinicas del Camino Real, Inc. 1040 Flynn Road, Camarillo, CA 93012 805.659.1740 email@clinicas.org	Clinicas	2001 Statham Blvd Oxnard CA	Proposed	17-500-19	JD	Proposed two story medical clinic	38,641
4	Jerry Ambrose (Eukon Group) 3905 State St, Suite 7-188 Santa Barbara CA 93105	AT&T Project	211 West Pleasant Valley Rd, Oxnard Ca	Proposed	17-530-03	RM	Proposed 60' monopalm wireless facility	200
5	Carlos Vizcainra -Amerco Real Estate Company 2727 N Central Ave, 5-N Phoenix, AZ 85004 (602) 263-6502 carlos_vizcainra@uhaul.com	U-Haul of North Oxnard	2420 N. Vineyard Ave Oxnard, CA	Under Construction	17-500-11	CW/HD	Reuse of existing structure for U-Haul, outdoor RV parking, indoor mini-storage use, and general warehouse as yet unleased.	152,000
6	Judy Munzig -Dusenberg Investments Co 1800 Avenue of the Stars, Suite 1400 Los Angeles, CA 90067 (310) 203-0698 jbrokks@topa.com	Campus at Topa Towers	350 E Esplanade Oxnard, CA	Proposed	17-500-02	CW/HD	Remove 2 buildings and service station, replace with three buildings, one existing building remodeled. All retail and restaurant.	16,000
7	Craig Lopez Lopez Architects, A.I.A. 155 Granada St., Suite L Camarillo, CA 93010	Annexation Batelaan property	2971 E Ventura Blvd Oxnard CA	Proposed	17-500-06	CW/HD	annexation and 3,000 sf warehouse	3,000
8	Glovis America Attn: Michael Song 567 W Channel Island Dr #213 Port Hueneme, CA (805) 207-3044 Michael.Song@glovisusa.com	Glovis new car transit storage Third Street	1400-1500 E Third St Oxnard CA	Proposed	17-500-09	CW/HD	Car parking on 3.9 acres	169,884
9	Glovis America Attn: Michael Song 567 W Channel Island Dr #213 Port Hueneme, CA (805) 207-3044 Michael.Song@glovisusa.com	Glovis new car transit storage Tal Club Road	2400 Teal Club Road Oxnard CA	Proposed	17-500-07	CW/HD	Car parking on 8 acres	348,480

ID	DEVELOPER	PROJECT	LOCATION	STATUS	PZ Permit	PLNR	DESCRIPTION	SQF (Net)
10	Glovis America Attn: Michael Song 567 W Channel Island Dr #213 Port Hueneme, CA (805) 207-3044 Michael.Song@glovisusa.com	Glovis new car transit storage Arcturus Ave	5980 and 6000 Arturus Ave Oxnard CA	Proposed	17-500-08	CW/HD	Car parking on 14.6 acres	635,976
11	Mark Pettit, Lauterbach & Associates 300 Montgomery Av., Oxnard, CA 93036 (805) 988-0912 mark.pettit@la-arch.com	Rio Urbana	2714 Vineyard Ave, Oxnard CA	Proposed	17-500-05	CW/HD	Annexation and SUP for 15,000 sf office bldg (shared with 182 condominium units - see Residential list)	15,000
12	Scott Dunaway D4 Communications 1114 State Street, Suite 222 Santa Barbara, CA 93101	Fremont Verizon	600 N. Ventura Rd Oxnard CA	Proposed	17-530-02	RM	Proposed 50' high Monopine wireless telecommunication facility	231
13	Alton Klein 1234 E. 17th St. Santa Ana, CA 92701 (714) 460-1542	Starbucks Drive Thru at Port Place Shoppes	Ventura Rd and W Channel Islands Bl Oxnard CA	Proposed	17-500-10	PM	Starbucks Drive Thru	1,842
14	Bijan Shahmoradi 8730 Wilshire Blvd. Suite 202 Beverly Hills, CA 90211 (310) 433-6815	WaterDrops Car Wash - Rancho Victoria	5th Street and Victoria Blvd Oxnard CA	Proposed	16-150-01	KL	Proposed automated full service car wash and approximately 5,500 square feet building on 1.4 acre lot	5,500
15	Marca Architecture Attn: Joe Marca 240 Market Pl. Escondido, CA 92029 (760) 743-4109	Audi Dealership	1600 Ventura Boulevard Oxnard CA	Under Construction	16-200-11	DS	Proposed 38,517 square-foot Audi automobile dealership and service facility	38,517
16	Tom Davis tdavies@cardiffdp.com (805) 496-6449	Medical Office Building	1601 Raiders Way Oxnard CA	Proposed	17-540-01	JM	one story medical office building with related site improvements on 0.66-acre site (28,566 sf) vacant lot	11,500
17	John Muller, Johnson + Muller Architects 1451 N. Rice Ave, Ste D Oxnard, CA 93030 (805) 983-7411 jmullerjma@aol.com	Medical Office	1100 W. Gonzales Rd Oxnard CA	Under Construction	17-140-06	DS	Request to rebuild a 2-story fire-damaged medical office building. New construction consists of adding a stair enclosure and lobby expansion	27,046

ID	DEVELOPER	PROJECT	LOCATION	STATUS	PZ Permit	PLNR	DESCRIPTION	SQF (Net)
18	Paul Cornejo, ALDI 12661 Aldi Place Moreno Valley, CA 92555 (951) 530-5750 paul.cornejo@aldi.us	ALDI Grocery Market	1710 & 1720 E. Gonzales Rd Oxnard CA	Completed	16-140-25	RM	New grocery market in the former Fresh & Easy tenant space and an adjacent tenant space at the Rose Ranch Shopping Center. The request includes a 1,648 sf addition to the rear of the building, façade upgrade, and full interior remodel.	73,852
19	Kluger Architects Megan Caldera 1855 Coronado Ave Signal Hill, CA 90755 Phone: 562 498-2400 ext. 204 mcaldera@klugerarchitects.com	Our Lady of Guadalupe School	530 North Juanita Avenue Oxnard CA	Under Construction	16-140-21	JM	Application proposes to demolish three existing school use structures totaling 2,874 square feet and replace with new 5,908 square foot, wood framed building for classroom use.	5,908
20	Barbara Ricketts Architect 3787 Calle Posadas Newbury Park, CA 91320 (805) 701-9134	Pleasant Valley Plaza	105 W. Pleasant Valley Rd. Oxnard CA	Proposed	16-550-04	JM	Remodel exiting shopping center, construct new 11,392 sf commercial/retail building with related site improvements to parking, landscaping, lighting, signage, etc.	193,394
21	Alex Kang 879 W. 190 Street Suite 935 Gardena CA 90248 (310) 768-2700 akang@satohbros.com	Shoe City	2441 Vineyard Ave. Oxnard CA	Proposed	16-540-03	PM	A Planned Development Permit for the construction of a new single story 17,513 sq. ft. shopping center on a 55,100 sq. ft. lot with associated parking and landscape.	17,513
22	Lizette Elenes Coastal Architects 505 S. A Street #200 Oxnard CA 93030 (805) 985-7554	Cooper Rd Mixed-use	600 Cooper Rd Oxnard CA	Approved	16-500-03	JM	Mixed-use development for commercial/residential on a 7,640 square-foot lot. Proposal includes two story building with two dwelling units over two commercial tenant spaces on the first floor and six attached garage spaces.	3,670
23	Costco Wholesale c/o Jennifer Murrillo 999 Lake Drive, Issaquah, WA 98072	Costco Fuel Facility	2001 Ventura Bl Oxnard CA	Proposed	16-630-01 16-310-01 16-140-10	RM	Amend the Rose Santa Clara Specific Plan to allow the merger of two lots and the relocation of gas station associated with the existing Costco.	7,702
24	Doug Bergman Bergman Development 2850 Saturn St Brea, CA 92821 (909) 714-6273	Seabridge Marketplace Pad Building	1291 Victoria Ave. Oxnard CA	Under Construction	16-140-19	DS	A 4,857 square-foot restaurant and retail pad building within the Seabridge Marketplace	4,857
25	Elliot Megdal & Associates 252-C S. Beverly Dr. Beverly Hills, CA 90212 (310) 277-0456	Esplanade Gateway	360 West Esplanade Dr Oxnard CA	Under Construction	16-500-02	CV	A 5,000 square-foot retail center with a 1,850 square-foot Starbucks drive-thru	6,850

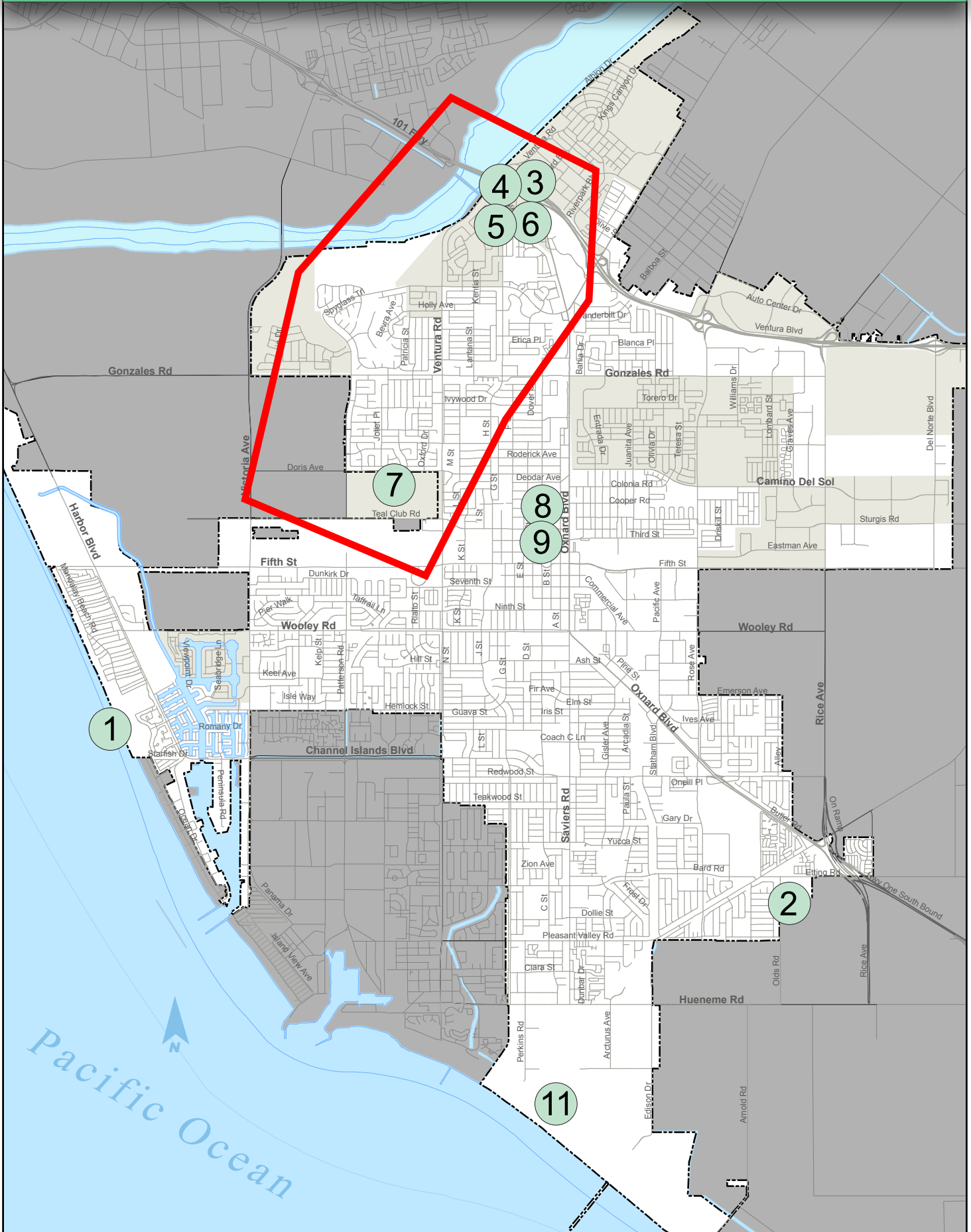
ID	DEVELOPER	PROJECT	LOCATION	STATUS	PZ Permit	PLNR	DESCRIPTION	SQF (Net)
26	Michael Sanchez Coastal Architects (805) 985-7654	5th Street Banquet Hall	141 W Fifth St Oxnard CA	Plan Check	13-500-04	DS	Convert a portion of an existing office building to an assembly hall and event facility and construct a 2,274 square-foot addition.	2,274
27	Reed Caldwell, Gold Coast Transit (805) 483-3959	Gold Coast Maintenance Facility	Auto Center Drive and Paseo Mercado Oxnard CA	Under Construction	14-200-07	KM	Construction of an operations and maintenance facility: construct a 49,533 square foot facility - 17,935 sf office building; a 24,330 sqft maintenance building; a 2,105 sf fuel service station with fueling bays; and a 5,163 sf. wash building. The project includes outdoor parking for 125 buses along with landscaping and parking improvements to serve employees and visitors.	96,961
28	Tom Davis tdavies@cardiffdp.com (805) 496-6449	Trinity Church at Trinity Plaza	1800 Camino Del Sol Oxnard CA	Approved	14-500-06	JM	Request to permit a 7,400 square foot church (New Trinity Community Church) with seating for 250 persons on a 1.04-acre site.	7,400
29	Mark Pettit, Lauterbach & Associates mark.pettit@la-arch.com (805) 988-0912	Rancho Victoria Plaza Shopping Center	3600 & 3700 W Fifth St Oxnard CA	Approved	13-550-01 13-300-02	JM	Proposal to construct 11 retail/commercial buildings that will range between 3,388 and 6,472 square feet in size. Buildings will be constructed on separate lots.	53,950
30	Greg Peters Kroger Company 1100 West Artesia Blvd (310) 900-3589	Redevelopment of the Food-4- Less Site (former Target site)	150 W. Esplanade Dr Oxnard CA	Under Construction	12-540-01	KM	Redevelopment of the 14.47 acre Food 4 Less site, including the demolition of the former Target building, constructing of a new building to be occupied by Food 4 Less, a fuel station associated with Food 4 Less, rehabilitation of the existing on-site buildings, and 2 new retail buildings, for a net building area of 159,954 square feet. Also PZ Nos. 12-300-01 (Map), 12-500-01 (gas station), 12-500-02 (drive-thru), 12-510-01 (off-site alcohol)	159,954
31	Heady Design & Associates 6079 (909) 215-	Dewey Pest Control	2991 Ventura Blvd Oxnard CA	Plan Check	11-540-02	DS	A 5,700 square-foot office building and associated site improvements.	5,700
32	Jaime Parga 805-290-5952/Jaime Parga (805) 290-5952	Oralia's Bakery	942 W Wooley Rd Oxnard CA	Under Construction	11-500-01	DS	An 1,825 square-foot addition to existing bakery including landscaping and site improvements.	7,000
33	Duesenberg Investment Company Paul Geinger 1800 Avenue of The Stars, Suite 140 Los Angeles CA 90036	Third Tower	Vineyard Av and Esplanade Drive Oxnard CA	Approved	02-670-01	KM	Proposed 300,000 square-foot, 15-story office tower at Esplanade Financial Square.	300,000

Industrial Zone Projects April 2018



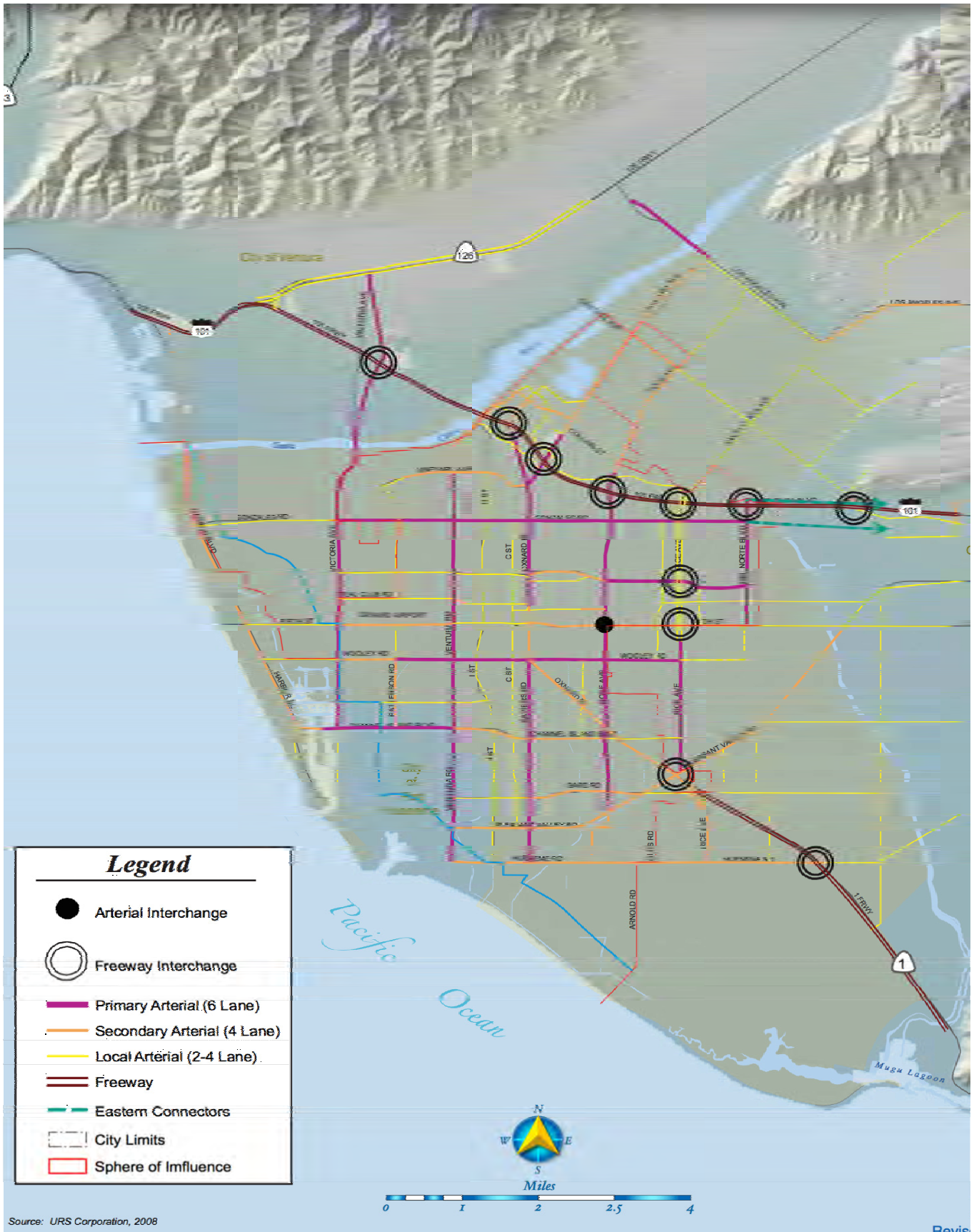
Industrial Project List

ID	DEVELOPER	PROJECT	Location	STATUS	PZ Permit	PLNR	DESCRIPTION	SQF
1	WWL Vehicle Services America, Inc. Attn: Mike Wallace 5601 Edison Drive Oxnard, CA 93033 805.986.5714 mikewallace@2wglobal.com	Subaru vehicle processing facility	5601 Edison Drive, Oxnard CA	Proposed	17-500-18	JD	Proposed vehicle processing facility on a five acre site. Site has two buildings; project includes demolition of one structure and interior remodel of the other. No new structures are proposed.	217,800
2	Shahzain Husain Sapphire Engineering Company, Inc. 1843 Montgomery Rd Thousand Oaks, CA 91360 (805)426-9477 Shahzain@sapphirecci.com	J&A Pre-Cooling Warehouse Addition	1720 Mountain View Ave, Oxnard CA	Proposed	17-140-38	CV	Proposed one-story 4,314 square-foot warehouse addition and 400 square-foot detached accessory storage building.	4,714
3	Lee Dukehart, MWS Wire Industries 21200 Cedar Valley Dr Thousand Oaks, CA 91362 (818) 991-8553	MWS Wire Industries Industrial/Warehouse Building	3000 Camino Del Sol Oxnard CA	Proposed	17-200-05	PM	Two-story industrial/warehouse tilt-up building.	60,367
4	Ray L. Musser, Architect RM Architecture/Engineering 196 Camino Ruiz Camarillo, California 93012 rmarchitects7@msn.com Phone: (805) 987-5986	Dixieline Lumber and Home Centers	801 841 Albany Drive & 2325 Statham Boulevard	Approved	16-500-07 17-570-01	JM	Proposed outdoor lumber yard on vacant 4.68-acre site and occupy existing 38,880 square-foot portion of an existing 103,680 square-foot building to operate Dixieline lumber yard operations	38,800
5	Martin Teitelbaum 569 Constitution Ave, Suite H Camarillo, CA 93012 (805) 383-2221 martin@mtconstruct.com	Cabot Industrial	2011 2021 Cabot Pl Oxnard CA	Under Construction	16-200-08	Staff	Proposed single-story 24,518 square-foot concrete tilt-up warehouse building with related interior improvements and exterior sitework.	24,518
6	Martin Teitelbaum 569 Constitution Ave, Suite H Camarillo, CA 93012 (805) 383-2221 martin@mtconstruct.com	Pacific Water Conditioning	2040 Eastman Ave Oxnard CA	Under Construction	14-200-08	Staff	A single-story warehouse building.	25,158
7	Michael Stroh, Architect (805) 259-5564	Gill's Onions Plant Expansion	1051 S Pacific Ave Oxnard CA	Under Construction	11-550-02	Staff	Construct 3 buildings; demolish 13,059 square feet; associated site improvements consisting of parking, stormwater and street improvements for existing food processing and manf. facility operating within a 13.72-acre site.	64,698
8	Aaron Walker Walker Architecture 1208 Lawrence Circle Simi Valley, CA 93065	St. Paul Baptist Church	1777 Statham Blvd Oxnard CA	Under Construction	11-140-48	JM	18,000 square-foot church with 788 seats.	18,000
9	Saint John the Baptist Coptic Church, Ramez Gerges (805) 722-5161	Saint John the Baptist Coptic Church	1200 Pacific Ave Oxnard CA	Under Construction	09-500-06	JM	A one-story church on a vacant 35,000 square-foot lot.	8,645
10	Pastor Gilbert Nery, Applicant (805) 824-2345	Victory Outreach Church	2311 Statham Blvd Oxnard CA	Plan Check	15-520-02 15-620-02 15-570-02	JM	Proposal to occupy and operate a church within an existing 36,480 square foot single story building.	36,480
11	Michael Chait, Applicant(818) 764-2067	Elevar Industrial	2801 Camino Del Sol Oxnard CA	Proposed	17-200-06	PM	Construction of a new 67,000 square-foot tilt up single story building	67,092



ID	DEVELOPER	PROJECT	LOCATION	STATUS	PZ Permit	PLNR	DESCRIPTION	Residential Units	Commercial Area	Industrial Area	Affordable Housing	Live/Work
1	City of Oxnard Development Services Department 214 South C Street (805)-385-7858	Local Coastal Plan Update	Oxnard CA	Ongoing	15-410-01	IF	The City of Oxnard's Local Coastal Plan (LCP) Update project is a collaborative planning and outreach process that will revise the City's existing LCP to bring it into conformance with Coastal Commission policy directives and approaches to address climate change adaptation strategies, such as those for sea level rise. The City staff has begun putting together a draft of the LCP document. The update to the City's existing LCP is anticipated to be completed in Spring 2019. Additional information is available at the City's LCP update webpage: http://www.oxnardlcpupdate.com/	-	-	-	-	-
2	City of Oxnard Development Services Department 214 South C Street (805)-385-7858	Ocean View School Annexation	4600 Olds Rd, Oxnard CA	Preparing Annexation Application to be submitted to LAFCo	17-610-03	IF	A request to annex a parcel improved with the Ocean View Early Education School (preschool) owned and operated by the Ocean View School District (Ocean View) located at 4600 Olds Road into the City of Oxnard, Calleguas Municipal Water District and the Metropolitan Water District of Southern California.	-	-	-	-	-
3	Oakwood Communities Inc. 64 Maxwell Irvine, CA 92618 (949) 719 9040	Village Specific Plan Amendment	Wagon Wheel Rd Oxnard CA	Approved	15-630-02	KM	Specific plan amendment to create a transit center overlay for transit support uses on PA 19, 20, & 21.	-	-	-	-	-
4	Doug Brooks Oakwood Development Inc. 16331 Scientific Way, Ste 250 Irvine, CA 92618 (949) 719-9040	"The Village" Wagon Wheel Development Projects (PA 18 & 19) Wagon Wheel Rd Oxnard CA	Wagon Wheel Rd Oxnard CA	Plan Check	14-200-01	KM	219 market rate apartments (1, 2 & 3 bedrooms), recreation/meeting room, tot lot, and landscaped paseos and 16,303 square-feet of commercial.	219	0	0	0	0
5	Oakwood Communities, Inc. V.P. of Construction 886 Wagon Wheel Rd. Oxnard, CA 93036 (805) 278-4999 off (619) 726-2819 cell	"The Village" Wagon Wheel Development Projects (PA5 & PA11) Southwest of the intersection of N Oxnard Blvd and the US-101 Freeway	Wagon Wheel Rd Oxnard CA	Proposed	16-200-01	KM	Proposed construction of 78 condominium dwelling units (52 3-bdrm., and 26 4-bdrm. units) in 26, four-story residential buildings on 4.34 acres within the Village Specific Plan area.	78	0	0	0	0
6	Oakwood Communities, Inc. V.P. of Construction 886 Wagon Wheel Rd. Oxnard, CA 93036 (805) 278-4999 off (619) 726-2819 cell	"The Village" Wagon Wheel Development Project (PA 4)	Wagon Wheel Rd Oxnard CA	Proposed	16-200-02	KM	Proposed construction of 88 condominium dwelling units (57 2-bdrm., 29 3-bdrm., and 2 4-bdrm. units) in 6, three-story residential buildings on 4.03 acres within the Village Specific Plan area	88	0	0	0	0
7	Borchard Teal Club Ranch Dennis Haidgrave (805) 484-8983	Teal Club Specific Plan	NE Ventura Rd & Teal Club, Oxnard CA	Preparing Final EIR leading to initial Planning Commission review	11-600-01	JD	980 residential units of varying density, single-family, townhomes, condominium, and apartment units; 24 acres, community park; 8 acres public/seni public use; 4 acres of mixed use, retail, commercial; 10 acres of Business/Research Park. 60,000 s.f. mixed use and retail; 1 ac. fire station site.	990	60000	10 acres	31	24
8	City of Oxnard Planning Division (805)-385-7858	Downtown Design Guidelines and Land Use Policies	Downtown Oxnard Central Business District	Proposed	17-620-06 17-580-10 17-640-01	DS	Update the 2030 General Plan and Zoning Ordinance and preparation of Downtown Design Guidelines and Land Use Policies within the Central Business District zone	-	-	-	-	-
9	City of Oxnard Planning Division (805)-385-7858	Downtown Parking Management Plan	Downtown Oxnard Central Business District	Proposed	17-580-11	DS	Update the Zoning Ordinance to modify off-street parking and loading requirements within the Central Business District and establish an in-lieu fee	-	-	-	-	-
10	City of Oxnard Development Services Department 214 South C Street (805)-385-7858	Industrial Code Update	Oxnard CA	Ongoing	-	IF	Update the industrial zone sections of the Zoning Ordinance to address current needs and reflect 2030 General Plan policies and directives.	-	-	-	-	-
11	City of Oxnard Development Services Department 214 South C Street (805)-385-7858	Ormond Beach Restoration and Access Plan (ORRAP)	Oxnard CA	Ongoing	-	IF	Partner with the Nature Conservancy and Coastal Conservancy to develop the Ormond Beach Wetlands Restoration Plan with a long-term vision to attract tourism and protect.	-	-	-	-	-

Appendix 4
City of Oxnard 2030 General Plan Circulation Diagram



111 East Victoria Street, Santa Barbara, CA 93101
 Phone: (805) 963-9532 Fax: (805) 966-9801

EXHIBIT A
 CITY OF OXNARD 2030 GENERAL PLAN
 CIRCULATION DIAGRAM

Appendix 5
Intersection Level of Service Calculation Worksheets

Existing and Existing + Project AM and PM Peak Hour

HCM 6th Signalized Intersection Summary
 01. Victoria Blvd/U.S. 101 NB Ramps

AM Peak Hour
 Existing Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗	↙	↑↑↑			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	552	0	712	221	1060	0	0	2069	368
Future Volume (veh/h)	0	0	0	552	0	712	221	1060	0	0	2069	368
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				721	0	599	233	1116	0	0	2178	387
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1019	0	907	701	3305	0	0	2645	652
Arrive On Green				0.29	0.00	0.29	0.41	1.00	0.00	0.00	0.41	0.41
Sat Flow, veh/h				3563	0	3170	3456	5274	0	0	6696	1585
Grp Volume(v), veh/h				721	0	599	233	1116	0	0	2178	387
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1702	0	0	1609	1585
Q Serve(g_s), s				16.3	0.0	15.0	4.2	0.0	0.0	0.0	27.1	17.1
Cycle Q Clear(g_c), s				16.3	0.0	15.0	4.2	0.0	0.0	0.0	27.1	17.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1019	0	907	701	3305	0	0	2645	652
V/C Ratio(X)				0.71	0.00	0.66	0.33	0.34	0.00	0.00	0.82	0.59
Avail Cap(c_a), veh/h				1385	0	1233	701	3305	0	0	2645	652
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.92	0.92	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				28.8	0.0	28.3	22.6	0.0	0.0	0.0	23.6	20.6
Incr Delay (d2), s/veh				1.1	0.0	0.8	0.3	0.3	0.0	0.0	3.1	4.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.9	0.0	5.6	1.6	0.1	0.0	0.0	10.1	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.8	0.0	29.1	22.8	0.3	0.0	0.0	26.6	24.6
LnGrp LOS				C	A	C	C	A	A	A	C	C
Approach Vol, veh/h					1320			1349			2565	
Approach Delay, s/veh					29.5			4.2			26.3	
Approach LOS					C			A			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		61.3			21.3	40.0		28.7				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		48.0			8.0	36.0		34.0				
Max Q Clear Time (g_c+I1), s		2.0			6.2	29.1		18.3				
Green Ext Time (p_c), s		6.5			0.2	5.9		6.4				

Intersection Summary

HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

01. Victoria Blvd/U.S. 101 NB Ramps

AM Peak Hour
Existing + Project Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↔	↗	↖	↑↑↑			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	560	0	712	241	1085	0	0	2089	368
Future Volume (veh/h)	0	0	0	560	0	712	241	1085	0	0	2089	368
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				729	0	599	254	1142	0	0	2199	387
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1026	0	913	694	3294	0	0	2645	652
Arrive On Green				0.29	0.00	0.29	0.40	1.00	0.00	0.00	0.41	0.41
Sat Flow, veh/h				3563	0	3170	3456	5274	0	0	6696	1585
Grp Volume(v), veh/h				729	0	599	254	1142	0	0	2199	387
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1702	0	0	1609	1585
Q Serve(g_s), s				16.5	0.0	14.9	4.6	0.0	0.0	0.0	27.5	17.1
Cycle Q Clear(g_c), s				16.5	0.0	14.9	4.6	0.0	0.0	0.0	27.5	17.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1026	0	913	694	3294	0	0	2645	652
V/C Ratio(X)				0.71	0.00	0.66	0.37	0.35	0.00	0.00	0.83	0.59
Avail Cap(c_a), veh/h				1385	0	1233	694	3294	0	0	2645	652
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.92	0.92	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				28.7	0.0	28.1	22.9	0.0	0.0	0.0	23.7	20.6
Incr Delay (d2), s/veh				1.1	0.0	0.8	0.3	0.3	0.0	0.0	3.2	4.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.0	0.0	5.6	1.7	0.1	0.0	0.0	10.3	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.8	0.0	28.9	23.2	0.3	0.0	0.0	26.9	24.6
LnGrp LOS				C	A	C	C	A	A	A	C	C
Approach Vol, veh/h					1328			1396			2586	
Approach Delay, s/veh					29.4			4.4			26.6	
Approach LOS					C			A			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		61.1			21.1	40.0		28.9				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		48.0			8.0	36.0		34.0				
Max Q Clear Time (g_c+I1), s		2.0			6.6	29.5		18.5				
Green Ext Time (p_c), s		6.7			0.1	5.6		6.4				

Intersection Summary

HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

01. Victoria Blvd/U.S. 101 NB Ramps

PM Peak Hour

Existing Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↵	↔	↗	↗	↑↑↑			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	457	0	641	384	1334	0	0	1973	374
Future Volume (veh/h)	0	0	0	457	0	641	384	1334	0	0	1973	374
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				607	0	540	404	1404	0	0	2077	394
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				871	0	775	883	3517	0	0	2574	634
Arrive On Green				0.24	0.00	0.24	0.51	1.00	0.00	0.00	0.40	0.40
Sat Flow, veh/h				3563	0	3170	3456	5274	0	0	6696	1585
Grp Volume(v), veh/h				607	0	540	404	1404	0	0	2077	394
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1702	0	0	1609	1585
Q Serve(g_s), s				14.0	0.0	14.0	6.7	0.0	0.0	0.0	25.7	17.9
Cycle Q Clear(g_c), s				14.0	0.0	14.0	6.7	0.0	0.0	0.0	25.7	17.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				871	0	775	883	3517	0	0	2574	634
V/C Ratio(X)				0.70	0.00	0.70	0.46	0.40	0.00	0.00	0.81	0.62
Avail Cap(c_a), veh/h				1188	0	1057	883	3517	0	0	2574	634
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.92	0.92	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				31.0	0.0	31.0	18.0	0.0	0.0	0.0	23.9	21.6
Incr Delay (d2), s/veh				1.1	0.0	1.2	0.3	0.3	0.0	0.0	2.8	4.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.0	0.0	5.3	2.3	0.1	0.0	0.0	9.6	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.1	0.0	32.2	18.4	0.3	0.0	0.0	26.8	26.1
LnGrp LOS				C	A	C	B	A	A	A	C	C
Approach Vol, veh/h					1147			1808			2471	
Approach Delay, s/veh					32.1			4.3			26.7	
Approach LOS					C			A			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		65.0			26.0	39.0		25.0				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		53.0			14.0	35.0		29.0				
Max Q Clear Time (g_c+I1), s		2.0			8.7	27.7		16.0				
Green Ext Time (p_c), s		9.2			0.9	6.0		5.0				

Intersection Summary




















HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 01. Victoria Blvd/U.S. 101 NB Ramps

PM Peak Hour
 Existing + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	468	0	641	403	1358	0	0	1999	374
Future Volume (veh/h)	0	0	0	468	0	641	403	1358	0	0	1999	374
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				619	0	540	424	1429	0	0	2104	394
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				882	0	785	872	3502	0	0	2574	634
Arrive On Green				0.25	0.00	0.25	0.50	1.00	0.00	0.00	0.40	0.40
Sat Flow, veh/h				3563	0	3170	3456	5274	0	0	6696	1585
Grp Volume(v), veh/h				619	0	540	424	1429	0	0	2104	394
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1702	0	0	1609	1585
Q Serve(g_s), s				14.2	0.0	13.9	7.2	0.0	0.0	0.0	26.2	17.9
Cycle Q Clear(g_c), s				14.2	0.0	13.9	7.2	0.0	0.0	0.0	26.2	17.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				882	0	785	872	3502	0	0	2574	634
V/C Ratio(X)				0.70	0.00	0.69	0.49	0.41	0.00	0.00	0.82	0.62
Avail Cap(c_a), veh/h				1188	0	1057	872	3502	0	0	2574	634
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.92	0.92	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				30.8	0.0	30.7	18.5	0.0	0.0	0.0	24.1	21.6
Incr Delay (d2), s/veh				1.2	0.0	1.2	0.4	0.3	0.0	0.0	3.0	4.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.1	0.0	5.3	2.4	0.1	0.0	0.0	9.8	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.0	0.0	31.9	18.8	0.3	0.0	0.0	27.1	26.1
LnGrp LOS				C	A	C	B	A	A	A	C	C
Approach Vol, veh/h					1159			1853			2498	
Approach Delay, s/veh					32.0			4.6			26.9	
Approach LOS					C			A			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.7			25.7	39.0		25.3				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		53.0			14.0	35.0		29.0				
Max Q Clear Time (g_c+I1), s		2.0			9.2	28.2		16.2				
Green Ext Time (p_c), s		9.4			0.9	5.7		5.0				
Intersection Summary												
HCM 6th Ctrl Delay				20.5								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 2
NORTH/SOUTH STREET: Victoria St
EAST/WEST STREET: Valentine Rd (split phased)
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	168	1034	11	37	989	1561	262	23	222	21	5	26
Project Trips	10	45	0	0	28	0	0	0	8	0	0	0
GEOMETRY	LL	TT	TR	L	TT	RR	LL	LT	R		LT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	3,200	168	178	0.05 *	0.06 *
NBT	3.0	4,800	1,034	1,079	0.22	0.23
NBR	0.0	0	11	11	0.00	0.00
SBL	1.0	1,600	37	37	0.05	0.05
SBT	2.0	3,200	989	1,017	0.31 *	0.32 *
SBR (a)	2.0	3,200	1,561	1,561	0.00	0.00
EBL	0.0	0	262	262	0.00	0.00
EBT	3.0	4,800	23	23	0.06	0.06
EBR (b)	1.0	1,600	185	193	0.12 *	0.12 *
WBL	0.0	0	21	21	0.00	0.00
WBT	1.0	1,600	5	5	0.07 *	0.07 *
WBR (b)	1.0	1,600	26	26	0.00	0.00
N/S Critical Movements					0.36	0.38
E/W Critical Movements					0.19	0.19
Clearance Interval					0.00	0.00
ICU					0.55	0.57
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio
 (a) Free right-turn
 (b) RT overlap arrow

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 2
NORTH/SOUTH STREET: Victoria St
EAST/WEST STREET: Valentine Rd (split phased)
SCENARIO: Existing Conditions
TIME PERIOD: PM ~~AM~~ Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	88	1070	15	64	1186	1364	615	44	366	26	12	63
Project Trips	10	43	0	0	37	0	0	0	11	0	0	0
GEOMETRY	LL	TT	TR	L	TT	RR	LL	LT	R		LT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	3,200	88	98	0.05 *	0.05 *
NBT	3.0	4,800	1,070	1,113	0.23	0.24
NBR	0.0	0	15	15	0.00	0.00
SBL	1.0	1,600	64	64	0.05	0.05
SBT	2.0	3,200	1,186	1,223	0.37 *	0.38 *
SBR (a)	2.0	3,200	1,364	1,364	0.00	0.00
EBL	0.0	0	615	615	0.00	0.00
EBT	3.0	4,800	44	44	0.14	0.14
EBR (b)	1.0	1,600	302	313	0.19 *	0.20 *
WBL	0.0	0	26	26	0.00	0.00
WBT	1.0	1,600	12	12	0.07 *	0.07 *
WBR (b)	1.0	1,600	63	63	0.00	0.00
N/S Critical Movements					0.42	0.43
E/W Critical Movements					0.26	0.26
Clearance Interval					0.00	0.00
ICU					0.68	0.69
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio
 (a) Free right-turn
 (b) RT overlap arrow

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 3
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Olivas Park Rd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	419	1482	225	193	908	117	71	65	107	84	81	63
Project Trips	10	57	5	0	36	0	0	0	8	0	0	0
GEOMETRY	LL	TT	R	L	TT	R	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	3,200	419	429	0.13	0.13
NBT	2.0	3,200	1,482	1,539	0.46 *	0.48 *
NBR	1.0	1,600	225	230	0.14	0.14
SBL	1.0	1,600	193	193	0.12 *	0.12 *
SBT	2.0	3,200	908	944	0.28	0.29
SBR	1.0 (a)	1,600	117	117	0.07	0.07
EBL	1.0	1,600	71	71	0.05 *	0.05 *
EBT	2.0	3,200	65	65	0.07	0.07
EBR	1.0 (b)	1,600	107	115	0.00	0.00
WBL	1.0	1,600	84	84	0.05	0.05
WBT	2.0	3,200	81	81	0.07 *	0.07 *
WBR	1.0 (a)	1,600	63	63	0.00	0.00
N/S Critical Movements					0.58	0.60
E/W Critical Movements					0.12	0.12
Clearance Interval					0.00	0.00
ICU					0.70	0.72
Level of Service (LOS)					B	C

Notes: V/C - Volume to Capacity Ratio
 (a) Yield control
 (b) Free RT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 3
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Olivas Park Rd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	224	1190	148	109	1393	94	125	93	521	227	101	179
Project Trips	10	54	5	0	48	0	0	0	12	5	0	0
GEOMETRY	LL	TT	R	L	TT	R	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	3,200	224	234	0.07 *	0.07 *
NBT	2.0	3,200	1,190	1,244	0.37	0.39
NBR	1.0	1,600	148	153	0.09	0.10
SBL	1.0	1,600	109	109	0.07	0.07
SBT	2.0	3,200	1,393	1,441	0.44 *	0.45 *
SBR	1.0 (a)	1,600	94	94	0.06	0.06
EBL	1.0	1,600	125	125	0.08	0.08
EBT	2.0	3,200	93	93	0.07 *	0.07 *
EBR	1.0 (b)	1,600	521	533	0.00	0.00
WBL	1.0	1,600	227	232	0.14 *	0.15 *
WBT	2.0	3,200	101	101	0.07	0.07
WBR	1.0 (a)	1,600	179	179	0.00	0.00
N/S Critical Movements					0.51	0.52
E/W Critical Movements					0.21	0.22
Clearance Interval					0.00	0.00
ICU					0.72	0.74
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio
 (a) Yield control
 (b) Free RT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 4
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Gonzales Rd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	40	1554	492	172	917	24	31	70	10	337	249	610
Project Trips	5	58	0	5	46	0	0	4	4	0	5	7
GEOMETRY	L	TTT	R	LL	TT	R	L	T	TR	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	40	45	0.05	0.05
NBT	3.0	4,800	1,554	1,612	0.32 *	0.34 *
NBR	1.0 (a)	1,600	324	324	0.20	0.20
SBL	2.0	3,200	172	177	0.05 *	0.06 *
SBT	2.0	3,200	917	963	0.29	0.30
SBR	1.0	1,600	24	24	0.01	0.01
EBL	1.0	1,600	31	31	0.05 *	0.05 *
EBT	2.0	3,200	70	74	0.07	0.07
EBR	0.0	0	10	14	0.00	0.00
WBL	2.0	3,200	337	337	0.11	0.11
WBT	2.0	3,200	249	254	0.08	0.08
WBR	1.0 (b)	1,600	524	529	0.33 *	0.33 *
N/S Critical Movements					0.37	0.40
E/W Critical Movements					0.37	0.37
Clearance Interval					0.00	0.00
ICU					0.74	0.77
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio
 (a) RTOR overlap w/WBL
 (b) RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 4
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Gonzales Rd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	25	1301	320	267	1638	35	39	248	111	253	111	317
Project Trips	5	55	0	7	61	0	0	5	5	0	5	7
GEOMETRY	L	TTT	R	LL	TT	R	L	T	TR	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	25	30	0.05 *	0.05 *
NBT	3.0	4,800	1,301	1,356	0.27	0.28
NBR	1.0	1,600	193	193	0.12	0.12
SBL	2.0	3,200	267	274	0.08	0.09
SBT	2.0	3,200	1,638	1,699	0.51 *	0.53 *
SBR	1.0	1,600	35	35	0.02	0.02
EBL	1.0	1,600	39	39	0.05	0.05
EBT	2.0	3,200	248	253	0.11 *	0.12 *
EBR	0.0	0	111	116	0.00	0.00
WBL	2.0	3,200	253	253	0.08 *	0.08 *
WBT	2.0	3,200	111	116	0.03	0.04
WBR	1.0	(a) 1,600	183	187	0.11	0.12
N/S Critical Movements					0.56	0.58
E/W Critical Movements					0.19	0.20
Clearance Interval					0.00	0.00
ICU					0.75	0.78
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio
 (a) RTOR overlap w/WBL
 (b) RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 5
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Doris Ave
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	3	1986	93	42	1161	7	4	2	0	113	0	162
Project Trips	0	8	6	44	7	0	0	0	0	9	0	56
GEOMETRY	L	T	TR	L	T	TR	LTR			L	TR	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	3	3	0.05	0.05
NBT	2.0	3,200	1,986	1,994	0.65 *	0.65 *
NBR	0.0	0	93	99	0.00	0.00
SBL	1.0	1,600	42	86	0.05 *	0.05 *
SBT	2.0	3,200	1,161	1,168	0.36	0.37
SBR	0.0	0	7	7	0.00	0.00
EBL	0.0	0	4	4	0.00	0.00
EBT	1.0	1,600	2	2	0.05 *	0.05 *
EBR	0.0	0	0	0	0.00	0.00
WBL	1.0	1,600	113	122	0.07 *	0.08 *
WBT	1.0	(a) 1,600	0	0	0.10	0.14
WBR	0.0	0	162	218	0.00	0.00
N/S Critical Movements					0.70	0.70
E/W Critical Movements					0.12	0.13
Clearance Interval					0.00	0.00
ICU					0.82	0.83
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio
 (a) not critical due to RTOR

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 5 **MITIGATED**
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Doris Ave
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	3	1986	93	42	1161	7	4	2	0	113	0	162
Project Trips	0	8	6	44	7	0	0	0	0	9	0	56
GEOMETRY	L	TT	TR	L	TT	TR	LTR			L	TR	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	3	3	0.05	0.05
NBT	3.0	4,800	1,986	1,994	0.43 *	0.44 *
NBR	0.0	0	93	99	0.00	0.00
SBL	1.0	1,600	42	86	0.05 *	0.05 *
SBT	3.0	4,800	1,161	1,168	0.24	0.24
SBR	0.0	0	7	7	0.00	0.00
EBL	0.0	0	4	4	0.00	0.00
EBT	1.0	1,600	2	2	0.05 *	0.05 *
EBR	0.0	0	0	0	0.00	0.00
WBL	1.0	1,600	113	122	0.07 *	0.08 *
WBT	1.0	(a) 1,600	0	0	0.10	0.14
WBR	0.0	0	162	218	0.00	0.00
N/S Critical Movements					0.48	0.49
E/W Critical Movements					0.12	0.13
Clearance Interval					0.00	0.00
ICU					0.60	0.62
Level of Service (LOS)					A	B

Notes: V/C - Volume to Capacity Ratio
 (a) not critical due to RTOR

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 5
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Doris Ave
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	3	1480	108	115	1992	2	10	20	12	92	2	92
Project Trips	0	8	8	59	9	0	0	0	0	9	0	53
GEOMETRY	L	T	TR	L	T	TR	LTR			L	TR	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	3	3	0.05 *	0.05 *
NBT	2.0	3,200	1,480	1,488	0.50	0.50
NBR	0.0	0	108	116	0.00	0.00
SBL	1.0	1,600	115	174	0.07	0.11
SBT	2.0	3,200	1,992	2,001	0.62 *	0.63 *
SBR	0.0	0	2	2	0.00	0.00
EBL	0.0	0	10	10	0.00	0.00
EBT	1.0	1,600	20	20	0.05 *	0.05 *
EBR	0.0	0	12	12	0.00	0.00
WBL	1.0	1,600	92	101	0.06 *	0.06 *
WBT	1.0	1,600	2	2	0.06	0.09
WBR	0.0	0	92	145	0.00	0.00
N/S Critical Movements					0.67	0.68
E/W Critical Movements					0.11	0.11
Clearance Interval					0.00	0.00
ICU					0.78	0.79
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 5 **MITIGATED**
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Doris Ave
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	3	1480	108	115	1992	2	10	20	12	92	2	92
Project Trips	0	8	8	59	9	0	0	0	0	9	0	53
GEOMETRY	L	TT	TR	L	TT	TR	LTR			L	TR	

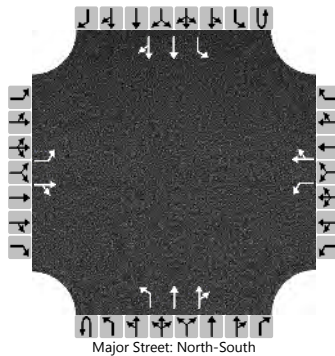
Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	3	3	0.05 *	0.05 *
NBT	3.0	4,800	1,480	1,488	0.33	0.33
NBR	0.0	0	108	116	0.00	0.00
SBL	1.0	1,600	115	174	0.07	0.11
SBT	3.0	4,800	1,992	2,001	0.42 *	0.42 *
SBR	0.0	0	2	2	0.00	0.00
EBL	0.0	0	10	10	0.00	0.00
EBT	1.0	1,600	20	20	0.05 *	0.05 *
EBR	0.0	0	12	12	0.00	0.00
WBL	1.0	1,600	92	101	0.06 *	0.06 *
WBT	1.0	1,600	2	2	0.06	0.09
WBR	0.0	0	92	145	0.00	0.00
N/S Critical Movements					0.47	0.47
E/W Critical Movements					0.11	0.11
Clearance Interval					0.00	0.00
ICU					0.58	0.58
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	06. DJL			Intersection	VICTORIA AVE/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	2018			North/South Street	VICTORIA AVE		
Time Analyzed	AM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	2	0	0	1	2	0
Configuration		L		TR		L		TR		L	T	TR		L	T	TR
Volume (veh/h)		0	0	3		7	1	55	0	4	2104	47	0	31	1218	1
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

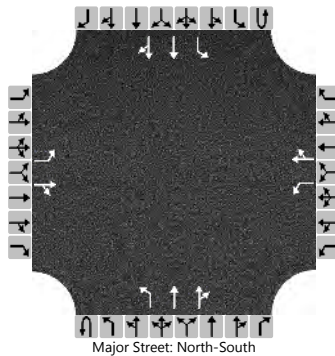
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0		3		7		56		4				31		
Capacity, c (veh/h)		11		435		7		132		562				243		
v/c Ratio		0.00		0.01		0.95		0.42		0.01				0.13		
95% Queue Length, Q ₉₅ (veh)		0.0		0.0		3.1		2.1		0.0				0.4		
Control Delay (s/veh)		329.0		13.3		1364.2		52.1		11.4				22.0		
Level of Service (LOS)		F		B		F		F		B				C		
Approach Delay (s/veh)		13.3				197.9				0.0				0.5		
Approach LOS		B				F										

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	06. DJL			Intersection	VICTORIA AVE/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	EXPR			North/South Street	VICTORIA AVE		
Time Analyzed	AM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	2	0	0	1	2	0
Configuration		L		TR		L		TR		L	T	TR		L	T	TR
Volume (veh/h)		0	0	3		43	1	63	0	4	2110	76	0	38	1227	1
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0		3	43		64		4				38			
Capacity, c (veh/h)		10		432	7		131		558				236			
v/c Ratio		0.00		0.01	6.45		0.49		0.01				0.16			
95% Queue Length, Q ₉₅ (veh)		0.0		0.0	21.2		2.7		0.0				0.6			
Control Delay (s/veh)		383.2		13.4	10960.3		58.2		11.5				23.2			
Level of Service (LOS)		F		B	F		F		B				C			
Approach Delay (s/veh)		13.4			4439.4				0.0				0.7			
Approach LOS		B			F				F				C			

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 6 **Mitigated**
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Teal Club Rd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	4	2104	47	31	1218	1	0	0	3	7	1	55
Project Trips	0	6	29	7	9	0	0	0	0	36	0	8
GEOMETRY	L	T	TR	L	T	TR	L	TR		L	TR	

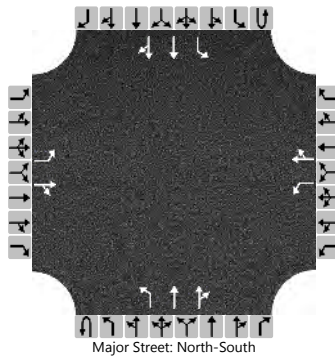
Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	4	4	0.05	0.05
NBT	2.0	3,200	2,104	2,110	0.67 *	0.68 *
NBR	0.0	0	47	76	0.00	0.00
SBL	1.0	1,600	31	38	0.05 *	0.05 *
SBT	2.0	3,200	1,218	1,227	0.38	0.38
SBR	0.0	0	1	1	0.00	0.00
EBL	1.0	1,600	0	0	0.00	0.00
EBT	1.0	1,600	0	0	0.00	0.00 *
EBR	0.0	0	3	3	0.00	0.00
WBL	1.0	1,600	7	43	0.00	0.05
WBT	1.0	1,600	1	1	0.07 *	0.07 *
WBR	0.0	0	55	63	0.00	0.00
N/S Critical Movements					0.72	0.73
E/W Critical Movements					0.07	0.07
Clearance Interval					0.00	0.00
ICU					0.79	0.80
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	06. DJL			Intersection	VICTORIA AVE/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	2018			North/South Street	VICTORIA AVE		
Time Analyzed	PM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	2	0	0	1	2	0
Configuration		L		TR		L		TR		L	T	TR		L	T	TR
Volume (veh/h)		2	3	38		5	0	50	0	2	1709	48	0	52	1964	1
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

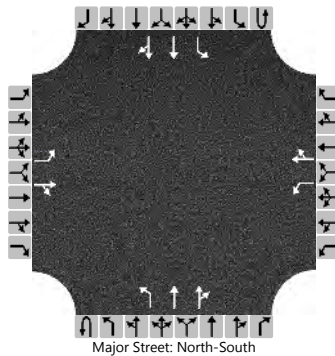
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2		41		5		50		2				52			
Capacity, c (veh/h)		5		36		1		289		288				348			
v/c Ratio		0.41		1.14		9.25		0.17		0.01				0.15			
95% Queue Length, Q ₉₅ (veh)		1.2		9.2		4.1		0.6		0.0				0.5			
Control Delay (s/veh)		1133.7		694.8		26990.2		20.1		17.6				17.2			
Level of Service (LOS)		F		F		F		C		C				C			
Approach Delay (s/veh)		715.2				2471.9				0.0				0.4			
Approach LOS		F				F											

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	06. DJL			Intersection	VICTORIA AVE/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	EXPR			North/South Street	VICTORIA AVE		
Time Analyzed	PM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	2	0	0	1	2	0
Configuration		L		TR		L		TR		L	T	TR		L	T	TR
Volume (veh/h)		2	3	38		39	0	58	0	2	1717	87	0	61	1973	1
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2		41		39		58		2				61		
Capacity, c (veh/h)		4		31		0		279		286				333		
v/c Ratio		0.47		1.30				0.21		0.01				0.18		
95% Queue Length, Q ₉₅ (veh)		1.3		10.6				0.8		0.0				0.7		
Control Delay (s/veh)		1347.4		978.9				21.3		17.7				18.2		
Level of Service (LOS)		F		F				C		C				C		
Approach Delay (s/veh)	996.1								0.0				0.5			
Approach LOS	F															

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 6 **Mitigated**
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Teal Club Rd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	2	1709	48	52	1964	1	2	3	38	5	0	50
Project Trips	0	8	39	9	9	0	0	0	0	34	0	8
GEOMETRY	L	T	TR	L	T	TR	L	TR		L	TR	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	2	2	0.05 *	0.05 *
NBT	2.0	3,200	1,709	1,717	0.55	0.56
NBR	0.0	0	48	87	0.00	0.00
SBL	1.0	1,600	52	61	0.05	0.05
SBT	2.0	3,200	1,964	1,973	0.61 *	0.62 *
SBR	0.0	0	1	1	0.00	0.00
EBL	1.0	1,600	2	2	0.00 *	0.00
EBT	1.0	1,600	3	3	0.05	0.05 *
EBR	0.0	0	38	38	0.00	0.00
WBL	1.0	1,600	5	39	0.00	0.05 *
WBT	1.0	1,600	0	0	0.07 *	0.07
WBR	0.0	0	50	58	0.00	0.00
N/S Critical Movements					0.66	0.67
E/W Critical Movements					0.07	0.10
Clearance Interval					0.00	0.00
ICU					0.73	0.77
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 7
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: 5th St
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 10/2019
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	80	1743	135	242	1032	38	51	93	10	112	156	415
Project Trips	0	36	0	4	35	6	5	0	0	0	0	3
GEOMETRY	LL	TTT	R	LL	TT	TR	L	T	TR	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	3,200	80	80	0.05	0.05
NBT	3.0	4,800	1,743	1,779	0.36 *	0.37 *
NBR	1.0	1,600	135	135	0.08	0.08
SBL	2.0	3,200	242	246	0.08 *	0.08 *
SBT	3.0	4,800	1,032	1,067	0.22	0.23
SBR	0.0	0	38	44	0.00	0.00
EBL	1.0	1,600	51	56	0.05 *	0.05 *
EBT	2.0	3,200	93	93	0.07	0.07
EBR	0.0	0	10	10	0.00	0.00
WBL	2.0	3,200	112	112	0.05	0.05
WBT	2.0	3,200	156	156	0.07	0.07
WBR	1.0	(a) 1,600	294	295	0.18 *	0.18 *
N/S Critical Movements					0.44	0.45
E/W Critical Movements					0.23	0.23
Clearance Interval					0.00	0.00
ICU					0.67	0.68
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

(a) RTOR overlap w/SB LT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 7
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: 5th St
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 10/2019
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	46	1316	125	333	1676	59	64	172	24	174	125	200
Project Trips	0	36	0	4	33	6	6	0	0	0	0	4
GEOMETRY	LL	TTT	R	LL	TT	TR	L	T	TR	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	3,200	46	46	0.05 *	0.05 *
NBT	3.0	4,800	1,316	1,352	0.27	0.28
NBR	1.0	1,600	125	125	0.08	0.08
SBL	2.0	3,200	333	337	0.10	0.11
SBT	3.0	4,800	1,676	1,709	0.36 *	0.37 *
SBR	0.0	0	59	65	0.00	0.00
EBL	1.0	1,600	64	70	0.05 *	0.05 *
EBT	2.0	3,200	172	172	0.07	0.07
EBR	0.0	0	24	24	0.00	0.00
WBL	2.0	3,200	174	174	0.05	0.05
WBT	2.0	3,200	125	125	0.07 *	0.07 *
WBR	1.0	(a) 1,600	34	36	0.02	0.02
N/S Critical Movements					0.41	0.42
E/W Critical Movements					0.12	0.12
Clearance Interval					0.00	0.00
ICU					0.53	0.54
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) RTOR overlap w/SB LT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 8
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Wooley Rd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 10/2019
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	95	1284	68	127	902	75	119	144	45	76	215	476
Project Trips	0	15	0	6	20	8	7	0	0	0	0	5
GEOMETRY	L	TT	TR	L	TTT	R	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	95	95	0.06	0.06
NBT	3.0	4,800	1,284	1,299	0.28 *	0.28 *
NBR	0.0	0	68	68	0.00	0.00
SBL	1.0	1,600	127	133	0.08 *	0.08 *
SBT	3.0	4,800	902	922	0.19	0.19
SBR	1.0	1,600	75	83	0.05	0.05
EBL	1.0	1,600	119	126	0.07 *	0.08 *
EBT	2.0	3,200	144	144	0.07	0.07
EBR	1.0	1,600	45	45	0.03	0.03
WBL	1.0	1,600	76	76	0.05	0.05
WBT	2.0	3,200	215	215	0.07	0.07
WBR	1.0	(a) 1,600	349	348	0.22 *	0.22 *
N/S Critical Movements					0.36	0.36
E/W Critical Movements					0.29	0.30
Clearance Interval					0.00	0.00
ICU					0.65	0.66
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

(a) RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 8
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Wooley Rd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 10/2019
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	66	1088	112	271	1311	135	152	290	121	136	180	210
Project Trips	0	20	0	6	19	8	9	0	0	0	0	6
GEOMETRY	L	TT	TR	L	TTT	R	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	66	66	0.04	0.04
NBT	3.0	4,800	1,088	1,108	0.25 *	0.25 *
NBR	0.0	0	112	112	0.00	0.00
SBL	1.0	1,600	271	277	0.17 *	0.17 *
SBT	3.0	4,800	1,311	1,330	0.27	0.28
SBR	1.0	1,600	135	143	0.08	0.09
EBL	1.0	1,600	152	161	0.10	0.10
EBT	2.0	3,200	290	290	0.09 *	0.09 *
EBR	1.0	1,600	121	121	0.08	0.08
WBL	1.0	1,600	136	136	0.09 *	0.09 *
WBT	2.0	3,200	180	180	0.06	0.06
WBR	1.0	(a) 1,600	84	86	0.05	0.05
N/S Critical Movements					0.42	0.42
E/W Critical Movements					0.18	0.18
Clearance Interval					0.00	0.00
ICU					0.60	0.60
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 9
NORTH/SOUTH STREET: Patterson Rd
EAST/WEST STREET: Gonzales Rd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	189	135	240	242	133	40	10	935	73	123	528	248
Project Trips	12	5	5	0	4	0	0	0	9	4	0	0
GEOMETRY	L	T	R	L	T	R	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	189	201	0.12	0.13
NBT	1.0	1,600	135	140	0.08 *	0.09 *
NBR	1.0	(a) 1,600	117	118	0.07	0.07
SBL	1.0	1,600	242	242	0.15 *	0.15 *
SBT	1.0	1,600	133	137	0.08	0.09
SBR	1.0	1,600	40	40	0.03	0.03
EBL	1.0	1,600	10	10	0.05	0.05
EBT	2.0	3,200	935	935	0.29 *	0.29 *
EBR	1.0	1,600	73	82	0.05	0.05
WBL	1.0	1,600	123	127	0.08 *	0.08 *
WBT	2.0	3,200	528	528	0.17	0.17
WBR	1.0	1,600	6	6	0.00	0.00
N/S Critical Movements					0.23	0.24
E/W Critical Movements					0.37	0.37
Clearance Interval					0.00	0.00
ICU					0.60	0.61
Level of Service (LOS)					A	B

Notes: V/C - Volume to Capacity Ratio

(a) RTOR overlap w/WBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 9
NORTH/SOUTH STREET: Patterson Rd
EAST/WEST STREET: Gonzales Rd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	49	77	183	128	67	27	13	577	12	175	689	143
Project Trips	12	5	5	0	5	0	0	0	12	5	0	0
GEOMETRY	L	T	R	L	T	R	L	TT	R	L	TT	R

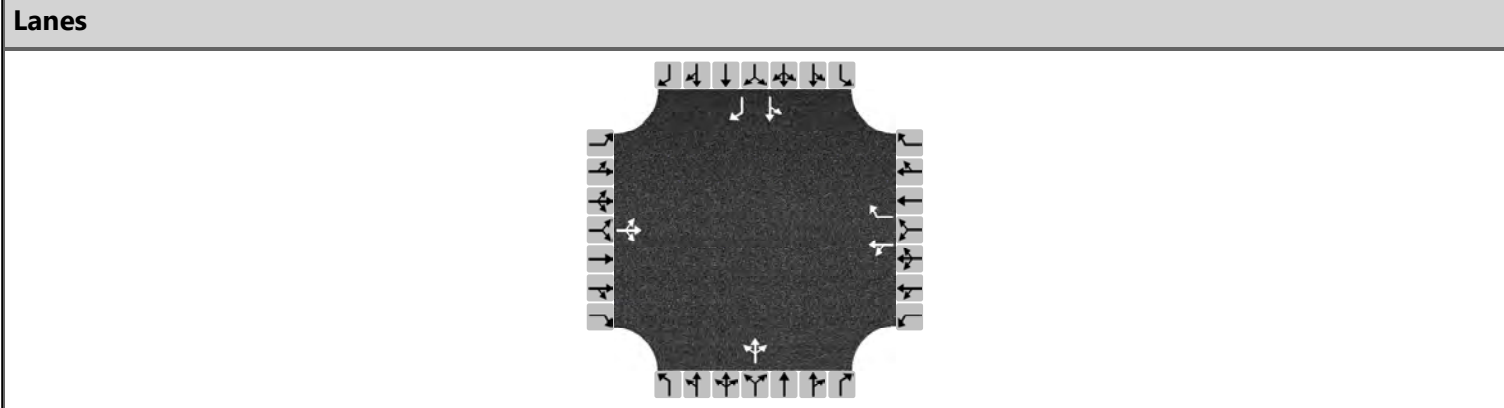
Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	49	61	0.05	0.05
NBT	1.0	1,600	77	82	0.07 *	0.07 *
NBR	1.0	(a) 1,600	8	8	0.01	0.01
SBL	1.0	1,600	128	128	0.08 *	0.08 *
SBT	1.0	1,600	67	72	0.07	0.07
SBR	1.0	1,600	27	27	0.02	0.02
EBL	1.0	1,600	13	13	0.05	0.05
EBT	2.0	3,200	577	577	0.18 *	0.18 *
EBR	1.0	1,600	12	24	0.01	0.02
WBL	1.0	1,600	175	180	0.11 *	0.11 *
WBT	2.0	3,200	689	689	0.22	0.22
WBR	1.0	1,600	15	15	0.01	0.01
N/S Critical Movements					0.15	0.15
E/W Critical Movements					0.29	0.29
Clearance Interval					0.00	0.00
ICU					0.44	0.44
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) RTOR overlap w/WBL

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	10. DJL	Intersection	PATTERSON RD/DORIS ST
Agency/Co.	STANTEC	Jurisdiction	OXNARD
Date Performed	6/5/2018	East/West Street	DORIS ST
Analysis Year	2018	North/South Street	PATTERSON RD
Analysis Time Period (hrs)	1.00	Peak Hour Factor	1.00
Time Analyzed	AM PEAK HOUR		
Project Description	TEAL CLUB SP		



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume	60	72	3	1	192	169	6	85	8	229	84	73
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LT R			LTR			LT R		
Flow Rate, v (veh/h)	135			193			99			313		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

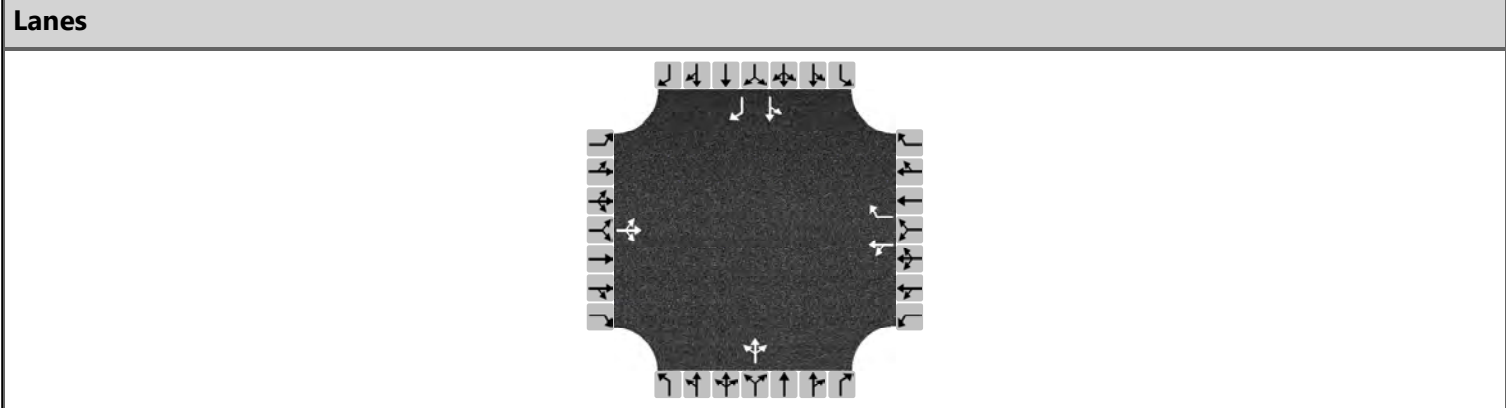
Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20	3.20	
Initial Degree of Utilization, x	0.120			0.172	0.150		0.088			0.278	0.065	
Final Departure Headway, hd (s)	6.68			6.28	5.57		6.61			6.50	5.43	
Final Degree of Utilization, x	0.250			0.337	0.262		0.182			0.565	0.110	
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.3	2.3	
Service Time, ts (s)	4.68			3.98	3.27		4.61			4.20	3.13	

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	135			193	169		99			313	73	
Capacity	539			573	646		544			554	663	
95% Queue Length, Q ₉₅ (veh)	1.0			1.5	1.1		0.7			3.8	0.4	
Control Delay (s/veh)	11.9			12.2	10.2		11.1			17.6	8.8	
Level of Service, LOS	B			B	B		B			C	A	
Approach Delay (s/veh)	11.9			11.3			11.1			15.9		
Approach LOS	B			B			B			C		
Intersection Delay, s/veh LOS	13.2						B					

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	10. DJL	Intersection	PATTERSON RD/DORIS ST
Agency/Co.	STANTEC	Jurisdiction	OXNARD
Date Performed	6/5/2018	East/West Street	DORIS ST
Analysis Year	2018	North/South Street	PATTERSON RD
Analysis Time Period (hrs)	1.00	Peak Hour Factor	1.00
Time Analyzed	AM PEAK HOUR		
Project Description	TEAL CLUB SP		



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume	54	200	6	4	123	115	4	59	12	81	42	37
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LT			LTR			LT		
Flow Rate, v (veh/h)	260			127			75			123		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

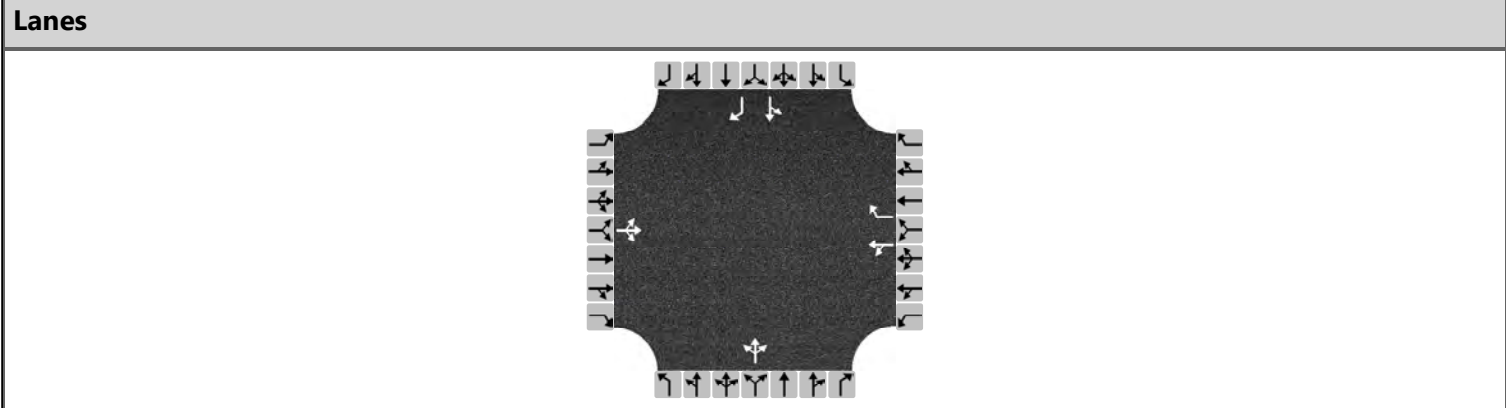
Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20	3.20	
Initial Degree of Utilization, x	0.231			0.113	0.102		0.067			0.109	0.033	
Final Departure Headway, hd (s)	5.58			5.58	4.86		6.04			6.29	5.25	
Final Degree of Utilization, x	0.403			0.197	0.155		0.126			0.215	0.054	
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.3	2.3	
Service Time, ts (s)	3.58			3.28	2.56		4.04			3.99	2.95	

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	260			127	115		75			123	37	
Capacity	645			645	741		596			573	686	
95% Queue Length, Q ₉₅ (veh)	2.0			0.7	0.6		0.4			0.8	0.2	
Control Delay (s/veh)	12.3			9.6	8.4		9.9			10.7	8.2	
Level of Service, LOS	B			A	A		A			B	A	
Approach Delay (s/veh)	12.3			9.1			9.9			10.1		
Approach LOS	B			A			A			B		
Intersection Delay, s/veh LOS	10.5						B					

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	10. DJL	Intersection	PATTERSON RD/DORIS ST
Agency/Co.	STANTEC	Jurisdiction	OXNARD
Date Performed	6/5/2018	East/West Street	DORIS ST
Analysis Year	EXPR	North/South Street	PATTERSON RD
Analysis Time Period (hrs)	1.00	Peak Hour Factor	1.00
Time Analyzed	AM PEAK HOUR		
Project Description	TEAL CLUB SP		



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume	60	113	12	7	237	183	16	93	13	240	90	73
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LT	R		LTR			LT	R	
Flow Rate, v (veh/h)	185			244	183		122			330	73	
Percent Heavy Vehicles	2			2	2		2			2	2	

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20	3.20	
Initial Degree of Utilization, x	0.164			0.217	0.163		0.108			0.293	0.065	
Final Departure Headway, hd (s)	7.02			6.66	5.94		7.16			6.97	5.90	
Final Degree of Utilization, x	0.361			0.452	0.302		0.243			0.639	0.120	
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.3	2.3	
Service Time, ts (s)	5.02			4.36	3.64		5.16			4.67	3.60	

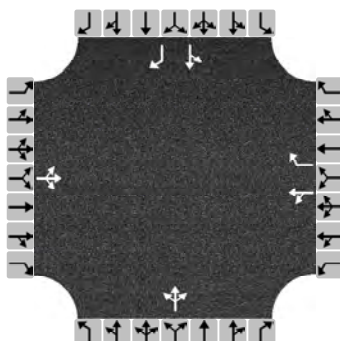
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	185			244	183		122			330	73	
Capacity	513			540	606		503			516	611	
95% Queue Length, Q ₉₅ (veh)	1.7			2.4	1.3		1.0			5.0	0.4	
Control Delay (s/veh)	14.0			14.8	11.2		12.5			21.8	9.4	
Level of Service, LOS	B			B	B		B			C	A	
Approach Delay (s/veh)	14.0			13.3			12.5			19.6		
Approach LOS	B			B			B			C		
Intersection Delay, s/veh LOS	15.5						C					

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	10. DJL	Intersection	PATTERSON RD/DORIS ST
Agency/Co.	STANTEC	Jurisdiction	OXNARD
Date Performed	6/5/2018	East/West Street	DORIS ST
Analysis Year	EXPR	North/South Street	PATTERSON RD
Analysis Time Period (hrs)	1.00	Peak Hour Factor	1.00
Time Analyzed	AM PEAK HOUR		
Project Description	TEAL CLUB SP		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume	54	255	18	10	166	129	14	67	18	95	50	37
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LT	R		LTR			LT	R	
Flow Rate, v (veh/h)	327			176	129		99			145	37	
Percent Heavy Vehicles	2			2	2		2			2	2	

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20	3.20	
Initial Degree of Utilization, x	0.291			0.156	0.115		0.088			0.129	0.033	
Final Departure Headway, hd (s)	5.89			5.95	5.22		6.57			6.78	5.74	
Final Degree of Utilization, x	0.535			0.291	0.187		0.181			0.273	0.059	
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.3	2.3	
Service Time, ts (s)	3.89			3.65	2.92		4.57			4.48	3.44	

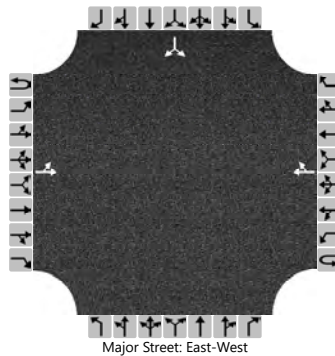
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	327			176	129		99			145	37	
Capacity	612			605	690		548			531	627	
95% Queue Length, Q ₉₅ (veh)	3.4			1.2	0.7		0.7			1.1	0.2	
Control Delay (s/veh)	15.6			11.1	9.1		11.0			12.0	8.8	
Level of Service, LOS	C			B	A		B			B	A	
Approach Delay (s/veh)	15.6			10.3			11.0			11.4		
Approach LOS	C			B			B			B		
Intersection Delay, s/veh LOS	12.5						B					

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	11. DJL			Intersection	PATTERSON RD/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	2018			North/South Street	PATTERSON RD		
Time Analyzed	AM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		29	48				60	72						78		3
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

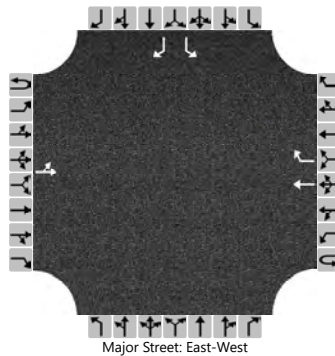
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		29													81	
Capacity, c (veh/h)		1447													774	
v/c Ratio		0.02													0.10	
95% Queue Length, Q ₉₅ (veh)		0.1													0.4	
Control Delay (s/veh)		7.5													10.2	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	2.9												10.2			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	11. DJL			Intersection	PATTERSON RD/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	EXPR			North/South Street	PATTERSON RD		
Time Analyzed	AM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	1		0	0	0		1	0	1
Configuration		LT					T	R						L		R
Volume (veh/h)		34	79				98	90						93		9
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No								No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1													7.1		6.2
Critical Headway (sec)		4.13													6.43		6.23
Base Follow-Up Headway (sec)		2.2													3.5		3.3
Follow-Up Headway (sec)		2.23													3.53		3.33

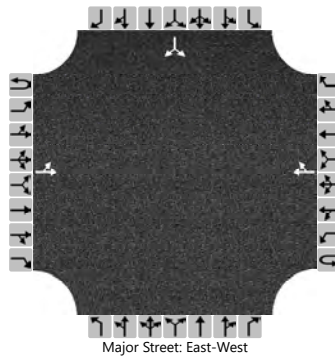
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		34												93		9
Capacity, c (veh/h)		1380												723		955
v/c Ratio		0.02												0.13		0.01
95% Queue Length, Q ₉₅ (veh)		0.1												0.4		0.0
Control Delay (s/veh)		7.7												10.7		8.8
Level of Service (LOS)		A												B		A
Approach Delay (s/veh)	2.4												10.5			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	11. DJL			Intersection	PATTERSON RD/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	2018			North/South Street	PATTERSON RD		
Time Analyzed	PM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		28	87				50	44						45		7
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

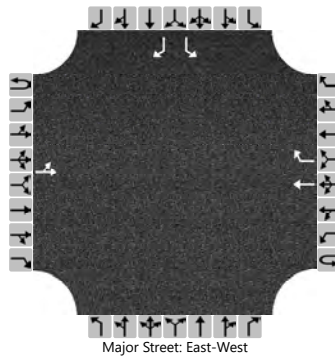
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		28														52	
Capacity, c (veh/h)		1494														781	
v/c Ratio		0.02														0.07	
95% Queue Length, Q ₉₅ (veh)		0.1														0.2	
Control Delay (s/veh)		7.5														9.9	
Level of Service (LOS)		A														A	
Approach Delay (s/veh)		1.9												9.9			
Approach LOS														A			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	11. DJL			Intersection	PATTERSON RD/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	EXPR			North/South Street	PATTERSON RD		
Time Analyzed	PM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	1		0	0	0		1	0	1
Configuration		LT					T	R						L		R
Volume (veh/h)		34	129				86	62						65		13
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No								No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		34												65		13
Capacity, c (veh/h)		1427												688		970
v/c Ratio		0.02												0.09		0.01
95% Queue Length, Q ₉₅ (veh)		0.1												0.3		0.0
Control Delay (s/veh)		7.6												10.8		8.8
Level of Service (LOS)		A												B		A
Approach Delay (s/veh)	1.7												10.4			
Approach LOS													B			

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 12
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Town Center Dr
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064136900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	5	394	878	76	204	2	0	10	3	203	45	99
Project Trips	0	3	72	0	2	0	0	0	0	31	0	0
GEOMETRY	L	TT	R	L	T	TR	LTR			LL	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	5	5	0.05	0.05
NBT	2.0	3,200	394	397	0.12 *	0.12 *
NBR (a)	1.0	1,600	878	950	0.00	0.00
SBL	1.0	1,600	76	76	0.05 *	0.05 *
SBT	2.0	3,200	204	206	0.07	0.07
SBR	0.0	0	2	2	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	1.0	1,600	10	10	0.07 *	0.07 *
EBR	0.0	0	3	3	0.00	0.00
WBL	2.0	3,200	203	234	0.06 *	0.07 *
WBT	1.0	1,600	45	45	0.07	0.07
WBR	1.0	1,600	99	99	0.06	0.06
N/S Critical Movements					0.17	0.17
E/W Critical Movements					0.13	0.14
Clearance Interval					0.00	0.00
ICU					0.30	0.31
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio
 (a) Free right-turn

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 12
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Town Center Dr
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064113300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	38	391	504	141	263	0	4	50	9	530	16	40
Project Trips	0	3	68	0	3	0	0	0	0	41	0	0
GEOMETRY	L	TT	R	L	T	TR	LTR			LL	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	38	38	0.05	0.05
NBT	2.0	3,200	391	394	0.12 *	0.12 *
NBR (a)	1.0	1,600	504	572	0.00	0.00
SBL	1.0	1,600	141	141	0.09 *	0.09 *
SBT	2.0	3,200	263	266	0.07	0.07
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	4	4	0.00	0.00
EBT	1.0	1,600	50	50	0.07 *	0.07 *
EBR	0.0	0	9	9	0.00	0.00
WBL	2.0	3,200	530	571	0.17 *	0.18 *
WBT	1.0	1,600	16	16	0.07	0.07
WBR	1.0	1,600	40	40	0.03	0.03
N/S Critical Movements					0.21	0.21
E/W Critical Movements					0.24	0.25
Clearance Interval					0.00	0.00
ICU					0.45	0.46
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio
 (a) Free right-turn

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 13
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Wagon Wheel Rd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	1183	20	3	424	0	0	0	0	363	0	132
Project Trips	0	75	0	0	33	0	0	0	0	31	0	0
GEOMETRY		TT	R	L	TT					LL		R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	0	0	0.00	0.00
NBT	2.0	3,200	1,183	1,258	0.37 *	0.39 *
NBR	1.0	1,600	20	20	0.01	0.01
SBL	1.0	1,600	3	3	0.05 *	0.05 *
SBT	2.0	3,200	424	457	0.13	0.14
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	0.0	0	0	0	0.00	0.00
EBR	0.0	0	0	0	0.00	0.00
WBL	2.0	3,200	363	394	0.11 *	0.12 *
WBT	0.0	0	0	0	0.00	0.00
WBR	1.0	1,600	132	132	0.08	0.08
N/S Critical Movements					0.42	0.44
E/W Critical Movements					0.11	0.12
Clearance Interval					0.00	0.00
ICU					0.53	0.56
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 13
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Wagon Wheel Rd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 03/2016
WORK ORDER #: 2064113300






















VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	0	699	43	7	809	0	0	0	0	747	0	201
Project Trips	0	71	0	0	44	0	0	0	0	41	0	0
GEOMETRY		TT	R	L	TT					LL		R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	0	0	0.00	0.00
NBT	2.0	3,200	699	770	0.22 *	0.24 *
NBR	1.0	1,600	43	43	0.03	0.03
SBL	1.0	1,600	7	7	0.05 *	0.05 *
SBT	2.0	3,200	809	853	0.25	0.27
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	0.0	0	0	0	0.00	0.00
EBR	0.0	0	0	0	0.00	0.00
WBL	2.0	3,200	747	788	0.23 *	0.25 *
WBT	0.0	0	0	0	0.00	0.00
WBR	1.0	1,600	201	201	0.13	0.13
N/S Critical Movements					0.27	0.29
E/W Critical Movements					0.23	0.25
Clearance Interval					0.00	0.00
ICU					0.50	0.54
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio






















HCM 6th Signalized Intersection Summary
 14. Wagon Wheel Rd/U.S.101 SB Off

AM Peak Hour
 Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	25	0	0	31	0	1	0	0	10	0	493
Future Volume (veh/h)	0	25	0	0	31	0	1	0	0	10	0	493
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	27	0	0	34	0	1	0	0	11	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0	2	0	2	2	2	2
Cap, veh/h	0	118	100	832	118	0	0	0	0	21	23	
Arrive On Green	0.00	0.06	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Sat Flow, veh/h	0	1870	1585	1383	1870	0		0		1781	1870	1585
Grp Volume(v), veh/h	0	27	0	0	34	0		0.0		11	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1383	1870	0				1781	1870	1585
Q Serve(g_s), s	0.0	0.1	0.0	0.0	0.2	0.0				0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.1	0.0	0.0	0.2	0.0				0.1	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	118	100	832	118	0				21	23	
V/C Ratio(X)	0.00	0.23	0.00	0.00	0.29	0.00				0.51	0.00	
Avail Cap(c_a), veh/h	0	3460	2932	3304	3460	0				3501	3676	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	3.9	0.0	0.0	3.9	0.0				4.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	1.3	0.0				17.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0				0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	4.8	0.0	0.0	5.2	0.0				21.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				C	A	
Approach Vol, veh/h		27			34						11	A
Approach Delay, s/veh		4.8			5.2						21.8	
Approach LOS		A			A						C	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				4.5		4.1		4.5				
Change Period (Y+Rc), s				4.0		4.0		4.0				
Max Green Setting (Gmax), s				16.0		17.0		16.0				
Max Q Clear Time (g_c+I1), s				2.1		2.1		2.2				
Green Ext Time (p_c), s				0.0		0.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				7.6								
HCM 6th LOS				A								
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												






















HCM 6th Signalized Intersection Summary
 14. Wagon Wheel Rd/U.S.101 SB Off

AM Peak Hour
 Existing + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	25	0	0	31	0	1	0	0	10	0	524
Future Volume (veh/h)	0	25	0	0	31	0	1	0	0	10	0	524
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	27	0	0	34	0	1	0	0	11	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0	2	0	2	2	2	2
Cap, veh/h	0	118	100	832	118	0	0	0	0	21	23	
Arrive On Green	0.00	0.06	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Sat Flow, veh/h	0	1870	1585	1383	1870	0		0		1781	1870	1585
Grp Volume(v), veh/h	0	27	0	0	34	0		0.0		11	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1383	1870	0				1781	1870	1585
Q Serve(g_s), s	0.0	0.1	0.0	0.0	0.2	0.0				0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.1	0.0	0.0	0.2	0.0				0.1	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	118	100	832	118	0				21	23	
V/C Ratio(X)	0.00	0.23	0.00	0.00	0.29	0.00				0.51	0.00	
Avail Cap(c_a), veh/h	0	3460	2932	3304	3460	0				3501	3676	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	3.9	0.0	0.0	3.9	0.0				4.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	1.3	0.0				17.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0				0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	4.8	0.0	0.0	5.2	0.0				21.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				C	A	
Approach Vol, veh/h		27			34						11	A
Approach Delay, s/veh		4.8			5.2						21.8	
Approach LOS		A			A						C	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				4.5		4.1		4.5				
Change Period (Y+Rc), s				4.0		4.0		4.0				
Max Green Setting (Gmax), s				16.0		17.0		16.0				
Max Q Clear Time (g_c+I1), s				2.1		2.1		2.2				
Green Ext Time (p_c), s				0.0		0.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				7.6								
HCM 6th LOS				A								
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												






















HCM 6th Signalized Intersection Summary
 14. Wagon Wheel Rd/U.S.101 SB Off

PM Peak Hour
 Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	51	0	0	23	0	0	0	0	11	0	908
Future Volume (veh/h)	0	51	0	0	23	0	0	0	0	11	0	908
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	55	0	0	25	0	0	0	0	12	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0	2	0	2	2	2	2
Cap, veh/h	0	151	128	816	151	0	0	0	0	23	25	
Arrive On Green	0.00	0.08	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Sat Flow, veh/h	0	1870	1585	1349	1870	0		0		1781	1870	1585
Grp Volume(v), veh/h	0	55	0	0	25	0		0.0		12	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1349	1870	0				1781	1870	1585
Q Serve(g_s), s	0.0	0.2	0.0	0.0	0.1	0.0				0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.2	0.0	0.0	0.1	0.0				0.1	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	151	128	816	151	0				23	25	
V/C Ratio(X)	0.00	0.36	0.00	0.00	0.17	0.00				0.51	0.00	
Avail Cap(c_a), veh/h	0	3602	3052	3304	3602	0				3430	3602	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	3.8	0.0	0.0	3.8	0.0				4.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.0	0.5	0.0				16.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.0	0.0				0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.3	0.0	0.0	4.3	0.0				20.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				C	A	
Approach Vol, veh/h		55			25						12	A
Approach Delay, s/veh		5.3			4.3						20.6	
Approach LOS		A			A						C	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				4.7		4.1		4.7				
Change Period (Y+Rc), s				4.0		4.0		4.0				
Max Green Setting (Gmax), s				17.0		17.0		17.0				
Max Q Clear Time (g_c+I1), s				2.2		2.1		2.1				
Green Ext Time (p_c), s				0.2		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				7.0								
HCM 6th LOS				A								
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 14. Wagon Wheel Rd/U.S.101 SB Off

PM Peak Hour
 Existing + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	51	0	0	23	0	0	0	0	11	0	949
Future Volume (veh/h)	0	51	0	0	23	0	0	0	0	11	0	949
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	55	0	0	25	0	0	0	0	12	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0	2	0	2	2	2	2
Cap, veh/h	0	151	128	816	151	0	0	0	0	23	25	
Arrive On Green	0.00	0.08	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Sat Flow, veh/h	0	1870	1585	1349	1870	0		0		1781	1870	1585
Grp Volume(v), veh/h	0	55	0	0	25	0		0.0		12	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1349	1870	0				1781	1870	1585
Q Serve(g_s), s	0.0	0.2	0.0	0.0	0.1	0.0				0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.2	0.0	0.0	0.1	0.0				0.1	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	151	128	816	151	0				23	25	
V/C Ratio(X)	0.00	0.36	0.00	0.00	0.17	0.00				0.51	0.00	
Avail Cap(c_a), veh/h	0	3602	3052	3304	3602	0				3430	3602	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	3.8	0.0	0.0	3.8	0.0				4.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.0	0.5	0.0				16.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.0	0.0				0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.3	0.0	0.0	4.3	0.0				20.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A				C	A	
Approach Vol, veh/h		55			25						12	A
Approach Delay, s/veh		5.3			4.3						20.6	
Approach LOS		A			A						C	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				4.7		4.1		4.7				
Change Period (Y+Rc), s				4.0		4.0		4.0				
Max Green Setting (Gmax), s				17.0		17.0		17.0				
Max Q Clear Time (g_c+I1), s				2.2		2.1		2.1				
Green Ext Time (p_c), s				0.2		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				7.0								
HCM 6th LOS				A								
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 15
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Vineyard Ave
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	30	762	470	53	534	123	145	196	20	279	127	131
Project Trips	0	75	10	0	64	0	0	0	0	8	0	0
GEOMETRY	L	TT	TR	L	TT	TR	L	TT	R	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	30	30	0.05	0.05
NBT	3.0	4,800	762	837	0.26 *	0.27 *
NBR	0.0	0	470	480	0.00	0.00
SBL	1.0	1,600	53	53	0.05 *	0.05 *
SBT	3.0	4,800	534	598	0.14	0.15
SBR	0.0	0	123	123	0.00	0.00
EBL	1.0	1,600	145	145	0.09 *	0.09 *
EBT	2.0	3,200	196	196	0.07	0.07
EBR	1.0	1,600	20	20	0.01	0.01
WBL	2.0	3,200	279	287	0.09	0.09
WBT	2.0	3,200	127	127	0.07 *	0.07 *
WBR	1.0	(a) 1,600	131	131	0.08	0.08
N/S Critical Movements					0.31	0.32
E/W Critical Movements					0.16	0.16
Clearance Interval					0.00	0.00
ICU					0.47	0.48
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) not critical due to RTOR

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 15
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Vineyard Ave
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	33	576	359	112	1050	201	93	128	42	421	159	67
Project Trips	0	71	10	0	85	0	0	0	0	11	0	0
GEOMETRY	L	TT	TR	L	TT	TR	L	TT	R	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	33	33	0.02	0.02 *
NBT	3.0	4,800	576	647	0.19	0.21
NBR	0.0	0	359	369	0.00	0.00
SBL	1.0	1,600	112	112	0.07 *	0.07 *
SBT	3.0	4,800	1,050	1,135	0.26	0.28
SBR	0.0	0	201	201	0.00	0.00
EBL	1.0	1,600	93	93	0.06	0.06
EBT	2.0	3,200	128	128	0.07 *	0.07 *
EBR	1.0	1,600	42	42	0.03	0.03
WBL	2.0	3,200	421	432	0.13 *	0.14 *
WBT	2.0	3,200	159	159	0.05	0.05
WBR	1.0	1,600	67	67	0.04	0.04
N/S Critical Movements					0.28	0.30
E/W Critical Movements					0.20	0.21
Clearance Interval					0.00	0.00
ICU					0.48	0.51
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 16
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Gonzales Rd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	234	978	358	69	825	77	192	469	220	344	407	65
Project Trips	0	85	62	0	72	4	5	0	0	48	0	0
GEOMETRY	L	TT	R	L	TT	TR	L	TT	R	LL	T	TR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	234	234	0.15	0.15
NBT	2.0	3,200	978	1,063	0.31 *	0.33 *
NBR	1.0	1,600	358	420	0.22	0.26
SBL	1.0	1,600	69	69	0.05 *	0.05 *
SBT	3.0	4,800	825	897	0.19	0.20
SBR	0.0	0	77	81	0.00	0.00
EBL	1.0	1,600	192	197	0.12 *	0.12 *
EBT	2.0	3,200	469	469	0.15	0.15
EBR	1.0	1,600	220	220	0.14	0.14
WBL	2.0	3,200	344	392	0.11	0.12
WBT	2.0	3,200	407	407	0.15 *	0.15 *
WBR	0.0	0	65	65	0.00	0.00
N/S Critical Movements					0.36	0.38
E/W Critical Movements					0.27	0.27
Clearance Interval					0.00	0.00
ICU					0.63	0.65
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 16
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Gonzales Rd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	126	821	361	77	1192	91	139	413	110	538	427	122
Project Trips	0	81	59	0	96	5	5	0	0	64	0	0
GEOMETRY	L	TT	R	L	TT	TR	L	TT	R	LL	T	TR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	126	126	0.08 *	0.08 *
NBT	2.0	3,200	821	902	0.26	0.28
NBR	1.0	1,600	361	420	0.23	0.26
SBL	1.0	1,600	77	77	0.05	0.05
SBT	3.0	4,800	1,192	1,288	0.27 *	0.29 *
SBR	0.0	0	91	96	0.00	0.00
EBL	1.0	1,600	139	144	0.09	0.09
EBT	2.0	3,200	413	413	0.13 *	0.13 *
EBR	1.0	1,600	110	110	0.07	0.07
WBL	2.0	3,200	538	602	0.17 *	0.19 *
WBT	2.0	3,200	427	427	0.17	0.17
WBR	0.0	0	122	122	0.00	0.00
N/S Critical Movements					0.35	0.37
E/W Critical Movements					0.30	0.32
Clearance Interval					0.00	0.00
ICU					0.65	0.69
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 17
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Doris Ave
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	237	1524	114	39	1332	19	34	130	257	109	219	57
Project Trips	12	100	27	0	82	38	47	13	7	21	10	0
GEOMETRY	L	TT	R	L	TT	R	L	T	R	L	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	237	249	0.15 *	
NBT	2.0	3,200	1,524	1,624	0.48	
NBR	1.0	1,600	114	141	0.07	
SBL	1.0	1,600	39	39	0.05	
SBT	2.0	3,200	1,332	1,414	0.42 *	
SBR	1.0	1,600	19	57	0.01	
EBL	1.0	1,600	34	81	0.05 *	
EBT	1.0	1,600	130	143	0.08	
EBR	1.0	1,600	257	264	0.16	
WBL	1.0	1,600	109	130	0.07	
WBT	1.0	1,600	219	229	0.14 *	
WBR	1.0	1,600	57	57	0.04	
N/S Critical Movements					0.57	
E/W Critical Movements					0.19	
Clearance Interval					0.00	
ICU					0.76	0.00
Level of Service (LOS)					C	A

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 17
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Doris Ave
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	237	1524	114	39	1332	19	34	130	257	109	219	57
Project Trips	12	100	27	0	82	38	47	13	7	21	10	0
GEOMETRY	L	TT	TR	L	TT	TR	L	T	R	L	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	237	249		0.16 *
NBT	3.0	4,800	1,524	1,624		0.37
NBR	0.0	0	114	141		0.00
SBL	1.0	1,600	39	39		0.05
SBT	3.0	4,800	1,332	1,414		0.31 *
SBR	0.0	0	19	57		0.00
EBL	1.0	1,600	34	81		0.05 *
EBT	1.0	1,600	130	143		0.09
EBR	1.0	1,600	257	264		0.17
WBL	1.0	1,600	109	130		0.08
WBT	1.0	1,600	219	229		0.14 *
WBR	1.0	1,600	57	57		0.04
N/S Critical Movements						0.47
E/W Critical Movements						0.19
Clearance Interval						0.00
ICU					0.00	0.66
Level of Service (LOS)					A	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 17
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Doris Ave
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	153	1357	125	57	1603	28	29	132	110	121	113	59
Project Trips	11	95	26	0	109	51	45	12	10	28	13	0
GEOMETRY	L	TT	R	L	TT	R	L	T	R	L	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	153	164	0.10 *	
NBT	2.0	3,200	1,357	1,452	0.42	
NBR	1.0	1,600	125	151	0.08	
SBL	1.0	1,600	57	57	0.05	
SBT	2.0	3,200	1,603	1,712	0.50 *	
SBR	1.0	1,600	28	79	0.02	
EBL	1.0	1,600	29	74	0.05	
EBT	1.0	1,600	132	144	0.08 *	
EBR	1.0	1,600	110	120	0.07	
WBL	1.0	1,600	121	149	0.08 *	
WBT	1.0	1,600	113	126	0.07	
WBR	1.0	1,600	59	59	0.04	
N/S Critical Movements					0.60	0.00
E/W Critical Movements					0.16	0.00
Clearance Interval					0.00	0.00
ICU					0.76	0.00
Level of Service (LOS)					C	A

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 17
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Doris Ave
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	153	1357	125	57	1603	28	29	132	110	121	113	59
Project Trips	11	95	26	0	109	51	45	12	10	28	13	0
GEOMETRY	L	TT	TR	L	TT	TR	L	T	R	L	T	R

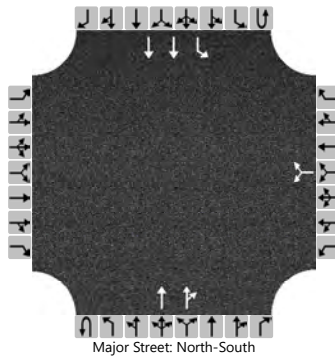
Move- ment	Level of Service Calculations				
	Lanes		Volume		V/C Ratio Ex+Project
	Lane	Capacity	Existing	Project	
NBL	1.0	1,600	153	164	0.10 *
NBT	3.0	4,800	1,357	1,452	0.33
NBR	0.0	0	125	151	0.00
SBL	1.0	1,600	57	57	0.05
SBT	3.0	4,800	1,603	1,712	0.37 *
SBR	0.0	0	28	79	0.00
EBL	1.0	1,600	29	74	0.05
EBT	1.0	1,600	132	144	0.09 *
EBR	1.0	1,600	110	120	0.08
WBL	1.0	1,600	121	149	0.09 *
WBT	1.0	1,600	113	126	0.08
WBR	1.0	1,600	59	59	0.04
N/S Critical Movements					0.47
E/W Critical Movements					0.18
Clearance Interval					0.00
ICU					0.00
Level of Service (LOS)					A B

Notes: V/C - Volume to Capacity Ratio

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	18. DJL			Intersection	VENTURA AVE/BEVERLY DR		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	BEVERLY DR		
Analysis Year	2018			North/South Street	VENTURA AVE		
Time Analyzed	AM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	1	2	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						1		64			1821	21	0	40	1662	
Percent Heavy Vehicles (%)						3		3					3	3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9							4.1		
Critical Headway (sec)						6.86		6.96							4.16		
Base Follow-Up Headway (sec)						3.5		3.3							2.2		
Follow-Up Headway (sec)						3.53		3.33							2.23		

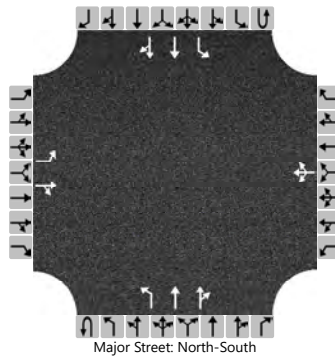
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						65									40		
Capacity, c (veh/h)						211									322		
v/c Ratio						0.31									0.12		
95% Queue Length, Q ₉₅ (veh)						1.3									0.4		
Control Delay (s/veh)						29.7									17.8		
Level of Service (LOS)						D									C		
Approach Delay (s/veh)					29.7								0.4				
Approach LOS					D												

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	18. DJL			Intersection	VENTURA AVE/BEVERLY DR		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	BEVERLY DR		
Analysis Year	EXPR			North/South Street	VENTURA AVE		
Time Analyzed	AM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration		L		TR			LTR			L	T	TR		L	T	TR
Volume (veh/h)		136	0	79		1	0	64	0	70	1833	21	0	40	1671	110
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		136		79			65			70				40		
Capacity, c (veh/h)		4		284			130			340				319		
v/c Ratio		31.33		0.28			0.50			0.21				0.13		
95% Queue Length, Q ₉₅ (veh)		68.8		1.1			2.7			0.8				0.4		
Control Delay (s/veh)		56268.6		22.6			59.2			18.3				17.9		
Level of Service (LOS)		F		C			F			C				C		
Approach Delay (s/veh)		35601.5				59.2				0.7				0.4		
Approach LOS		F				F										

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER:	18	MITIGATED
NORTH/SOUTH STREET:	Ventura Rd	
EAST/WEST STREET:	Beverly Dr	
SCENARIO:	Existing Conditions	
TIME PERIOD:	AM Peak Hour	
COUNT DATE:	05/2018	
WORK ORDER #:	2064169300	

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	1821	21	40	1662	0	0	0	0	1	0	64
Project Trips	70	12	0	0	9	110	136	0	79	0	0	0
GEOMETRY	L	TT	TR	L	TT	TR	L	TR				LTR

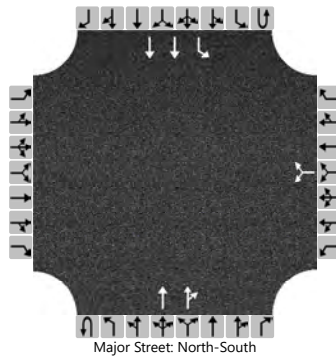
Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	0	70	0.00	0.05
NBT	3.0	4,800	1,821	1,833	0.38 *	0.39 *
NBR	0.0	0	21	21	0.00	0.00
SBL	1.0	1,600	40	40	0.05	0.05 *
SBT	3.0	4,800	1,662	1,671	0.35	0.37
SBR	0.0	0	0	110	0.00	0.00
EBL	1.0	1,600	0	136	0.00 *	0.09 *
EBT	1.0	1,600	0	0	0.00	0.07
EBR	0.0	0	0	79	0.00	0.00
WBL	0.0	0	1	1	0.00	0.00
WBT	1.0	1,600	0	0	0.07 *	0.07 *
WBR	0.0	0	64	64	0.00	0.00
N/S Critical Movements					0.43	0.44
E/W Critical Movements					0.07	0.16
Clearance Interval					0.00	0.00
ICU					0.50	0.60
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	18. DJL			Intersection	VENTURA AVE/BEVERLY DR		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	BEVERLY DR		
Analysis Year	2018			North/South Street	VENTURA AVE		
Time Analyzed	PM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	1	2	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						2		14			1579	26	0	36	1838	
Percent Heavy Vehicles (%)						3		3					3	3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9							4.1	
Critical Headway (sec)						6.86		6.96							4.16	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.53		3.33							2.23	

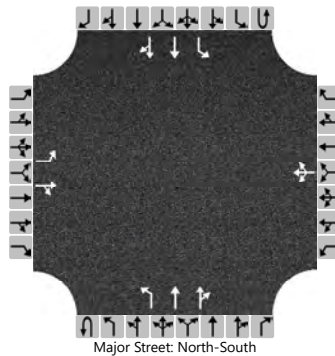
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						16									36	
Capacity, c (veh/h)						106									399	
v/c Ratio						0.15									0.09	
95% Queue Length, Q ₉₅ (veh)						0.5									0.3	
Control Delay (s/veh)						44.9									14.9	
Level of Service (LOS)						E									B	
Approach Delay (s/veh)					44.9								0.3			
Approach LOS					E											

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	18. DJL			Intersection	VENTURA AVE/BEVERLY DR		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	BEVERLY DR		
Analysis Year	EXPR			North/South Street	VENTURA AVE		
Time Analyzed	PM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		1	1	0		0	1	0	0	1	2	0	0	1	2	0	
Configuration		L		TR			LTR			L	T	TR		L	T	TR	
Volume (veh/h)		160	0	136		2	0	14	0	158	1542	26	0	36	1804	181	
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		160		136			16			158				36			
Capacity, c (veh/h)		3		243			14			283				412			
v/c Ratio		60.35		0.56			1.17			0.56				0.09			
95% Queue Length, Q ₉₅ (veh)		81.6		3.6			5.5			3.6				0.3			
Control Delay (s/veh)		109558 .1		38.4			1178.0			33.5				14.6			
Level of Service (LOS)		F		E			F			D				B			
Approach Delay (s/veh)		59238.2				1178.0				3.1				0.3			
Approach LOS		F				F											

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER:	18	MITIGATED
NORTH/SOUTH STREET:	Ventura Rd	
EAST/WEST STREET:	Beverly Dr	
SCENARIO:	Existing Conditions	
TIME PERIOD:	PM Peak Hour	
COUNT DATE:	05/2018	
WORK ORDER #:	2064169300	

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	1579	26	36	1838	0	0	0	0	2	0	14
Project Trips	158	-37	0	0	-34	181	160	0	136	0	0	0
GEOMETRY	L	TT	TR	L	TT	TR	L	TR				LTR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	0	158	0.00	0.10 *
NBT	3.0	4,800	1,579	1,542	0.33	0.33
NBR	0.0	0	26	26	0.00	0.00
SBL	1.0	1,600	36	36	0.05	0.05
SBT	3.0	4,800	1,838	1,804	0.38 *	0.41 *
SBR	0.0	0	0	181	0.00	0.00
EBL	1.0	1,600	0	160	0.00 *	0.05
EBT	1.0	1,600	0	0	0.00	0.09 *
EBR	0.0	0	0	136	0.00	0.00
WBL	0.0	0	2	2	0.00	0.00
WBT	1.0	1,600	0	0	0.07 *	0.07 *
WBR	0.0	0	14	14	0.00	0.00
N/S Critical Movements					0.38	0.51
E/W Critical Movements					0.07	0.16
Clearance Interval					0.00	0.00
ICU					0.45	0.67
Level of Service (LOS)					A	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 19
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Teal Club/2nd St
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	89	1736	75	93	1557	12	25	36	77	37	25	73
Project Trips	53	37	0	27	47	8	12	33	68	0	26	21
GEOMETRY	L	TT	R	L	T	TR	LTR			L	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	
NBL	1.0	1,600	89	142	0.06	
NBT	2.0	3,200	1,736	1,773	0.54 *	
NBR	1.0	1,600	75	75	0.05	
SBL	1.0	1,600	93	120	0.06 *	
SBT	2.0	3,200	1,557	1,604	0.49	
SBR	0.0	0	12	20	0.00	
EBL	0.0	0	25	37	0.00	
EBT	1.0	1,600	36	69	0.09 *	
EBR	0.0	0	77	145	0.00	
WBL	1.0	1,600	37	37	0.05 *	
WBT	1.0	1,600	25	51	0.07	
WBR	1.0	1,600	73	94	0.05	
N/S Critical Movements					0.60	
E/W Critical Movements					0.14	
Clearance Interval					0.00	
ICU					0.74	0.00
Level of Service (LOS)					C	A

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 19
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Teal Club/2nd St
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	89	1736	75	93	1557	12	25	36	77	37	25	73
Project Trips	53	37	0	27	47	8	12	33	68	0	26	21
GEOMETRY	L	TT	TR	L	TT	TR	L	TR		L	T	R

Move- ment	Level of Service Calculations				
	Lanes		Volume		V/C Ratio Ex+Project
	Lane	Capacity	Existing	Project	
NBL	1.0	1,600	89	142	0.09
NBT	3.0	4,800	1,736	1,773	0.39 *
NBR	0.0	0	75	75	0.00
SBL	1.0	1,600	93	120	0.08 *
SBT	3.0	4,800	1,557	1,604	0.34
SBR	0.0	0	12	20	0.00
EBL	1.0	1,600	25	37	0.05
EBT	1.0	1,600	36	69	0.13 *
EBR	0.0	0	77	145	0.00
WBL	1.0	1,600	37	37	0.05 *
WBT	1.0	1,600	25	51	0.07
WBR	1.0	1,600	73	94	0.00
N/S Critical Movements					0.47
E/W Critical Movements					0.18
Clearance Interval					0.00
ICU					0.00
Level of Service (LOS)					A B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 19
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Teal Club/2nd St
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	39	1507	84	48	1756	14	21	35	68	42	37	81
Project Trips	54	66	0	26	65	8	16	31	45	0	25	38
GEOMETRY	L	TT	R	L	T	TR	LTR			L	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	
NBL	1.0	1,600	39	93	0.05 *	
NBT	2.0	3,200	1,507	1,573	0.47	
NBR	1.0	1,600	84	84	0.05	
SBL	1.0	1,600	48	74	0.05	
SBT	2.0	3,200	1,756	1,821	0.55 *	
SBR	0.0	0	14	22	0.00	
EBL	0.0	0	21	37	0.00	
EBT	1.0	1,600	35	66	0.08 *	
EBR	0.0	0	68	113	0.00	
WBL	1.0	1,600	42	42	0.05 *	
WBT	1.0	1,600	37	62	0.07	
WBR	1.0	1,600	81	119	0.05	
N/S Critical Movements					0.60	
E/W Critical Movements					0.15	
Clearance Interval					0.00	
ICU					0.75	0.00
Level of Service (LOS)					C	A

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 19
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Teal Club/2nd St
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	39	1507	84	48	1756	14	21	35	68	42	37	81
Project Trips	54	66	0	26	65	8	16	31	45	0	25	38
GEOMETRY	L	TT	TR	L	TT	TR	L	TR		L	T	R

Move- ment	Level of Service Calculations				
	Lanes		Volume		V/C Ratio
	Lane	Capacity	Existing	Project	Ex+Project
NBL	1.0	1,600	39	93	0.05 *
NBT	3.0	4,800	1,507	1,573	0.35
NBR	0.0	0	84	84	0.00
SBL	1.0	1,600	48	74	0.05
SBT	3.0	4,800	1,756	1,821	0.38 *
SBR	0.0	0	14	22	0.00
EBL	1.0	1,600	21	37	0.05
EBT	1.0	1,600	35	66	0.11 *
EBR	0.0	0	68	113	0.00
WBL	1.0	1,600	42	42	0.05 *
WBT	1.0	1,600	37	62	0.07
WBR	1.0	1,600	81	119	0.00
N/S Critical Movements					0.43
E/W Critical Movements					0.16
Clearance Interval					0.00
ICU					0.00
Level of Service (LOS)					A
					0.59
					A

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 20
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Fifth St
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	119	1438	117	125	1207	329	378	372	64	169	276	74
Project Trips	0	67	0	20	85	10	8	0	0	0	0	16
GEOMETRY	L	TT	TR	L	TTT	R	LL	T	TR	LL	T	TR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	119	119	0.07	0.07
NBT	3.0	4,800	1,438	1,505	0.32 *	0.34 *
NBR	0.0	0	117	117	0.00	0.00
SBL	1.0	1,600	125	145	0.08 *	0.09 *
SBT	3.0	4,800	1,207	1,292	0.25	0.27
SBR	1.0	1,600	329	339	0.21	0.21
EBL	2.0	3,200	378	386	0.12 *	0.12 *
EBT	2.0	3,200	372	372	0.14	0.14
EBR	0.0	0	64	64	0.00	0.00
WBL	2.0	3,200	169	169	0.05	0.05
WBT	2.0	3,200	276	276	0.11 *	0.11 *
WBR	0.0	0	74	90	0.00	0.00
N/S Critical Movements					0.40	0.43
E/W Critical Movements					0.23	0.23
Clearance Interval					0.00	0.00
ICU					0.63	0.66
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 20
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Fifth St
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	115	1229	105	140	1359	378	331	321	94	279	425	60
Project Trips	0	89	0	19	81	10	11	0	0	0	0	21
GEOMETRY	L	TT	TR	L	TTT	R	LL	T	TR	LL	T	TR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	115	115	0.07	0.07
NBT	3.0	4,800	1,229	1,318	0.28 *	0.30 *
NBR	0.0	0	105	105	0.00	0.00
SBL	1.0	1,600	140	159	0.09 *	0.10 *
SBT	3.0	4,800	1,359	1,440	0.28	0.30
SBR	1.0	1,600	378	388	0.24	0.24
EBL	2.0	3,200	331	342	0.10 *	0.11 *
EBT	2.0	3,200	321	321	0.13	0.13
EBR	0.0	0	94	94	0.00	0.00
WBL	2.0	3,200	279	279	0.09	0.09
WBT	2.0	3,200	425	425	0.15 *	0.16 *
WBR	0.0	0	60	81	0.00	0.00
N/S Critical Movements					0.37	0.40
E/W Critical Movements					0.25	0.27
Clearance Interval					0.00	0.00
ICU					0.62	0.67
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 21
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Wooley Rd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	91	1145	122	125	1088	89	206	556	42	86	431	157
Project Trips	0	39	0	24	51	10	4	0	0	0	0	19
GEOMETRY	L	T	TR	L	T	TR	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	91	91	0.06	0.06
NBT	2.0	3,200	1,145	1,184	0.40 *	0.41 *
NBR	0.0	0	122	122	0.00	0.00
SBL	1.0	1,600	125	149	0.08 *	0.09 *
SBT	2.0	3,200	1,088	1,139	0.37	0.39
SBR	0.0	0	89	99	0.00	0.00
EBL	1.0	1,600	206	210	0.13 *	0.13 *
EBT	2.0	3,200	556	556	0.17	0.17
EBR	1.0	1,600	42	42	0.03	0.03
WBL	1.0	1,600	86	86	0.05	0.05
WBT	2.0	3,200	431	431	0.13 *	0.13 *
WBR	1.0	1,600	157	176	0.10	0.11
N/S Critical Movements					0.48	0.50
E/W Critical Movements					0.26	0.26
Clearance Interval					0.00	0.00
ICU					0.74	0.76
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 21
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Wooley Rd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	82	1111	94	112	1196	114	160	430	60	174	493	182
Project Trips	0	52	0	23	48	10	5	0	0	0	0	25
GEOMETRY	L	T	TR	L	T	TR	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	82	82	0.05	0.05
NBT	2.0	3,200	1,111	1,163	0.38 *	0.39 *
NBR	0.0	0	94	94	0.00	0.00
SBL	1.0	1,600	112	135	0.07	0.08 *
SBT	2.0	3,200	1,196	1,244	0.41	0.43
SBR	0.0	0	114	124	0.00	0.00
EBL	1.0	1,600	160	165	0.10 *	0.10 *
EBT	2.0	3,200	430	430	0.13	0.13
EBR	1.0	1,600	60	60	0.04	0.04
WBL	1.0	1,600	174	174	0.11	0.11
WBT	2.0	3,200	493	493	0.15 *	0.15 *
WBR	1.0	1,600	182	207	0.11	0.13
N/S Critical Movements					0.46	0.48
E/W Critical Movements					0.25	0.25
Clearance Interval					0.00	0.00
ICU					0.71	0.73
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 22
NORTH/SOUTH STREET: Oxnard Blvd
EAST/WEST STREET: Town Center Dr
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound				
	L	T	R	L	T	R	L	T	R	L	T	R		
AM Peak	253	271	254	17	552	32	21	105	839	150	66	8		
Project Trips	20	0	0	0	0	4	8	9	55	0	7	0		
GEOMETRY	LL	TT	R	L	T	TR	L	LT	T	RR	L	LT	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	3,200	253	273	0.08 *	0.09 *
NBT	2.0	3,200	271	271	0.08	0.08
NBR	1.0 (a)	1,600	254	254	0.16	0.16
SBL	1.0	1,600	17	17	0.05	0.05
SBT	2.0	3,200	552	552	0.18 *	0.18 *
SBR	0.0	0	32	36	0.00	0.00
EBL	0.0	0	21	29	0.00	0.00
EBT	3.0	4,800	105	114	0.07	0.07
EBR	2.0 (b)	3,200	629	671	0.20 *	0.21 *
WBL	0.0	0	150	150	0.00	0.00
WBT	3.0	4,800	66	73	0.07 *	0.07 *
WBR	1.0 (a)	1,600	8	8	0.01	0.01
N/S Critical Movements					0.26	0.27
E/W Critical Movements					0.27	0.27
Clearance Interval					0.00	0.00
ICU					0.53	0.54
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio
 EB/WB split phased
 (a) RTOR arrow - not critical
 (b) RTOR arrow - 25% overlap

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 22
NORTH/SOUTH STREET: Oxnard Blvd
EAST/WEST STREET: Town Center Dr
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300




















VOLUMES	Northbound			Southbound			Eastbound			Westbound				
	L	T	R	L	T	R	L	T	R	L	T	R		
PM Peak	421	625	519	18	416	61	64	143	538	396	120	28		
Project Trips	27	0	0	0	0	5	8	9	52	0	9	0		
GEOMETRY	LL	TT	R	L	T	TR	L	LT	T	RR	L	LT	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	3,200	421	448	0.13 *	0.14 *
NBT	2.0	3,200	625	625	0.20	0.20
NBR	1.0 (a)	1,600	519	519	0.32	0.32
SBL	1.0	1,600	18	18	0.05	0.05
SBT	2.0	3,200	416	416	0.15 *	0.15 *
SBR	0.0	0	61	66	0.00	0.00
EBL	0.0	0	64	72	0.00	0.00
EBT	3.0	4,800	143	152	0.07 *	0.07 *
EBR	2.0 (a)	3,200	538	590	0.17	0.18
WBL	0.0	0	396	396	0.00	0.00
WBT	3.0	4,800	120	129	0.07 *	0.07 *
WBR	1.0 (a)	1,600	28	28	0.02	0.02
N/S Critical Movements					0.28	0.29
E/W Critical Movements					0.14	0.14
Clearance Interval					0.10	0.10
ICU					0.52	0.53
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio
 EB/WB split phased
 (a) RTOR arrow - not critical

HCM 6th Signalized Intersection Summary
23. Oxnard Blvd/U.S. 101 NB Ramps

AM Peak Hour
Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	112	0	350	845	441	0	0	469	1060
Future Volume (veh/h)	0	0	0	112	0	350	845	441	0	0	469	1060
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				81	0	424	918	479	0	0	510	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				289	0	515	1031	2661	0	0	2613	
Arrive On Green				0.16	0.00	0.16	0.50	1.00	0.00	0.00	0.41	0.00
Sat Flow, veh/h				1781	0	3170	3456	3647	0	0	6696	1585
Grp Volume(v), veh/h				81	0	424	918	479	0	0	510	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1777	0	0	1609	1585
Q Serve(g_s), s				3.6	0.0	11.6	21.6	0.0	0.0	0.0	4.6	0.0
Cycle Q Clear(g_c), s				3.6	0.0	11.6	21.6	0.0	0.0	0.0	4.6	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				289	0	515	1031	2661	0	0	2613	
V/C Ratio(X)				0.28	0.00	0.82	0.89	0.18	0.00	0.00	0.20	
Avail Cap(c_a), veh/h				376	0	669	1536	2661	0	0	2613	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.95	0.95	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				33.1	0.0	36.5	21.3	0.0	0.0	0.0	17.2	0.0
Incr Delay (d2), s/veh				0.5	0.0	6.4	4.6	0.1	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.5	0.0	4.7	6.3	0.1	0.0	0.0	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.6	0.0	42.9	25.8	0.1	0.0	0.0	17.4	0.0
LnGrp LOS				C	A	D	C	A	A	A	B	
Approach Vol, veh/h					505			1397			510	A
Approach Delay, s/veh					41.4			17.0			17.4	
Approach LOS					D			B			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		71.4			30.8	40.6		18.6				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		63.0			40.0	19.0		19.0				
Max Q Clear Time (g_c+I1), s		2.0			23.6	6.6		13.6				
Green Ext Time (p_c), s		3.2			3.3	2.5		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				22.2								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 24. Oxnard Blvd/U.S. 101 SB Ramps

AM Peak Hour
 Existing + Project Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗	↙↗	↕			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	112	0	370	845	441	0	0	494	1090
Future Volume (veh/h)	0	0	0	112	0	370	845	441	0	0	494	1090
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				81	0	446	918	479	0	0	537	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				301	0	535	1031	2638	0	0	2572	
Arrive On Green				0.17	0.00	0.17	0.50	1.00	0.00	0.00	0.40	0.00
Sat Flow, veh/h				1781	0	3170	3456	3647	0	0	6696	1585
Grp Volume(v), veh/h				81	0	446	918	479	0	0	537	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1777	0	0	1609	1585
Q Serve(g_s), s				3.6	0.0	12.2	21.6	0.0	0.0	0.0	4.9	0.0
Cycle Q Clear(g_c), s				3.6	0.0	12.2	21.6	0.0	0.0	0.0	4.9	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				301	0	535	1031	2638	0	0	2572	
V/C Ratio(X)				0.27	0.00	0.83	0.89	0.18	0.00	0.00	0.21	
Avail Cap(c_a), veh/h				376	0	669	1536	2638	0	0	2572	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.91	0.91	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				32.6	0.0	36.2	21.3	0.0	0.0	0.0	17.7	0.0
Incr Delay (d2), s/veh				0.5	0.0	7.3	4.4	0.1	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.5	0.0	5.0	6.3	0.1	0.0	0.0	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.1	0.0	43.5	25.7	0.1	0.0	0.0	17.9	0.0
LnGrp LOS				C	A	D	C	A	A	A	B	
Approach Vol, veh/h					527			1397			537	A
Approach Delay, s/veh					41.9			16.9			17.9	
Approach LOS					D			B			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.8			30.8	40.0		19.2				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		63.0			40.0	19.0		19.0				
Max Q Clear Time (g_c+I1), s		2.0			23.6	6.9		14.2				
Green Ext Time (p_c), s		3.2			3.3	2.6		0.9				

Intersection Summary

HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 23. Oxnard Blvd/U.S. 101 NB Ramps

PM Peak Hour
 Existing Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↔	↗	↖↗	↕			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	240	3	699	742	859	0	0	585	772
Future Volume (veh/h)	0	0	0	240	3	699	742	859	0	0	585	772
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				175	0	854	807	934	0	0	636	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				546	0	971	921	2149	0	0	1890	
Arrive On Green				0.31	0.00	0.31	0.27	0.60	0.00	0.00	0.29	0.00
Sat Flow, veh/h				1781	0	3170	3456	3647	0	0	6696	1585
Grp Volume(v), veh/h				175	0	854	807	934	0	0	636	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1777	0	0	1609	1585
Q Serve(g_s), s				6.8	0.0	23.0	20.1	12.7	0.0	0.0	7.0	0.0
Cycle Q Clear(g_c), s				6.8	0.0	23.0	20.1	12.7	0.0	0.0	7.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				546	0	971	921	2149	0	0	1890	
V/C Ratio(X)				0.32	0.00	0.88	0.88	0.43	0.00	0.00	0.34	
Avail Cap(c_a), veh/h				633	0	1127	1114	2149	0	0	1890	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.85	0.85	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				24.0	0.0	29.6	31.6	9.5	0.0	0.0	24.9	0.0
Incr Delay (d2), s/veh				0.3	0.0	7.4	6.0	0.5	0.0	0.0	0.5	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.7	0.0	9.1	8.6	4.2	0.0	0.0	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				24.3	0.0	37.0	37.6	10.1	0.0	0.0	25.4	0.0
LnGrp LOS				C	A	D	D	B	A	A	C	
Approach Vol, veh/h					1029			1741			636	A
Approach Delay, s/veh					34.9			22.8			25.4	
Approach LOS					C			C			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		58.4			28.0	30.4		31.6				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		50.0			29.0	17.0		32.0				
Max Q Clear Time (g_c+I1), s		14.7			22.1	9.0		25.0				
Green Ext Time (p_c), s		7.0			1.9	2.4		2.6				

Intersection Summary




















HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

























HCM 6th Signalized Intersection Summary
 23. Oxnard Blvd/U.S. 101 NB Ramps

PM Peak Hour
 Existing + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	240	3	726	742	859	0	0	609	800
Future Volume (veh/h)	0	0	0	240	3	726	742	859	0	0	609	800
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				175	0	883	807	934	0	0	662	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				559	0	995	921	2122	0	0	1841	
Arrive On Green				0.31	0.00	0.31	0.27	0.60	0.00	0.00	0.29	0.00
Sat Flow, veh/h				1781	0	3170	3456	3647	0	0	6696	1585
Grp Volume(v), veh/h				175	0	883	807	934	0	0	662	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1777	0	0	1609	1585
Q Serve(g_s), s				6.7	0.0	23.8	20.1	12.9	0.0	0.0	7.4	0.0
Cycle Q Clear(g_c), s				6.7	0.0	23.8	20.1	12.9	0.0	0.0	7.4	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				559	0	995	921	2122	0	0	1841	
V/C Ratio(X)				0.31	0.00	0.89	0.88	0.44	0.00	0.00	0.36	
Avail Cap(c_a), veh/h				633	0	1127	1114	2122	0	0	1841	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.85	0.85	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				23.5	0.0	29.4	31.6	9.9	0.0	0.0	25.6	0.0
Incr Delay (d2), s/veh				0.3	0.0	8.1	6.0	0.6	0.0	0.0	0.5	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.7	0.0	9.4	8.6	4.3	0.0	0.0	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				23.8	0.0	37.4	37.6	10.5	0.0	0.0	26.1	0.0
LnGrp LOS				C	A	D	D	B	A	A	C	
Approach Vol, veh/h					1058			1741			662	A
Approach Delay, s/veh					35.2			23.1			26.1	
Approach LOS					D			C			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		57.7			28.0	29.8		32.3				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		50.0			29.0	17.0		32.0				
Max Q Clear Time (g_c+I1), s		14.9			22.1	9.4		25.8				
Green Ext Time (p_c), s		7.0			1.9	2.5		2.4				
Intersection Summary												
HCM 6th Ctrl Delay				27.3								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

























HCM 6th Signalized Intersection Summary
 24. Oxnard Blvd/U.S. 101 SB Ramps

AM Peak Hour
 Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							  		 	 	
Traffic Volume (veh/h)	234	0	691	0	0	0	0	1051	98	325	259	0
Future Volume (veh/h)	234	0	691	0	0	0	0	1051	98	325	259	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	254	0	0				0	1142	0	353	282	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	2	2	0
Cap, veh/h	346	0					0	2574		1267	2882	0
Arrive On Green	0.10	0.00	0.00				0.00	0.40	0.00	0.61	1.00	0.00
Sat Flow, veh/h	3456	0	1585				0	6696	1585	3456	3647	0
Grp Volume(v), veh/h	254	0	0				0	1142	0	353	282	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1609	1585	1728	1777	0
Q Serve(g_s), s	6.4	0.0	0.0				0.0	11.7	0.0	4.3	0.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0				0.0	11.7	0.0	4.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	346	0					0	2574		1267	2882	0
V/C Ratio(X)	0.74	0.00					0.00	0.44		0.28	0.10	0.00
Avail Cap(c_a), veh/h	691	0					0	2574		1267	2882	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.67	1.67	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.98	0.98	0.00
Uniform Delay (d), s/veh	39.3	0.0	0.0				0.0	19.7	0.0	11.9	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.0	0.0				0.0	0.6	0.0	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0				0.0	4.3	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	0.0	0.0				0.0	20.3	0.0	12.0	0.1	0.0
LnGrp LOS	D	A					A	C		B	A	A
Approach Vol, veh/h		254	A					1142	A		635	
Approach Delay, s/veh		42.4						20.3			6.7	
Approach LOS		D						C			A	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	37.0	40.0		13.0				77.0				
Change Period (Y+Rc), s	4.0	4.0		4.0				4.0				
Max Green Setting (Gmax), s	24.0	36.0		18.0				64.0				
Max Q Clear Time (g_c+I1), s	6.3	13.7		8.4				2.0				
Green Ext Time (p_c), s	1.2	8.8		0.6				2.0				
Intersection Summary												
HCM 6th Ctrl Delay			18.8									
HCM 6th LOS			B									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 24. Oxnard Blvd/U.S. 101 SB Ramps

AM Peak Hour
 Existing + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							  		 	 	
Traffic Volume (veh/h)	234	0	691	0	0	0	0	1051	98	350	259	0
Future Volume (veh/h)	234	0	691	0	0	0	0	1051	98	350	259	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	254	0	0				0	1142	0	380	282	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	2	2	0
Cap, veh/h	346	0					0	2574		1267	2882	0
Arrive On Green	0.10	0.00	0.00				0.00	0.40	0.00	0.61	1.00	0.00
Sat Flow, veh/h	3456	0	1585				0	6696	1585	3456	3647	0
Grp Volume(v), veh/h	254	0	0				0	1142	0	380	282	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1609	1585	1728	1777	0
Q Serve(g_s), s	6.4	0.0	0.0				0.0	11.7	0.0	4.7	0.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0				0.0	11.7	0.0	4.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	346	0					0	2574		1267	2882	0
V/C Ratio(X)	0.74	0.00					0.00	0.44		0.30	0.10	0.00
Avail Cap(c_a), veh/h	691	0					0	2574		1267	2882	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.67	1.67	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.98	0.98	0.00
Uniform Delay (d), s/veh	39.3	0.0	0.0				0.0	19.7	0.0	12.0	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.0	0.0				0.0	0.6	0.0	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0				0.0	4.3	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	0.0	0.0				0.0	20.3	0.0	12.1	0.1	0.0
LnGrp LOS	D	A					A	C		B	A	A
Approach Vol, veh/h		254	A					1142	A		662	
Approach Delay, s/veh		42.4						20.3			7.0	
Approach LOS		D						C			A	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	37.0	40.0		13.0				77.0				
Change Period (Y+Rc), s	4.0	4.0		4.0				4.0				
Max Green Setting (Gmax), s	24.0	36.0		18.0				64.0				
Max Q Clear Time (g_c+I1), s	6.7	13.7		8.4				2.0				
Green Ext Time (p_c), s	1.2	8.8		0.6				2.0				

Intersection Summary

HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 24. Oxnard Blvd/U.S. 101 SB Ramps

PM Peak Hour
 Existing Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗		↖					↑↑↑	↖	↖↗	↑↑	
Traffic Volume (veh/h)	467	0	1109	0	0	0	0	1135	169	282	552	0
Future Volume (veh/h)	467	0	1109	0	0	0	0	1135	169	282	552	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	508	0	0				0	1234	0	307	600	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	2	2	0
Cap, veh/h	624	0					0	2359		1104	2596	0
Arrive On Green	0.18	0.00	0.00				0.00	0.37	0.00	0.64	1.00	0.00
Sat Flow, veh/h	3456	0	1585				0	6696	1585	3456	3647	0
Grp Volume(v), veh/h	508	0	0				0	1234	0	307	600	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1609	1585	1728	1777	0
Q Serve(g_s), s	12.7	0.0	0.0				0.0	13.5	0.0	3.5	0.0	0.0
Cycle Q Clear(g_c), s	12.7	0.0	0.0				0.0	13.5	0.0	3.5	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	624	0					0	2359		1104	2596	0
V/C Ratio(X)	0.81	0.00					0.00	0.52		0.28	0.23	0.00
Avail Cap(c_a), veh/h	1037	0					0	2359		1104	2596	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.93	0.93	0.00
Uniform Delay (d), s/veh	35.4	0.0	0.0				0.0	22.3	0.0	11.7	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0				0.0	0.8	0.0	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	0.0				0.0	5.1	0.0	1.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	0.0	0.0				0.0	23.2	0.0	11.8	0.2	0.0
LnGrp LOS	D	A					A	C		B	A	A
Approach Vol, veh/h		508	A					1234	A		907	
Approach Delay, s/veh		38.1						23.2			4.1	
Approach LOS		D						C			A	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	32.7	37.0		20.3		69.7						
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0						
Max Green Setting (Gmax), s	18.0	33.0		27.0		55.0						
Max Q Clear Time (g_c+I1), s	5.5	15.5		14.7		2.0						
Green Ext Time (p_c), s	0.9	8.4		1.6		4.8						

Intersection Summary


























HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 24. Oxnard Blvd/U.S. 101 SB Ramps

PM Peak Hour
 Existing + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							  		 	 	 
Traffic Volume (veh/h)	467	0	1109	0	0	0	0	1135	169	306	552	0
Future Volume (veh/h)	467	0	1109	0	0	0	0	1135	169	306	552	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	508	0	0				0	1234	0	333	600	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	2	2	0
Cap, veh/h	624	0					0	2359		1104	2596	0
Arrive On Green	0.18	0.00	0.00				0.00	0.37	0.00	0.21	0.49	0.00
Sat Flow, veh/h	3456	0	1585				0	6696	1585	3456	3647	0
Grp Volume(v), veh/h	508	0	0				0	1234	0	333	600	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1609	1585	1728	1777	0
Q Serve(g_s), s	12.7	0.0	0.0				0.0	13.5	0.0	7.3	8.7	0.0
Cycle Q Clear(g_c), s	12.7	0.0	0.0				0.0	13.5	0.0	7.3	8.7	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	624	0					0	2359		1104	2596	0
V/C Ratio(X)	0.81	0.00					0.00	0.52		0.30	0.23	0.00
Avail Cap(c_a), veh/h	1037	0					0	2359		1104	2596	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.93	0.93	0.00
Uniform Delay (d), s/veh	35.4	0.0	0.0				0.0	22.3	0.0	26.9	8.4	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0				0.0	0.8	0.0	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	0.0				0.0	5.1	0.0	3.1	3.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	0.0	0.0				0.0	23.2	0.0	27.1	8.6	0.0
LnGrp LOS	D	A					A	C		C	A	A
Approach Vol, veh/h		508	A					1234	A		933	
Approach Delay, s/veh		38.1						23.2			15.2	
Approach LOS		D						C			B	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	32.7	37.0		20.3				69.7				
Change Period (Y+Rc), s	4.0	4.0		4.0				4.0				
Max Green Setting (Gmax), s	18.0	33.0		27.0				55.0				
Max Q Clear Time (g_c+I1), s	9.3	15.5		14.7				10.7				
Green Ext Time (p_c), s	0.8	8.4		1.6				4.7				
Intersection Summary												
HCM 6th Ctrl Delay			23.2									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 25
NORTH/SOUTH STREET: Oxnard Blvd
EAST/WEST STREET: Gonzales Rd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	123	916	424	314	925	60	212	1156	93	320	817	353
Project Trips	0	0	0	0	0	31	40	20	0	0	16	0
GEOMETRY	LL	TTT	R	LL	TTT	R	LL	TT	TR	LL	TTT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	3,200	123	123	0.04	0.04
NBT	3.0	4,800	916	916	0.19 *	0.19 *
NBR	1.0 (a)	1,600	104	104	0.07	0.07
SBL	2.0	3,200	314	314	0.10 *	0.10 *
SBT	3.0	4,800	925	925	0.19	0.19
SBR	1.0	1,600	60	91	0.04	0.06
EBL	2.0	3,200	212	252	0.07	0.08
EBT	3.0	4,800	1,156	1,176	0.26 *	0.26 *
EBR	0.0	0	93	93	0.00	0.00
WBL	2.0	3,200	320	320	0.10 *	0.10 *
WBT	3.0	4,800	817	833	0.17	0.17
WBR	1.0 (b)	1,600	196	196	0.12	0.12
N/S Critical Movements					0.29	0.29
E/W Critical Movements					0.36	0.36
Clearance Interval					0.00	0.00
ICU					0.65	0.65
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio
 (a) RTOR overlap w/WB LT
 (b) RTOR overlap w/SB LT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 25
NORTH/SOUTH STREET: Oxnard Blvd
EAST/WEST STREET: Gonzales Rd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	209	1099	341	408	1328	127	250	823	113	387	1159	452
Project Trips	0	0	0	0	0	41	38	17	0	0	21	0
GEOMETRY	LL	TTT	R	LL	TTT	R	LL	TT	TR	LL	TTT	R





















Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	3,200	209	209	0.07	0.07
NBT	3.0	4,800	1,099	1,099	0.23 *	0.23 *
NBR	1.0 (a)	1,600	341	341	0.21	0.21
SBL	2.0	3,200	408	408	0.13 *	0.13 *
SBT	3.0	4,800	1,328	1,328	0.28	0.28
SBR	1.0	1,600	127	168	0.08	0.11
EBL	2.0	3,200	250	288	0.08 *	0.09 *
EBT	3.0	4,800	823	840	0.20	0.20
EBR	0.0	0	113	113	0.00	0.00
WBL	2.0	3,200	387	387	0.12	0.12
WBT	3.0	4,800	1,159	1,180	0.24 *	0.25 *
WBR	1.0 (b)	1,600	248	248	0.16	0.16
N/S Critical Movements					0.36	0.36
E/W Critical Movements					0.32	0.34
Clearance Interval					0.00	0.00
ICU					0.68	0.70
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio
 (a) not critical due to RTOR overlap w/WB LT
 (b) RTOR overlap w/SB LT

Cumulative and Cumulative + Project AM and PM Peak Hour

HCM 6th Signalized Intersection Summary
 01. Victoria Rd/U.S. 101 NB Ramps




















AM Peak Hour
 Cumulative Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	566	0	712	233	1069	0	0	2077	368
Future Volume (veh/h)	0	0	0	566	0	712	233	1069	0	0	2077	368
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				736	0	599	245	1125	0	0	2186	387
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1033	0	919	688	3285	0	0	2645	652
Arrive On Green				0.29	0.00	0.29	0.40	1.00	0.00	0.00	0.41	0.41
Sat Flow, veh/h				3563	0	3170	3456	5274	0	0	6696	1585
Grp Volume(v), veh/h				736	0	599	245	1125	0	0	2186	387
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1702	0	0	1609	1585
Q Serve(g_s), s				16.6	0.0	14.9	4.5	0.0	0.0	0.0	27.3	17.1
Cycle Q Clear(g_c), s				16.6	0.0	14.9	4.5	0.0	0.0	0.0	27.3	17.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1033	0	919	688	3285	0	0	2645	652
V/C Ratio(X)				0.71	0.00	0.65	0.36	0.34	0.00	0.00	0.83	0.59
Avail Cap(c_a), veh/h				1385	0	1233	688	3285	0	0	2645	652
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.92	0.92	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				28.6	0.0	28.0	23.0	0.0	0.0	0.0	23.6	20.6
Incr Delay (d2), s/veh				1.1	0.0	0.8	0.3	0.3	0.0	0.0	3.1	4.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.1	0.0	5.6	1.7	0.1	0.0	0.0	10.2	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.7	0.0	28.8	23.3	0.3	0.0	0.0	26.8	24.6
LnGrp LOS				C	A	C	C	A	A	A	C	C
Approach Vol, veh/h					1335			1370			2573	
Approach Delay, s/veh					29.3			4.4			26.4	
Approach LOS					C			A			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.9			20.9	40.0		29.1				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		48.0			8.0	36.0		34.0				
Max Q Clear Time (g_c+I1), s		2.0			6.5	29.3		18.6				
Green Ext Time (p_c), s		6.6			0.2	5.8		6.5				
Intersection Summary												
HCM 6th Ctrl Delay				21.4								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary





















01. Victoria Rd/U.S. 101 NB Ramps

AM Peak Hour
Cumulative _ Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	584	0	712	253	1094	0	0	2097	368
Future Volume (veh/h)	0	0	0	584	0	712	253	1094	0	0	2097	368
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				755	0	599	266	1152	0	0	2207	387
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1050	0	934	671	3261	0	0	2645	652
Arrive On Green				0.29	0.00	0.29	0.39	1.00	0.00	0.00	0.41	0.41
Sat Flow, veh/h				3563	0	3170	3456	5274	0	0	6696	1585
Grp Volume(v), veh/h				755	0	599	266	1152	0	0	2207	387
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1702	0	0	1609	1585
Q Serve(g_s), s				17.1	0.0	14.8	5.0	0.0	0.0	0.0	27.7	17.1
Cycle Q Clear(g_c), s				17.1	0.0	14.8	5.0	0.0	0.0	0.0	27.7	17.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1050	0	934	671	3261	0	0	2645	652
V/C Ratio(X)				0.72	0.00	0.64	0.40	0.35	0.00	0.00	0.83	0.59
Avail Cap(c_a), veh/h				1385	0	1233	671	3261	0	0	2645	652
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.92	0.92	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				28.4	0.0	27.6	23.7	0.0	0.0	0.0	23.8	20.6
Incr Delay (d2), s/veh				1.2	0.0	0.7	0.3	0.3	0.0	0.0	3.3	4.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.2	0.0	5.5	1.9	0.1	0.0	0.0	10.4	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.7	0.0	28.3	24.1	0.3	0.0	0.0	27.0	24.6
LnGrp LOS				C	A	C	C	A	A	A	C	C
Approach Vol, veh/h					1354			1418			2594	
Approach Delay, s/veh					29.1			4.7			26.7	
Approach LOS					C			A			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.5			20.5	40.0		29.5				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		48.0			8.0	36.0		34.0				
Max Q Clear Time (g_c+I1), s		2.0			7.0	29.7		19.1				
Green Ext Time (p_c), s		6.8			0.1	5.5		6.5				
Intersection Summary												
HCM 6th Ctrl Delay				21.5								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary
01. Victoria Rd/U.S. 101 NB Ramps




















PM Peak Hour
Cumulative Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	470	0	641	393	1342	0	0	1979	374
Future Volume (veh/h)	0	0	0	470	0	641	393	1342	0	0	1979	374
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				621	0	540	414	1413	0	0	2083	394
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				884	0	786	871	3499	0	0	2574	634
Arrive On Green				0.25	0.00	0.25	0.50	1.00	0.00	0.00	0.40	0.40
Sat Flow, veh/h				3563	0	3170	3456	5274	0	0	6696	1585
Grp Volume(v), veh/h				621	0	540	414	1413	0	0	2083	394
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1702	0	0	1609	1585
Q Serve(g_s), s				14.3	0.0	13.9	7.0	0.0	0.0	0.0	25.9	17.9
Cycle Q Clear(g_c), s				14.3	0.0	13.9	7.0	0.0	0.0	0.0	25.9	17.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				884	0	786	871	3499	0	0	2574	634
V/C Ratio(X)				0.70	0.00	0.69	0.48	0.40	0.00	0.00	0.81	0.62
Avail Cap(c_a), veh/h				1188	0	1057	871	3499	0	0	2574	634
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.92	0.92	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				30.8	0.0	30.7	18.4	0.0	0.0	0.0	24.0	21.6
Incr Delay (d2), s/veh				1.2	0.0	1.2	0.4	0.3	0.0	0.0	2.9	4.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.1	0.0	5.3	2.4	0.1	0.0	0.0	9.7	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.0	0.0	31.8	18.8	0.3	0.0	0.0	26.8	26.1
LnGrp LOS				C	A	C	B	A	A	A	C	C
Approach Vol, veh/h					1161			1827			2477	
Approach Delay, s/veh					31.9			4.5			26.7	
Approach LOS					C			A			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.7			25.7	39.0		25.3				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		53.0			14.0	35.0		29.0				
Max Q Clear Time (g_c+I1), s		2.0			9.0	27.9		16.3				
Green Ext Time (p_c), s		9.2			0.9	6.0		5.0				
Intersection Summary												
HCM 6th Ctrl Delay				20.4								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

01. Victoria Rd/U.S. 101 NB Ramps

PM Peak Hour
Cumulative + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	481	0	641	412	1366	0	0	2005	374
Future Volume (veh/h)	0	0	0	481	0	641	412	1366	0	0	2005	374
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				632	0	540	434	1438	0	0	2111	394
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				894	0	795	861	3485	0	0	2574	634
Arrive On Green				0.25	0.00	0.25	0.50	1.00	0.00	0.00	0.40	0.40
Sat Flow, veh/h				3563	0	3170	3456	5274	0	0	6696	1585
Grp Volume(v), veh/h				632	0	540	434	1438	0	0	2111	394
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1702	0	0	1609	1585
Q Serve(g_s), s				14.5	0.0	13.8	7.6	0.0	0.0	0.0	26.4	17.9
Cycle Q Clear(g_c), s				14.5	0.0	13.8	7.6	0.0	0.0	0.0	26.4	17.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				894	0	795	861	3485	0	0	2574	634
V/C Ratio(X)				0.71	0.00	0.68	0.50	0.41	0.00	0.00	0.82	0.62
Avail Cap(c_a), veh/h				1188	0	1057	861	3485	0	0	2574	634
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.92	0.92	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				30.7	0.0	30.4	18.8	0.0	0.0	0.0	24.1	21.6
Incr Delay (d2), s/veh				1.3	0.0	1.1	0.4	0.3	0.0	0.0	3.1	4.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.3	0.0	5.3	2.5	0.1	0.0	0.0	9.9	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.0	0.0	31.6	19.3	0.3	0.0	0.0	27.2	26.1
LnGrp LOS				C	A	C	B	A	A	A	C	C
Approach Vol, veh/h					1172			1872			2505	
Approach Delay, s/veh					31.8			4.7			27.0	
Approach LOS					C			A			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.4			25.4	39.0		25.6				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		53.0			14.0	35.0		29.0				
Max Q Clear Time (g_c+I1), s		2.0			9.6	28.4		16.5				
Green Ext Time (p_c), s		9.5			0.8	5.6		5.0				
Intersection Summary												
HCM 6th Ctrl Delay				20.5								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 2
NORTH/SOUTH STREET: Victoria St
EAST/WEST STREET: Valentine Rd (split phased)
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	173	1071	11	37	1011	1561	262	23	236	21	5	26
Project Trips	10	45	0	0	28	0	0	0	8	0	0	0
GEOMETRY	LL	TT	TR	L	TT	RR	LL	LT	R		LT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	2.0	3,200	173	183	0.05 *	0.06 *
NBT	3.0	4,800	1,071	1,116	0.23	0.23
NBR	0.0	0	11	11	0.00	0.00
SBL	1.0	1,600	37	37	0.05	0.05
SBT	2.0	3,200	1,011	1,039	0.32 *	0.32 *
SBR (a)	2.0	3,200	1,561	1,561	0.00	0.00
EBL	0.0	0	262	262	0.00	0.00
EBT	3.0	4,800	23	23	0.06	0.06
EBR (b)	1.0	1,600	199	207	0.12 *	0.13 *
WBL	0.0	0	21	21	0.00	0.00
WBT	1.0	1,600	5	5	0.07 *	0.07 *
WBR (b)	1.0	1,600	26	26	0.00	0.00
N/S Critical Movements					0.37	0.38
E/W Critical Movements					0.19	0.20
Clearance Interval					0.00	0.00
ICU					0.56	0.58
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio
 (a) Free right-turn
 (b) RT overlap arrow

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 2
NORTH/SOUTH STREET: Victoria St
EAST/WEST STREET: Valentine Rd (split phased)
SCENARIO: Cumulative Conditions
TIME PERIOD: PM ~~AM~~ Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	90	1114	15	64	1205	1364	615	44	382	26	12	63
Project Trips	10	43	0	0	37	0	0	0	11	0	0	0
GEOMETRY	LL	TT	TR	L	TT	RR	LL	LT	R		LT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	2.0	3,200	90	100	0.05 *	0.05 *
NBT	3.0	4,800	1,114	1,157	0.24	0.24
NBR	0.0	0	15	15	0.00	0.00
SBL	1.0	1,600	64	64	0.05	0.05
SBT	2.0	3,200	1,205	1,242	0.38 *	0.39 *
SBR (a)	2.0	3,200	1,364	1,364	0.00	0.00
EBL	0.0	0	615	615	0.00	0.00
EBT	3.0	4,800	44	44	0.14	0.14
EBR (b)	1.0	1,600	318	329	0.20 *	0.21 *
WBL	0.0	0	26	26	0.00	0.00
WBT	1.0	1,600	12	12	0.07 *	0.07 *
WBR (b)	1.0	1,600	63	63	0.00	0.00
N/S Critical Movements					0.43	0.44
E/W Critical Movements					0.27	0.28
Clearance Interval					0.00	0.00
ICU					0.70	0.72
Level of Service (LOS)					B	C

Notes: V/C - Volume to Capacity Ratio
 (a) Free right-turn
 (b) RT overlap arrow

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 3
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Olivas Park Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	441	1528	227	193	950	117	71	65	131	90	81	63
Project Trips	10	57	5	0	36	0	0	0	8	0	0	0
GEOMETRY	LL	TT	R	L	TT	R	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	2.0	3,200	441	451	0.14	0.14
NBT	2.0	3,200	1,528	1,585	0.48 *	0.50 *
NBR	1.0	1,600	227	232	0.14	0.15
SBL	1.0	1,600	193	193	0.12 *	0.12 *
SBT	2.0	3,200	950	986	0.30	0.31
SBR	1.0 (a)	1,600	117	117	0.00	0.00
EBL	1.0	1,600	71	71	0.05	0.05
EBT	2.0	3,200	65	65	0.07 *	0.07 *
EBR	1.0 (b)	1,600	131	139	0.00	0.00
WBL	1.0	1,600	90	90	0.06 *	0.06 *
WBT	2.0	3,200	81	81	0.07	0.07
WBR	1.0 (a)	1,600	63	63	0.00	0.00
N/S Critical Movements					0.60	0.62
E/W Critical Movements					0.13	0.13
Clearance Interval					0.00	0.00
ICU					0.73	0.75
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio
 (a) Yield control
 (b) Free RT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 3
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Olivas Park Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	240	1222	153	109	1430	94	125	93	536	230	101	179
Project Trips	10	54	5	0	48	0	0	0	12	5	0	0
GEOMETRY	LL	TT	R	L	TT	R	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	2.0	3,200	240	250	0.08 *	0.08 *
NBT	2.0	3,200	1,222	1,276	0.38	0.40
NBR	1.0	1,600	153	158	0.10	0.10
SBL	1.0	1,600	109	109	0.07	0.07
SBT	2.0	3,200	1,430	1,478	0.45 *	0.46 *
SBR	1.0 (a)	1,600	94	94	0.00	0.00
EBL	1.0	1,600	125	125	0.08	0.08
EBT	2.0	3,200	93	93	0.07 *	0.07 *
EBR	1.0 (b)	1,600	536	548	0.00	0.00
WBL	1.0	1,600	230	235	0.14 *	0.15 *
WBT	2.0	3,200	101	101	0.07	0.07
WBR	1.0 (a)	1,600	179	179	0.00	0.00
N/S Critical Movements					0.53	0.54
E/W Critical Movements					0.21	0.22
Clearance Interval					0.00	0.00
ICU					0.74	0.76
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio
 (a) Yield control
 (b) Free RT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 4
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Gonzales Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	40	1629	500	173	1,010	24	31	73	10	344	252	612
Project Trips	5	58	0	5	46	0	0	4	4	0	5	7
GEOMETRY	L	TTT	R	LL	TT	R	L	T	TR	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	40	45	0.05	0.05
NBT	3.0	4,800	1,629	1,687	0.34 *	0.35 *
NBR	1.0 (a)	1,600	328	328	0.21	0.21
SBL	2.0	3,200	173	178	0.05 *	0.06 *
SBT	2.0	3,200	1,010	1,056	0.32	0.33
SBR	1.0	1,600	24	24	0.02	0.02
EBL	1.0	1,600	31	31	0.05 *	0.05 *
EBT	2.0	3,200	73	77	0.07	0.07
EBR	0.0	0	10	14	0.00	0.00
WBL	2.0	3,200	344	344	0.11	0.11
WBT	2.0	3,200	252	257	0.08	0.08
WBR	1.0 (b)	1,600	526	530	0.33 *	0.33 *
N/S Critical Movements					0.39	0.41
E/W Critical Movements					0.38	0.38
Clearance Interval					0.00	0.00
ICU					0.77	0.79
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio
 (a) RTOR overlap w/WBL
 (b) RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 4
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Gonzales Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	25	1353	334	269	1690	35	39	251	111	269	113	318
Project Trips	5	55	0	7	61	0	0	5	5	0	5	7
GEOMETRY	L	TTT	R	LL	TT	R	L	T	TR	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	25	30	0.05 *	0.05 *
NBT	3.0	4,800	1,353	1,408	0.28	0.29
NBR	1.0	1,600	200	200	0.12	0.12
SBL	2.0	3,200	269	276	0.08	0.09
SBT	2.0	3,200	1,690	1,751	0.53 *	0.55 *
SBR	1.0	1,600	35	35	0.02	0.02
EBL	1.0	1,600	39	39	0.05	0.05
EBT	2.0	3,200	251	256	0.11 *	0.12 *
EBR	0.0	0	111	116	0.00	0.00
WBL	2.0	3,200	269	269	0.08 *	0.08 *
WBT	2.0	3,200	113	118	0.07	0.07
WBR	1.0	(a) 1,600	184	187	0.11	0.12
N/S Critical Movements					0.58	0.60
E/W Critical Movements					0.19	0.20
Clearance Interval					0.00	0.00
ICU					0.77	0.80
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio
 (a) RTOR overlap w/WBL
 (b) RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 5
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Doris Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	3	2023	113	96	1186	7	4	2	0	131	0	207
Project Trips	0	8	6	44	7	0	0	0	0	9	0	56
GEOMETRY	L	T	TR	L	T	TR	LTR			L	TR	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	3	3	0.05	0.05
NBT	2.0	3,200	2,023	2,031	0.67 *	0.67 *
NBR	0.0	0	113	119	0.00	0.00
SBL	1.0	1,600	96	140	0.06 *	0.09 *
SBT	2.0	3,200	1,186	1,193	0.37	0.38
SBR	0.0	0	7	7	0.00	0.00
EBL	0.0	0	4	4	0.00	0.00
EBT	1.0	1,600	2	2	0.05 *	0.05 *
EBR	0.0	0	0	0	0.00	0.00
WBL	1.0	1,600	131	140	0.08 *	0.09 *
WBT	1.0	(a) 1,600	0	0	0.13	0.16
WBR	0.0	0	207	263	0.00	0.00
N/S Critical Movements					0.73	0.76
E/W Critical Movements					0.13	0.14
Clearance Interval					0.00	0.00
ICU					0.86	0.90
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio
 (a) not critical due to RTOR

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER:	5	MITIGATED
NORTH/SOUTH STREET:	Victoria Ave	
EAST/WEST STREET:	Doris Ave	
SCENARIO:	Cumulative Conditions	
TIME PERIOD:	AM Peak Hour	
COUNT DATE:	05/2018	
WORK ORDER #:	2064169300	

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	3	2023	113	96	1186	7	4	2	0	131	0	207
Project Trips	0	8	6	44	7	0	0	0	0	9	0	56
GEOMETRY	L	TT	TR	L	TT	TR	LTR			L	TR	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	3	3	0.05	0.05
NBT	3.0	4,800	2,023	2,031	0.45 *	0.45 *
NBR	0.0	0	113	119	0.00	0.00
SBL	1.0	1,600	96	140	0.06 *	0.09 *
SBT	3.0	4,800	1,186	1,193	0.25	0.25
SBR	0.0	0	7	7	0.00	0.00
EBL	0.0	0	4	4	0.00	0.00
EBT	1.0	1,600	2	2	0.05 *	0.05 *
EBR	0.0	0	0	0	0.00	0.00
WBL	1.0	1,600	131	140	0.08 *	0.09 *
WBT	1.0	(a) 1,600	0	0	0.13	0.16
WBR	0.0	0	207	263	0.00	0.00
N/S Critical Movements					0.51	0.54
E/W Critical Movements					0.13	0.14
Clearance Interval					0.00	0.00
ICU					0.64	0.68
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio
 (a) not critical due to RTOR

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 5
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Doris Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	3	1527	112	128	2047	2	10	20	12	98	2	111
Project Trips	0	8	8	59	9	0	0	0	0	9	0	53
GEOMETRY	L	T	TR	L	T	TR	LTR			L	TR	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	3	3	0.05 *	0.05 *
NBT	2.0	3,200	1,527	1,535	0.51	0.52
NBR	0.0	0	112	120	0.00	0.00
SBL	1.0	1,600	128	187	0.08	0.12
SBT	2.0	3,200	2,047	2,056	0.64 *	0.64 *
SBR	0.0	0	2	2	0.00	0.00
EBL	0.0	0	10	10	0.00	0.00
EBT	1.0	1,600	20	20	0.05 *	0.05 *
EBR	0.0	0	12	12	0.00	0.00
WBL	1.0	1,600	98	107	0.06 *	0.07 *
WBT	1.0	1,600	2	2	0.07	0.10
WBR	0.0	0	111	164	0.00	0.00
N/S Critical Movements					0.69	0.69
E/W Critical Movements					0.11	0.12
Clearance Interval					0.00	0.00
ICU					0.80	0.81
Level of Service (LOS)					C	D

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER:	5	MITIGATED
NORTH/SOUTH STREET:	Victoria Ave	
EAST/WEST STREET:	Doris Ave	
SCENARIO:	Cumulative Conditions	
TIME PERIOD:	PM Peak Hour	
COUNT DATE:	04/21/2016	
WORK ORDER #:	2064169300	

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	3	1527	112	128	2047	2	10	20	12	98	2	111
Project Trips	0	8	8	59	9	0	0	0	0	9	0	53
GEOMETRY	L	TT	TR	L	TT	TR	LTR			L	TR	

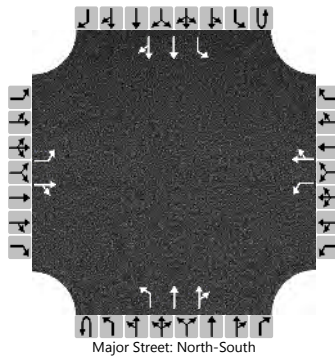
Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	3	3	0.05 *	0.05 *
NBT	3.0	4,800	1,527	1,535	0.34	0.34
NBR	0.0	0	112	120	0.00	0.00
SBL	1.0	1,600	128	187	0.08	0.12
SBT	3.0	4,800	2,047	2,056	0.43 *	0.43 *
SBR	0.0	0	2	2	0.00	0.00
EBL	0.0	0	10	10	0.00	0.00
EBT	1.0	1,600	20	20	0.05 *	0.05 *
EBR	0.0	0	12	12	0.00	0.00
WBL	1.0	1,600	98	107	0.06 *	0.07 *
WBT	1.0	1,600	2	2	0.07	0.10
WBR	0.0	0	111	164	0.00	0.00
N/S Critical Movements					0.48	0.48
E/W Critical Movements					0.11	0.12
Clearance Interval					0.00	0.00
ICU					0.59	0.60
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	06. DJL			Intersection	VICTORIA AVE/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	CUMU			North/South Street	VICTORIA AVE		
Time Analyzed	AM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	2	0	0	1	2	0
Configuration		L		TR		L		TR		L	T	TR		L	T	TR
Volume (veh/h)		0	0	3		106	1	65	0	4	2151	173	0	41	1251	1
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

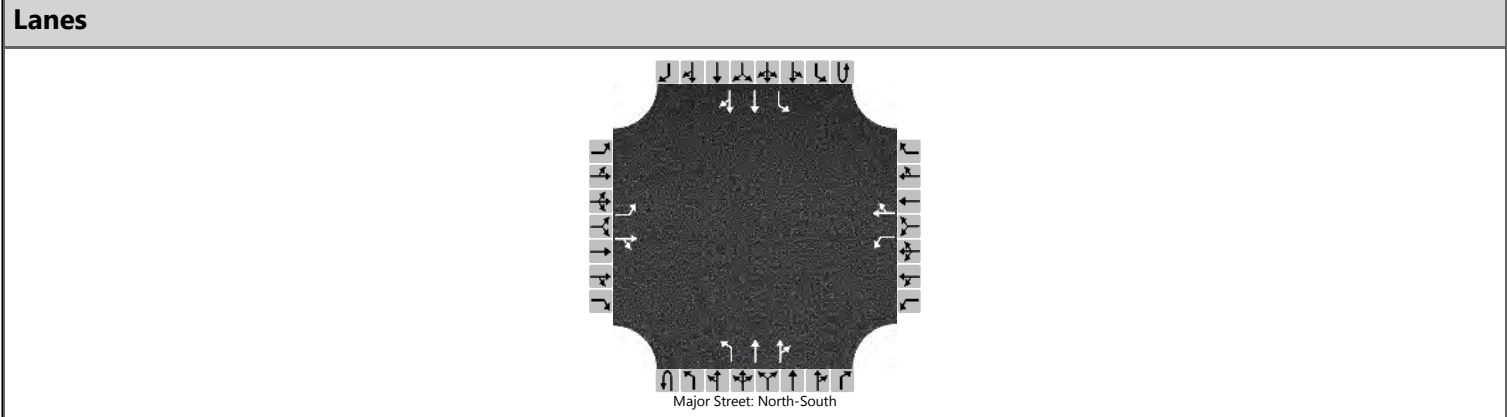
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0		3		106		66		4				41		
Capacity, c (veh/h)		8		425		5		113		546				208		
v/c Ratio		0.00		0.01		19.98		0.58		0.01				0.20		
95% Queue Length, Q ₉₅ (veh)		0.0		0.0		53.3		3.6		0.0				0.7		
Control Delay (s/veh)		481.9		13.5		35539.2		78.8		11.6				26.6		
Level of Service (LOS)		F		B		F		F		B				D		
Approach Delay (s/veh)	13.5				21932.3				0.0				0.8			
Approach LOS	B				F				F				D			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	06. DJL			Intersection	VICTORIA AVE/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	CUPR			North/South Street	VICTORIA AVE		
Time Analyzed	AM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	2	0	0	1	2	0
Configuration		L		TR		L		TR		L	T	TR		L	T	TR
Volume (veh/h)		0	0	3		142	1	73	0	4	1758	202	0	48	1260	1
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0		3		142		74		4				48		
Capacity, c (veh/h)		13		422		10		174		542				290		
v/c Ratio		0.00		0.01		13.56		0.43		0.01				0.17		
95% Queue Length, Q ₉₅ (veh)		0.0		0.0		68.9		2.1		0.0				0.6		
Control Delay (s/veh)		292.4		13.6		23330.2		40.7		11.7				19.9		
Level of Service (LOS)		F		B		F		E		B				C		
Approach Delay (s/veh)		13.6				15351.4				0.0				0.7		
Approach LOS		B				F										

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 6 **Mitigated**
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Teal Club Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	4	2151	173	41	1251	1	0	0	3	106	1	65
Project Trips	0	6	29	7	9	0	0	0	0	36	0	8
GEOMETRY	L	TT	TR	L	TT	TR	L	TR		L	TR	

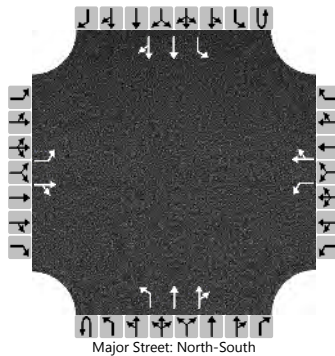
Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	4	4	0.05	0.05
NBT	3.0	4,800	2,151	2,157	0.48 *	0.49 *
NBR	0.0	0	173	202	0.00	0.00
SBL	1.0	1,600	41	48	0.05 *	0.05 *
SBT	3.0	4,800	1,251	1,260	0.26	0.26
SBR	0.0	0	1	1	0.00	0.00
EBL	1.0	1,600	0	0	0.00	0.00
EBT	1.0	1,600	0	0	0.00	0.00 *
EBR	0.0	0	3	3	0.00	0.00
WBL	1.0	1,600	106	142	0.07	0.05
WBT	1.0	1,600	1	1	0.07 *	0.07 *
WBR	0.0	0	65	73	0.00	0.00
N/S Critical Movements					0.53	0.54
E/W Critical Movements					0.07	0.07
Clearance Interval					0.00	0.00
ICU					0.60	0.61
Level of Service (LOS)					A	B

Notes: V/C - Volume to Capacity Ratio

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	06. DJL			Intersection	VICTORIA AVE/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	CUMU			North/South Street	VICTORIA AVE		
Time Analyzed	PM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	2	0	0	1	2	0
Configuration		L		TR		L		TR		L	T	TR		L	T	TR
Volume (veh/h)		2	3	38		47	0	60	0	2	1750	80	0	62	2015	1
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

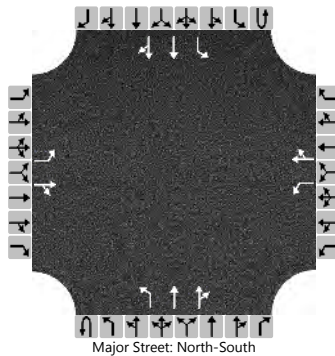
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2		41		47		60		2				62		
Capacity, c (veh/h)		4		28		0		273		275				326		
v/c Ratio		0.54		1.46				0.22		0.01				0.19		
95% Queue Length, Q ₉₅ (veh)		1.4		11.7				0.8		0.0				0.7		
Control Delay (s/veh)		1606.7		1251.9				21.9		18.2				18.6		
Level of Service (LOS)		F		F				C		C				C		
Approach Delay (s/veh)	1268.4								0.0				0.6			
Approach LOS	F															

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	06. DJL			Intersection	VICTORIA AVE/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	CUPR			North/South Street	VICTORIA AVE		
Time Analyzed	PM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	2	0	0	1	2	0
Configuration		L		TR		L		TR		L	T	TR		L	T	TR
Volume (veh/h)		2	3	38		81	0	68	0	2	1758	119	0	71	2024	1
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2		41		81		68		2				71		
Capacity, c (veh/h)		3		24		0		264		273				312		
v/c Ratio		0.62		1.69				0.26		0.01				0.23		
95% Queue Length, Q ₉₅ (veh)		1.5		13.1				1.0		0.0				0.9		
Control Delay (s/veh)		1939.5		1685.3				23.4		18.3				19.9		
Level of Service (LOS)		F		F				C		C				C		
Approach Delay (s/veh)	1697.1								0.0				0.7			
Approach LOS	F															

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER:	6	Mitigated
NORTH/SOUTH STREET:	Victoria Ave	
EAST/WEST STREET:	Teal Club Rd	
SCENARIO:	Cumulative Conditions	
TIME PERIOD:	PM Peak Hour	
COUNT DATE:	05/2018	
WORK ORDER #:	2064169300	

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	2	1750	80	62	2015	1	2	3	38	47	0	60
Project Trips	0	8	39	9	9	0	0	0	0	34	0	8
GEOMETRY	L	TT	TR	L	TT	TR	L	TR		L	TR	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	2	2	0.05 *	0.05 *
NBT	3.0	4,800	1,750	1,758	0.38	0.39
NBR	0.0	0	80	119	0.00	0.00
SBL	1.0	1,600	62	71	0.05	0.05
SBT	3.0	4,800	2,015	2,024	0.42 *	0.42 *
SBR	0.0	0	1	1	0.00	0.00
EBL	1.0	1,600	2	2	0.00 *	0.00
EBT	1.0	1,600	3	3	0.05	0.05 *
EBR	0.0	0	38	38	0.00	0.00
WBL	1.0	1,600	47	81	0.03	0.05
WBT	1.0	1,600	0	0	0.07 *	0.07 *
WBR	0.0	0	60	68	0.00	0.00
N/S Critical Movements					0.47	0.47
E/W Critical Movements					0.07	0.12
Clearance Interval					0.00	0.00
ICU					0.54	0.59
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 7
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: 5th St
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 10/2019
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	80	1852	157	286	1109	51	77	98	10	119	160	462
Project Trips	0	36	0	4	35	6	5	0	0	0	0	3
GEOMETRY	LL	TTT	R	LL	TT	TR	L	T	TR	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	2.0	3,200	80	80	0.05	0.05
NBT	3.0	4,800	1,852	1,888	0.39 *	0.39 *
NBR	1.0	1,600	157	157	0.10	0.10
SBL	2.0	3,200	286	290	0.09 *	0.09 *
SBT	3.0	4,800	1,109	1,144	0.24	0.25
SBR	0.0	0	51	57	0.00	0.00
EBL	1.0	1,600	77	82	0.05 *	0.05 *
EBT	2.0	3,200	98	98	0.07	0.07
EBR	0.0	0	10	10	0.00	0.00
WBL	2.0	3,200	119	119	0.05	0.05
WBT	2.0	3,200	160	160	0.07	0.07
WBR	1.0	(a) 1,600	319	320	0.20 *	0.20 *
N/S Critical Movements					0.48	0.48
E/W Critical Movements					0.25	0.25
Clearance Interval					0.00	0.00
ICU					0.73	0.73
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

(a) RTOR overlap w/SB LT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 7
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: 5th St
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 10/2019
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	46	1351	150	369	1696	65	78	186	24	200	139	233
Project Trips	0	36	0	4	33	6	6	0	0	0	0	4
GEOMETRY	LL	TTT	R	LL	TT	TR	L	T	TR	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	2.0	3,200	46	46	0.05 *	0.05 *
NBT	3.0	4,800	1,351	1,387	0.28	0.29
NBR	1.0	1,600	150	150	0.09	0.09
SBL	2.0	3,200	369	373	0.12	0.12
SBT	3.0	4,800	1,696	1,729	0.37 *	0.38 *
SBR	0.0	0	65	71	0.00	0.00
EBL	1.0	1,600	78	84	0.05	0.05
EBT	2.0	3,200	186	186	0.07 *	0.07 *
EBR	0.0	0	24	24	0.00	0.00
WBL	2.0	3,200	200	200	0.06	0.06
WBT	2.0	3,200	139	139	0.07 *	0.07 *
WBR	1.0	(a) 1,600	49	51	0.03	0.03
N/S Critical Movements					0.42	0.43
E/W Critical Movements					0.14	0.14
Clearance Interval					0.00	0.00
ICU					0.56	0.57
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) RTOR overlap w/SB LT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 8
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Wooley Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 10/2019
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	102	1355	75	163	947	78	149	143	47	78	215	520
Project Trips	0	15	0	6	20	8	7	0	0	0	0	5
GEOMETRY	L	TT	TR	L	TTT	R	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	102	102	0.06	0.06
NBT	3.0	4,800	1,355	1,370	0.30 *	0.30 *
NBR	0.0	0	75	75	0.00	0.00
SBL	1.0	1,600	163	169	0.10 *	0.11 *
SBT	3.0	4,800	947	967	0.20	0.20
SBR	1.0	1,600	78	86	0.05	0.05
EBL	1.0	1,600	149	156	0.09 *	0.10 *
EBT	2.0	3,200	143	143	0.07	0.07
EBR	1.0	1,600	47	47	0.03	0.03
WBL	1.0	1,600	78	78	0.05	0.05
WBT	2.0	3,200	215	215	0.07	0.07
WBR	1.0	(a) 1,600	357	356	0.22 *	0.22 *
N/S Critical Movements					0.40	0.41
E/W Critical Movements					0.31	0.32
Clearance Interval					0.00	0.00
ICU					0.71	0.73
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

(a) RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 8
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Wooley Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 10/2019
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	71	1123	116	293	1359	142	168	290	128	143	180	229
Project Trips	0	20	0	6	19	8	9	0	0	0	0	6
GEOMETRY	L	TT	TR	L	TTT	R	L	TT	R	L	TT	R
	-12.0	-18	7	37	-41	-17	0	-5	-38	-11	11	-20

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	71	71	0.04	0.04
NBT	3.0	4,800	1,123	1,143	0.26 *	0.26 *
NBR	0.0	0	116	116	0.00	0.00
SBL	1.0	1,600	293	299	0.18 *	0.19 *
SBT	3.0	4,800	1,359	1,378	0.28	0.29
SBR	1.0	1,600	142	150	0.09	0.09
EBL	1.0	1,600	168	177	0.11 *	0.11 *
EBT	2.0	3,200	290	290	0.07	0.07
EBR	1.0	1,600	128	128	0.08	0.08
WBL	1.0	1,600	143	143	0.09	0.09
WBT	2.0	3,200	180	180	0.07 *	0.07 *
WBR	1.0	(a) 1,600	92	94	0.06	0.06
N/S Critical Movements					0.44	0.45
E/W Critical Movements					0.18	0.18
Clearance Interval					0.00	0.00
ICU					0.62	0.63
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

(a) RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 9
NORTH/SOUTH STREET: Patterson Rd
EAST/WEST STREET: Gonzales Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	211	158	263	242	162	45	12	987	100	153	530	248
Project Trips	12	5	5	0	4	0	0	0	9	4	0	0
GEOMETRY	L	T	R	L	T	R	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	211	223	0.13	0.14
NBT	1.0	1,600	158	163	0.10 *	0.10 *
NBR	1.0	(a) 1,600	110	111	0.07	0.07
SBL	1.0	1,600	242	242	0.15 *	0.15 *
SBT	1.0	1,600	162	166	0.10	0.10
SBR	1.0	1,600	45	45	0.03	0.03
EBL	1.0	1,600	12	12	0.05	0.05
EBT	2.0	3,200	987	987	0.31 *	0.31 *
EBR	1.0	1,600	100	109	0.06	0.07
WBL	1.0	1,600	153	157	0.10 *	0.10 *
WBT	2.0	3,200	530	530	0.17	0.17
WBR	1.0	1,600	6	6	0.00	0.00
N/S Critical Movements					0.25	0.25
E/W Critical Movements					0.41	0.41
Clearance Interval					0.00	0.00
ICU					0.66	0.66
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

(a) RTOR overlap w/WBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 9
NORTH/SOUTH STREET: Patterson Rd
EAST/WEST STREET: Gonzales Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	58	88	193	128	75	29	18	580	19	182	694	143
Project Trips	12	5	5	0	5	0	0	0	12	5	0	0
GEOMETRY	L	T	R	L	T	R	L	TT	R	L	TT	R

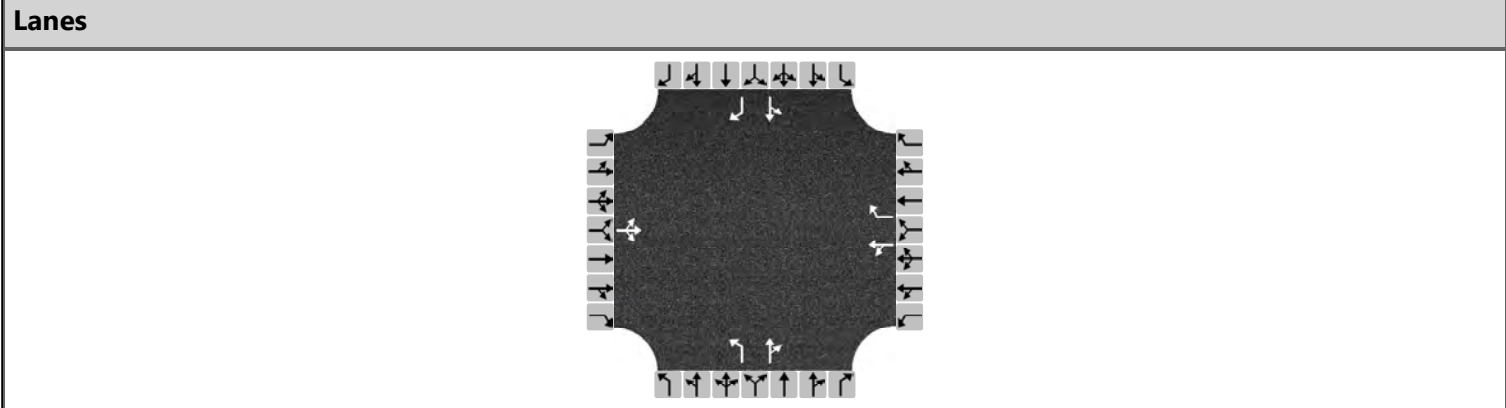
Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	58	70	0.05	0.05
NBT	1.0	1,600	88	93	0.07 *	0.07 *
NBR	1.0	(a) 1,600	11	11	0.01	0.01
SBL	1.0	1,600	128	128	0.08 *	0.08 *
SBT	1.0	1,600	75	80	0.07	0.07
SBR	1.0	1,600	29	29	0.02	0.02
EBL	1.0	1,600	18	18	0.05	0.05
EBT	2.0	3,200	580	580	0.18 *	0.18 *
EBR	1.0	1,600	19	31	0.01	0.02
WBL	1.0	1,600	182	187	0.11 *	0.12 *
WBT	2.0	3,200	694	694	0.22	0.22
WBR	1.0	1,600	15	15	0.01	0.01
N/S Critical Movements					0.15	0.15
E/W Critical Movements					0.29	0.30
Clearance Interval					0.00	0.00
ICU					0.44	0.45
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) RTOR overlap w/WBL

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	10. DJL	Intersection	PATTERSON RD/DORIS ST
Agency/Co.	STANTEC	Jurisdiction	OXNARD
Date Performed	6/5/2018	East/West Street	DORIS ST
Analysis Year	CUMU	North/South Street	PATTERSON RD
Analysis Time Period (hrs)	1.00	Peak Hour Factor	1.00
Time Analyzed	AM PEAK HOUR		
Project Description	TEAL CLUB SP		



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume	60	116	36	172	254	254	7	88	106	292	123	73
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LT	R		L	TR		LT	R	
Flow Rate, v (veh/h)	212			426	254		7	194		415	73	
Percent Heavy Vehicles	2			2	2		2	2		2	2	

Departure Headway and Service Time

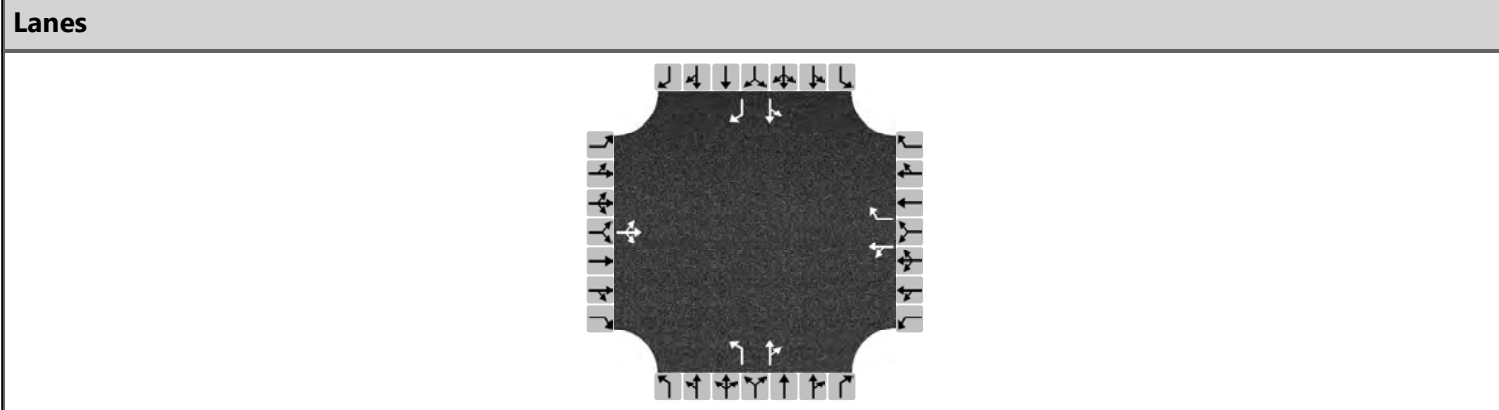
Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.188			0.379	0.226		0.006	0.172		0.369	0.065	
Final Departure Headway, hd (s)	8.29			7.88	6.97		9.18	8.27		8.23	7.15	
Final Degree of Utilization, x	0.488			0.932	0.491		0.018	0.446		0.949	0.145	
Move-Up Time, m (s)	2.0			2.3	2.3		2.3	2.3		2.3	2.3	
Service Time, ts (s)	6.29			5.58	4.67		6.88	5.97		5.93	4.85	

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	212			426	254		7	194		415	73	
Capacity	434			457	517		392	435		437	503	
95% Queue Length, Q ₉₅ (veh)	2.8			18.7	2.8		0.1	2.4		20.0	0.5	
Control Delay (s/veh)	19.1			79.8	16.3		12.1	17.6		92.2	11.1	
Level of Service, LOS	C			F	C		B	C		F	B	
Approach Delay (s/veh)	19.1			56.1			17.4			80.1		
Approach LOS	C			F			C			F		
Intersection Delay, s/veh LOS	53.6						F					

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	10. DJL	Intersection	PATTERSON RD/DORIS ST
Agency/Co.	STANTEC	Jurisdiction	OXNARD
Date Performed	6/5/2018	East/West Street	DORIS ST
Analysis Year	CUPR	North/South Street	PATTERSON RD
Analysis Time Period (hrs)	1.00	Peak Hour Factor	1.00
Time Analyzed	AM PEAK HOUR		
Project Description	TEAL CLUB SP		



Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume	60	157	45	178	299	268	17	96	111	303	129	73
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LT	R		L	TR		LT	R	
Flow Rate, v (veh/h)	262			477	268		17	207		432	73	
Percent Heavy Vehicles	2			2	2		2	2		2	2	

Departure Headway and Service Time												
Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.233			0.424	0.238		0.015	0.184		0.384	0.065	
Final Departure Headway, hd (s)	8.65			8.20	7.32		9.44	8.57		8.46	7.42	
Final Degree of Utilization, x	0.629			1.086	0.545		0.045	0.493		1.015	0.151	
Move-Up Time, m (s)	2.0			2.3	2.3		2.3	2.3		2.3	2.3	
Service Time, ts (s)	6.65			5.90	5.02		7.14	6.27		6.16	5.12	

Capacity, Delay and Level of Service												
Flow Rate, v (veh/h)	262			477	268		17	207		432	73	
Capacity	416			439	492		382	420		425	485	
95% Queue Length, Q ₉₅ (veh)	4.8			37.9	3.5		0.1	2.8		27.1	0.5	
Control Delay (s/veh)	26.0			237.1	18.7		12.6	19.5		150.1	11.4	
Level of Service, LOS	D			F	C		B	C		F	B	
Approach Delay (s/veh)	26.0			158.5			19.0			130.1		
Approach LOS	D			F			C			F		
Intersection Delay, s/veh LOS	112.3						F					

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER:	10	MITIGATED
NORTH/SOUTH STREET:	Patterson Rd	
EAST/WEST STREET:	Doris Avenue	
SCENARIO:	Cumulative Conditions	
TIME PERIOD:	AM Peak Hour	
COUNT DATE:	05/2018	
WORK ORDER #:	2064169300	

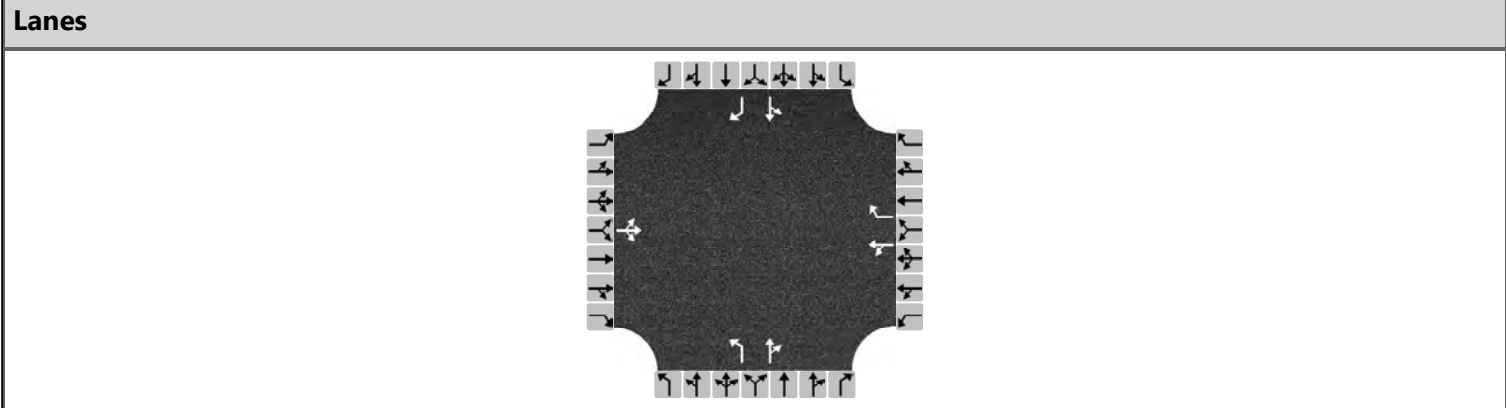
VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	7	88	106	292	123	73	60	116	36	172	254	254
Project Trips	10	8	5	11	6	0	0	41	9	6	45	14
GEOMETRY	L	TR		L	TR		L	TR		L	TR	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	7	17	0.00	0.05
NBT	1.0	1,600	88	96	0.12 *	0.13 *
NBR	0.0	0	106	111	0.00	0.00
SBL	1.0	1,600	292	303	0.18 *	0.19 *
SBT	1.0	1,600	123	129	0.12	0.13
SBR	0.0	0	73	73	0.00	0.00
EBL	1.0	1,600	60	60	0.04 *	0.04 *
EBT	1.0	1,600	116	157	0.10	0.13
EBR	0.0	0	36	45	0.00	0.00
WBL	1.0	1,600	172	178	0.11	0.11
WBT	1.0	1,600	254	299	0.32 *	0.35 *
WBR	0.0	0	254	268	0.00	0.00
N/S Critical Movements					0.30	0.32
E/W Critical Movements					0.36	0.39
Clearance Interval					0.00	0.00
ICU					0.66	0.71
Level of Service (LOS)					B	C

Notes: V/C - Volume to Capacity Ratio

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	10. DJL	Intersection	PATTERSON RD/DORIS ST
Agency/Co.	STANTEC	Jurisdiction	OXNARD
Date Performed	6/5/2018	East/West Street	DORIS ST
Analysis Year	CUM	North/South Street	PATTERSON RD
Analysis Time Period (hrs)	1.00	Peak Hour Factor	1.00
Time Analyzed	AM PEAK HOUR		
Project Description	TEAL CLUB SP		



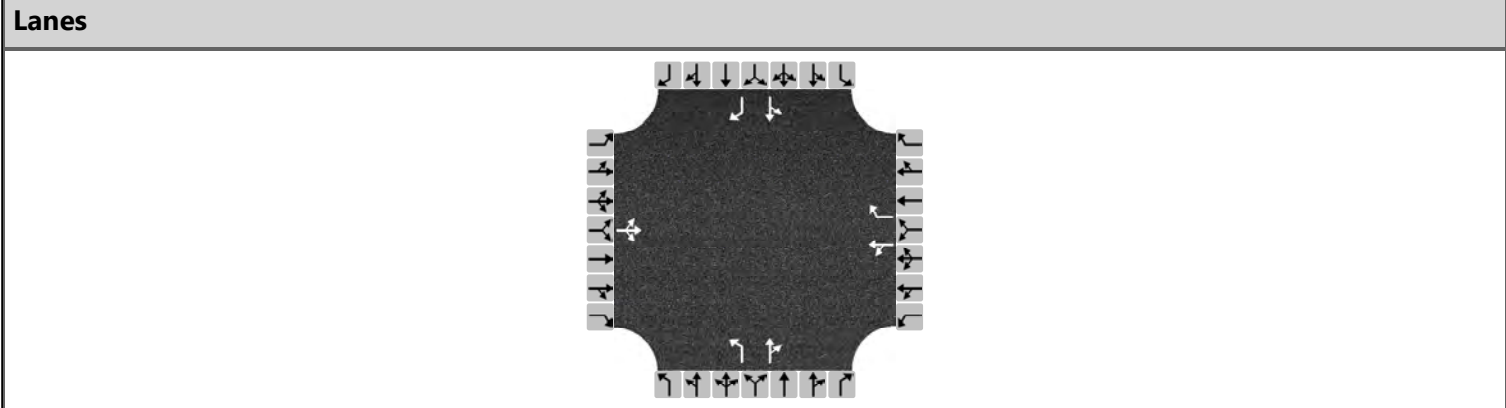
Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume	54	211	13	54	147	145	6	64	37	100	50	37
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LT	R		L	TR		LT	R	
Flow Rate, v (veh/h)	278			201	145		6	101		150	37	
Percent Heavy Vehicles	2			2	2		2	2		2	2	

Departure Headway and Service Time												
Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.247			0.179	0.129		0.005	0.090		0.133	0.033	
Final Departure Headway, hd (s)	5.91			5.98	5.14		7.08	6.32		6.75	5.70	
Final Degree of Utilization, x	0.456			0.334	0.207		0.012	0.177		0.281	0.059	
Move-Up Time, m (s)	2.0			2.3	2.3		2.3	2.3		2.3	2.3	
Service Time, ts (s)	3.91			3.68	2.84		4.78	4.02		4.45	3.40	

Capacity, Delay and Level of Service												
Flow Rate, v (veh/h)	278			201	145		6	101		150	37	
Capacity	609			602	701		508	570		534	632	
95% Queue Length, Q ₉₅ (veh)	2.5			1.5	0.8		0.0	0.6		1.2	0.2	
Control Delay (s/veh)	13.8			11.7	9.2		9.9	10.4		12.1	8.8	
Level of Service, LOS	B			B	A		A	B		B	A	
Approach Delay (s/veh)	13.8			10.6			10.3			11.4		
Approach LOS	B			B			B			B		
Intersection Delay, s/veh LOS	11.7						B					

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	10. DJL	Intersection	PATTERSON RD/DORIS ST
Agency/Co.	STANTEC	Jurisdiction	OXNARD
Date Performed	6/5/2018	East/West Street	DORIS ST
Analysis Year	CUPR	North/South Street	PATTERSON RD
Analysis Time Period (hrs)	1.00	Peak Hour Factor	1.00
Time Analyzed	AM PEAK HOUR		
Project Description	TEAL CLUB SP		



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume	54	266	25	60	190	159	16	72	43	114	58	37
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LT			L			LT		
Flow Rate, v (veh/h)	345			250			16			172		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.307			0.222	0.141		0.014	0.102		0.153	0.033	
Final Departure Headway, hd (s)	6.22			6.34	5.52		7.62	6.84		7.24	6.20	
Final Degree of Utilization, x	0.596			0.440	0.244		0.034	0.219		0.346	0.064	
Move-Up Time, m (s)	2.0			2.3	2.3		2.3	2.3		2.3	2.3	
Service Time, ts (s)	4.22			4.04	3.22		5.32	4.54		4.94	3.90	

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	345			250	159		16	115		172	37	
Capacity	579			568	652		472	526		497	581	
95% Queue Length, Q ₉₅ (veh)	4.3			2.3	1.0		0.1	0.8		1.6	0.2	
Control Delay (s/veh)	18.3			14.0	10.0		10.6	11.5		13.8	9.3	
Level of Service, LOS	C			B	A		B	B		B	A	
Approach Delay (s/veh)	18.3			12.4			11.3			13.0		
Approach LOS	C			B			B			B		
Intersection Delay, s/veh LOS	14.3						B					

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER:	10	MITIGATED
NORTH/SOUTH STREET:	Patterson Rd	
EAST/WEST STREET:	Doris Avenue	
SCENARIO:	Cumulative Conditions	
TIME PERIOD:	PM Peak Hour	
COUNT DATE:	05/2018	
WORK ORDER #:	2064169300	

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	6	64	37	100	50	37	54	211	13	54	147	145
Project Trips	10	8	6	14	8	0	0	55	12	6	43	14
GEOMETRY	L	TR		L	TR		L	TR		L	TR	

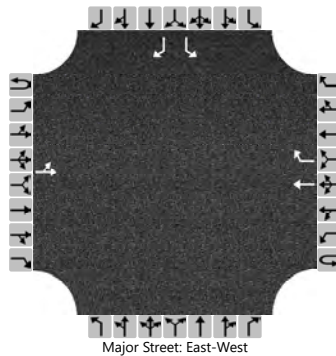
Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	6	16	0.05	0.05
NBT	1.0	1,600	64	72	0.07 *	0.07 *
NBR	0.0	0	37	43	0.00	0.00
SBL	1.0	1,600	100	114	0.06 *	0.07 *
SBT	1.0	1,600	50	58	0.07	0.07
SBR	0.0	0	37	37	0.00	0.00
EBL	1.0	1,600	54	54	0.05 *	0.05 *
EBT	1.0	1,600	211	266	0.14	0.18
EBR	0.0	0	13	25	0.00	0.00
WBL	1.0	1,600	54	60	0.03	0.04
WBT	1.0	1,600	147	190	0.18	0.22
WBR	0.0	0	145	159	0.00	0.00
N/S Critical Movements					0.13	0.14
E/W Critical Movements					0.23	0.27
Clearance Interval					0.00	0.00
ICU					0.36	0.41
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	11. DJL			Intersection	PATTERSON RD/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	CUMU			North/South Street	PATTERSON RD		
Time Analyzed	AM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	1		0	0	0		1	0	1
Configuration		LT					T	R						L		R
Volume (veh/h)		155	58				70	88						89		102
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No								No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

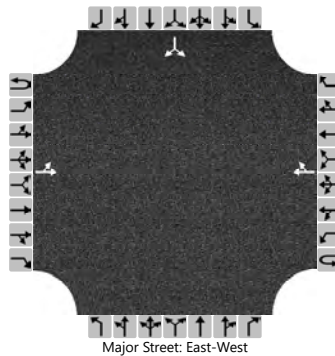
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		155												89		102
Capacity, c (veh/h)		1416												511		990
v/c Ratio		0.11												0.17		0.10
95% Queue Length, Q ₉₅ (veh)		0.4												0.6		0.3
Control Delay (s/veh)		7.9												13.5		9.1
Level of Service (LOS)		A												B		A
Approach Delay (s/veh)	6.0												11.1			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	11. DJL			Intersection	PATTERSON RD/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	CUPR			North/South Street	PATTERSON RD		
Time Analyzed	AM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		160	89				108	106						104		108
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

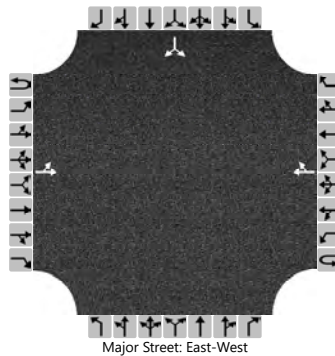
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		160														212	
Capacity, c (veh/h)		1350														577	
v/c Ratio		0.12														0.37	
95% Queue Length, Q ₉₅ (veh)		0.4														1.7	
Control Delay (s/veh)		8.0														14.9	
Level of Service (LOS)		A														B	
Approach Delay (s/veh)		5.5												14.9			
Approach LOS														B			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	11. DJL			Intersection	PATTERSON RD/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	CUMU			North/South Street	PATTERSON RD		
Time Analyzed	PM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		60	97				60	47						51		49
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

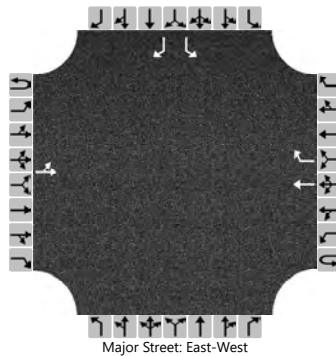
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		60														100	
Capacity, c (veh/h)		1478														784	
v/c Ratio		0.04														0.13	
95% Queue Length, Q ₉₅ (veh)		0.1														0.4	
Control Delay (s/veh)		7.5														10.3	
Level of Service (LOS)		A														B	
Approach Delay (s/veh)		3.1												10.3			
Approach LOS														B			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	11. DJL			Intersection	PATTERSON RD/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	CUPR			North/South Street	PATTERSON RD		
Time Analyzed	PM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	1		0	0	0		1	0	1
Configuration		LT					T	R						L		R
Volume (veh/h)		66	139				96	65						71		55
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No							No		
Median Type Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		66												71		55
Capacity, c (veh/h)		1412												601		958
v/c Ratio		0.05												0.12		0.06
95% Queue Length, Q ₉₅ (veh)		0.1												0.4		0.2
Control Delay (s/veh)		7.7												11.8		9.0
Level of Service (LOS)		A												B		A
Approach Delay (s/veh)		2.7												10.6		
Approach LOS														B		

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 12
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Town Center Dr
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064136900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	5	401	912	78	212	2	0	10	3	218	45	101
Project Trips	0	3	72	0	2	0	0	0	0	31	0	0
GEOMETRY	L	TT	R	L	T	TR	LTR			LL	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	5	5	0.05	0.05
NBT	2.0	3,200	401	404	0.13 *	0.13 *
NBR (a)	1.0	1,600	912	984	0.00	0.00
SBL	1.0	1,600	78	78	0.05 *	0.05 *
SBT	2.0	3,200	212	214	0.07	0.07
SBR	0.0	0	2	2	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	1.0	1,600	10	10	0.07 *	0.07 *
EBR	0.0	0	3	3	0.00	0.00
WBL	2.0	3,200	218	249	0.07 *	0.08 *
WBT	1.0	1,600	45	45	0.07	0.07
WBR	1.0	1,600	101	101	0.06	0.06
N/S Critical Movements					0.18	0.18
E/W Critical Movements					0.14	0.15
Clearance Interval					0.10	0.10
ICU					0.42	0.43
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio
 (a) Free right-turn

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 12
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Town Center Dr
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064136900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	38	397	542	143	276	0	4	50	9	557	16	42
Project Trips	0	3	68	0	3	0	0	0	0	41	0	0
GEOMETRY	L	TT	R	L	T	TR	LTR			LL	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	38	38	0.05	0.05
NBT	2.0	3,200	397	400	0.12 *	0.13 *
NBR (a)	1.0	1,600	542	610	0.00	0.00
SBL	1.0	1,600	143	143	0.09 *	0.09 *
SBT	2.0	3,200	276	279	0.07	0.07
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	4	4	0.00	0.00
EBT	1.0	1,600	50	50	0.07 *	0.07 *
EBR	0.0	0	9	9	0.00	0.00
WBL	2.0	3,200	557	598	0.17 *	0.19 *
WBT	1.0	1,600	16	16	0.07	0.07
WBR	1.0	1,600	42	42	0.03	0.03
N/S Critical Movements					0.21	0.22
E/W Critical Movements					0.24	0.26
Clearance Interval					0.10	0.10
ICU					0.55	0.58
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio
 (a) Free right-turn

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 13
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: U.S. 101 SB Off-Ramp
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 03/2016
WORK ORDER #: 2064113300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	1217	0	0	445	0	0	0	0	395	0	144
Project Trips	0	75	0	0	33	0	0	0	0	31	0	0
GEOMETRY	TT			TT						LL		R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	0.0	0	0	0	0.00	0.00
NBT	2.0	3,200	1,217	1,292	0.38 *	0.40 *
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	0	0	0.00 *	0.00 *
SBT	2.0	3,200	445	478	0.14	0.15
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	0.0	0	0	0	0.00	0.00
EBR	0.0	0	0	0	0.00	0.00
WBL	2.0	3,200	395	426	0.12 *	0.13 *
WBT	0.0	0	0	0	0.00	0.00
WBR	1.0	1,600	144	144	0.09	0.09
N/S Critical Movements					0.38	0.40
E/W Critical Movements					0.12	0.13
Clearance Interval					0.10	0.10
ICU					0.60	0.63
Level of Service (LOS)					A	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 13
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: U.S. 101 SB Off-Ramp
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 03/2016
WORK ORDER #: 2064113300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	0	634	0	0	845	0	0	0	0	769	0	203
Project Trips	0	71	0	0	44	0	0	0	0	41	0	0
GEOMETRY	TT			TT						LL		R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	2.0	3,200	634	705	0.20	0.22
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00
SBT	2.0	3,200	845	889	0.26 *	0.28 *
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	0.0	0	0	0	0.00	0.00
EBR	0.0	0	0	0	0.00	0.00
WBL	2.0	3,200	769	810	0.24 *	0.25 *
WBT	0.0	0	0	0	0.00	0.00
WBR	1.0	1,600	203	203	0.13	0.13
N/S Critical Movements					0.26	0.28
E/W Critical Movements					0.24	0.25
Clearance Interval					0.10	0.10
ICU					0.60	0.63
Level of Service (LOS)					A	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 15
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Vineyard Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	32	779	476	55	581	141	173	221	28	287	138	133
Project Trips	0	75	10	0	64	0	0	0	0	8	0	0
GEOMETRY	L	TT	TR	L	TT	TR	L	TT	R	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	32	32	0.05	0.05
NBT	3.0	4,800	779	854	0.26 *	0.28 *
NBR	0.0	0	476	486	0.00	0.00
SBL	1.0	1,600	55	55	0.05 *	0.05 *
SBT	3.0	4,800	581	645	0.15	0.16
SBR	0.0	0	141	141	0.00	0.00
EBL	1.0	1,600	173	173	0.11 *	0.11 *
EBT	2.0	3,200	221	221	0.07	0.07
EBR	1.0	1,600	28	28	0.02	0.02
WBL	2.0	3,200	287	295	0.09	0.09
WBT	2.0	3,200	138	138	0.07 *	0.07 *
WBR	1.0	(a) 1,600	133	133	0.08	0.08
N/S Critical Movements					0.31	0.33
E/W Critical Movements					0.18	0.18
Clearance Interval					0.00	0.00
ICU					0.49	0.51
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) not critical due to RTOR

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 15
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Vineyard Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	41	623	362	115	1076	226	112	142	48	424	180	70
Project Trips	0	71	10	0	85	0	0	0	0	11	0	0
GEOMETRY	L	TT	TR	L	TT	TR	L	TT	R	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	41	41	0.03 *	0.03 *
NBT	3.0	4,800	623	694	0.21	0.22
NBR	0.0	0	362	372	0.00	0.00
SBL	1.0	1,600	115	115	0.07	0.07
SBT	3.0	4,800	1,076	1,161	0.27 *	0.29 *
SBR	0.0	0	226	226	0.00	0.00
EBL	1.0	1,600	112	112	0.07	0.07
EBT	2.0	3,200	142	142	0.07 *	0.07 *
EBR	1.0	1,600	48	48	0.03	0.03
WBL	2.0	3,200	424	435	0.13 *	0.14 *
WBT	2.0	3,200	180	180	0.06	0.06
WBR	1.0	1,600	70	70	0.04	0.04
N/S Critical Movements					0.30	0.32
E/W Critical Movements					0.20	0.21
Clearance Interval					0.00	0.00
ICU					0.50	0.53
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 16
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Gonzales Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	234	1010	390	97	867	97	206	508	220	369	428	73
Project Trips	0	85	62	0	72	4	5	0	0	48	0	0
GEOMETRY	L	TT	R	L	TT	TR	L	TT	R	LL	T	TR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	234	234	0.15	0.15
NBT	2.0	3,200	1,010	1,095	0.32 *	0.34 *
NBR	1.0	1,600	390	452	0.24	0.28
SBL	1.0	1,600	97	97	0.05 *	0.05 *
SBT	3.0	4,800	867	939	0.20	0.22
SBR	0.0	0	97	101	0.00	0.00
EBL	1.0	1,600	206	211	0.13 *	0.13 *
EBT	2.0	3,200	508	508	0.16	0.16
EBR	1.0	1,600	220	220	0.14	0.14
WBL	2.0	3,200	369	417	0.12	0.13
WBT	2.0	3,200	428	428	0.16 *	0.16 *
WBR	0.0	0	73	73	0.00	0.00
N/S Critical Movements					0.37	0.39
E/W Critical Movements					0.29	0.29
Clearance Interval					0.00	0.00
ICU					0.66	0.68
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 16
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Gonzales Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	126	851	385	93	1214	98	149	428	110	564	453	150
Project Trips	0	81	59	0	96	5	5	0	0	64	0	0
GEOMETRY	L	TT	R	L	TT	TR	L	TT	R	LL	T	TR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	126	126	0.08 *	0.08 *
NBT	2.0	3,200	851	932	0.27	0.29
NBR	1.0	1,600	385	444	0.24	0.28
SBL	1.0	1,600	93	93	0.06	0.06
SBT	3.0	4,800	1,214	1,310	0.27 *	0.29 *
SBR	0.0	0	98	103	0.00	0.00
EBL	1.0	1,600	149	154	0.09	0.10
EBT	2.0	3,200	428	428	0.13 *	0.13 *
EBR	1.0	1,600	110	110	0.07	0.07
WBL	2.0	3,200	564	628	0.18 *	0.20 *
WBT	2.0	3,200	453	453	0.19	0.19
WBR	0.0	0	150	150	0.00	0.00
N/S Critical Movements					0.35	0.37
E/W Critical Movements					0.31	0.33
Clearance Interval					0.00	0.00
ICU					0.66	0.70
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 17
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Doris Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	282	1541	115	41	1353	65	71	145	294	111	238	58
Project Trips	12	100	27	0	82	38	47	13	7	21	10	0
GEOMETRY	L	TT	R	L	TT		L	T	R	L	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	282	294	0.18 *	
NBT	2.0	3,200	1,541	1,641	0.48	
NBR	1.0	1,600	115	142	0.07	
SBL	1.0	1,600	41	41	0.05	
SBT	2.0	3,200	1,353	1,435	0.44 *	
SBR	0.0	0	65	103	0.00	
EBL	1.0	1,600	71	118	0.05 *	
EBT	1.0	1,600	145	158	0.09	
EBR	1.0	1,600	294	301	0.18	
WBL	1.0	1,600	111	132	0.07	
WBT	1.0	1,600	238	248	0.15 *	
WBR	1.0	1,600	58	58	0.04	
N/S Critical Movements					0.62	
E/W Critical Movements					0.20	
Clearance Interval					0.00	
ICU					0.82	0.00
Level of Service (LOS)					D	A

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 17
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Doris Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	282	1541	115	41	1353	65	71	145	294	111	238	58
Project Trips	12	100	27	0	82	38	47	13	7	21	10	0
GEOMETRY	L	TT	TR	L	TT	TR	L	T	R	L	T	R

Move- ment	Level of Service Calculations				
	Lanes		Volume		V/C Ratio
	Lane	Capacity	Cumulative	Project	Project
NBL	1.0	1,600	282	294	0.18 *
NBT	3.0	4,800	1,541	1,641	0.37
NBR	0.0	0	115	142	0.00
SBL	1.0	1,600	41	41	0.05
SBT	3.0	4,800	1,353	1,435	0.32 *
SBR	0.0	0	65	103	0.00
EBL	1.0	1,600	71	118	0.07 *
EBT	1.0	1,600	145	158	0.10
EBR	1.0	1,600	294	301	0.19
WBL	1.0	1,600	111	132	0.08
WBT	1.0	1,600	238	248	0.16 *
WBR	1.0	1,600	58	58	0.04
N/S Critical Movements					0.50
E/W Critical Movements					0.23
Clearance Interval					0.00
ICU					0.00
Level of Service (LOS)					A C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 17
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Doris Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	167	1384	130	58	1634	42	41	137	121	126	119	61
Project Trips	11	95	26	0	109	51	45	12	10	28	13	0
GEOMETRY	L	TT	R	L	TT		L	T	R	L	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	167	178	0.10 *	
NBT	2.0	3,200	1,384	1,479	0.43	
NBR	1.0	1,600	130	156	0.08	
SBL	1.0	1,600	58	58	0.05	
SBT	2.0	3,200	1,634	1,743	0.52 *	
SBR	0.0	0	42	93	0.00	
EBL	1.0	1,600	41	86	0.05	
EBT	1.0	1,600	137	149	0.09 *	
EBR	1.0	1,600	121	131	0.08	
WBL	1.0	1,600	126	154	0.08 *	
WBT	1.0	1,600	119	132	0.07	
WBR	1.0	1,600	61	61	0.04	
N/S Critical Movements					0.62	
E/W Critical Movements					0.17	
Clearance Interval					0.00	
ICU					0.79	0.00
Level of Service (LOS)					C	A

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 17
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Doris Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	167	1384	130	58	1634	42	41	137	121	126	119	61
Project Trips	11	95	26	0	109	51	45	12	10	28	13	0
GEOMETRY	L	TT	TR	L	TT	TR	L	T	R	L	T	R

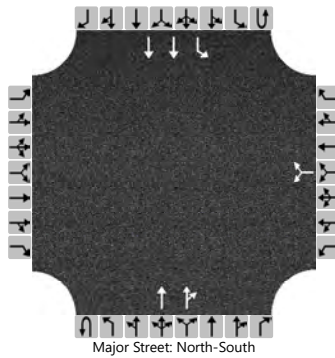
Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	167	178		0.11 *
NBT	3.0	4,800	1,384	1,479		0.34
NBR	0.0	0	130	156		0.00
SBL	1.0	1,600	58	58		0.05
SBT	3.0	4,800	1,634	1,743		0.38 *
SBR	0.0	0	42	93		0.00
EBL	1.0	1,600	41	86		0.05
EBT	1.0	1,600	137	149		0.09 *
EBR	1.0	1,600	121	131		0.08
WBL	1.0	1,600	126	154		0.10 *
WBT	1.0	1,600	119	132		0.08
WBR	1.0	1,600	61	61		0.04
N/S Critical Movements						0.49
E/W Critical Movements						0.19
Clearance Interval						0.00
ICU					0.00	0.68
Level of Service (LOS)					A	B

Notes: V/C - Volume to Capacity Ratio

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	18. DJL			Intersection	VENTURA AVE/BEVERLY DR		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	BEVERLY DR		
Analysis Year	CUMU			North/South Street	VENTURA AVE		
Time Analyzed	AM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	1	2	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						1		70			1876	21	0	45	1715	
Percent Heavy Vehicles (%)						3		3					3	3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.86		6.96						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						71								45		
Capacity, c (veh/h)						200								307		
v/c Ratio						0.36								0.15		
95% Queue Length, Q ₉₅ (veh)						1.6								0.5		
Control Delay (s/veh)						32.9								18.8		
Level of Service (LOS)						D								C		
Approach Delay (s/veh)					32.9								0.5			
Approach LOS					D											

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER:	18	MITIGATED
NORTH/SOUTH STREET:	Ventura Rd	
EAST/WEST STREET:	Beverly Dr	
SCENARIO:	Cumulative Conditions	
TIME PERIOD:	AM Peak Hour	
COUNT DATE:	05/2018	
WORK ORDER #:	2064169300	

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	1876	21	45	1715	0	0	0	0	1	0	70
Project Trips	70	12	0	0	9	110	136	0	79	0	0	0
GEOMETRY	L	TT	TR	L	TT	TR	L	TR				LTR

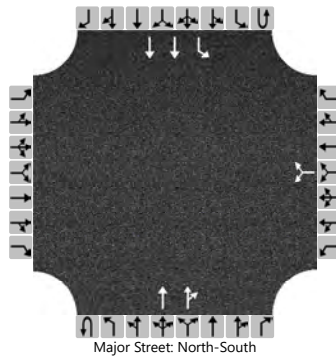
Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	0	70	0.00	0.05
NBT	3.0	4,800	1,876	1,888	0.40	0.40 *
NBR	0.0	0	21	21	0.00	0.00
SBL	1.0	1,600	45	45	0.05	0.05 *
SBT	3.0	4,800	1,715	1,724	0.36	0.38
SBR	0.0	0	0	110	0.00	0.00
EBL	1.0	1,600	0	136	0.00 *	0.09 *
EBT	1.0	1,600	0	0	0.00	0.07
EBR	0.0	0	0	79	0.00	0.00
WBL	0.0	0	1	1	0.00	0.00
WBT	1.0	1,600	0	0	0.05 *	0.07 *
WBR	0.0	0	70	70	0.00	0.00
N/S Critical Movements					0.45	0.45
E/W Critical Movements					0.05	0.16
Clearance Interval					0.00	0.00
ICU					0.50	0.61
Level of Service (LOS)					A	B

Notes: V/C - Volume to Capacity Ratio

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	18. DJL			Intersection	VENTURA AVE/BEVERLY DR		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	BEVERLY DR		
Analysis Year	CUMU			North/South Street	VENTURA AVE		
Time Analyzed	PM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	1	2	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						2		16			1621	26	0	38	1882	
Percent Heavy Vehicles (%)						3		3					3	3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9							4.1	
Critical Headway (sec)						6.86		6.96							4.16	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.53		3.33							2.23	

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						18									38	
Capacity, c (veh/h)						105									384	
v/c Ratio						0.17									0.10	
95% Queue Length, Q ₉₅ (veh)						0.6									0.3	
Control Delay (s/veh)						46.5									15.4	
Level of Service (LOS)						E									C	
Approach Delay (s/veh)					46.5								0.3			
Approach LOS					E											

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER:	18	MITIGATED
NORTH/SOUTH STREET:	Ventura Rd	
EAST/WEST STREET:	Beverly Dr	
SCENARIO:	Cumulative Conditions	
TIME PERIOD:	PM Peak Hour	
COUNT DATE:	05/2018	
WORK ORDER #:	2064169300	

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	1621	26	38	1882	0	0	0	0	2	0	16
Project Trips	158	-37	0	0	-34	181	160	0	136	0	0	0
GEOMETRY	L	TT	TR	L	TT	TR	L	TR				LTR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	0	158	0.00	0.10 *
NBT	3.0	4,800	1,621	1,584	0.34 *	0.34
NBR	0.0	0	26	26	0.00	0.00
SBL	1.0	1,600	38	38	0.05 *	0.05
SBT	3.0	4,800	1,882	1,848	0.39	0.42 *
SBR	0.0	0	0	181	0.00	0.00
EBL	1.0	1,600	0	160	0.05 *	0.05
EBT	1.0	1,600	0	0	0.00	0.09 *
EBR	0.0	0	0	136	0.00	0.00
WBL	0.0	0	2	2	0.00	0.00
WBT	1.0	1,600	0	0	0.05 *	0.07 *
WBR	0.0	0	16	16	0.00	0.00
N/S Critical Movements					0.39	0.52
E/W Critical Movements					0.10	0.16
Clearance Interval					0.00	0.00
ICU					0.49	0.68
Level of Service (LOS)					A	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 19
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Teal Club/2nd St
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	107	1767	75	101	1595	12	25	41	93	37	33	80
Project Trips	53	37	0	27	47	8	12	33	68	0	26	21
GEOMETRY	L	TT	R	L	T	TR	LTR			L	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	107	160	0.07	0.10
NBT	2.0	3,200	1,767	1,804	0.55 *	0.56 *
NBR	1.0	1,600	75	75	0.05	0.05
SBL	1.0	1,600	101	128	0.06 *	0.08 *
SBT	2.0	3,200	1,595	1,642	0.50	0.52
SBR	0.0	0	12	20	0.00	0.00
EBL	0.0	0	25	37	0.00	0.00
EBT	1.0	1,600	41	74	0.10 *	0.17 *
EBR	0.0	0	93	161	0.00	0.00
WBL	1.0	1,600	37	37	0.05 *	0.05 *
WBT	1.0	1,600	33	59	0.07	0.07
WBR	1.0	1,600	80	101	0.05	0.06
N/S Critical Movements					0.61	0.64
E/W Critical Movements					0.15	0.22
Clearance Interval					0.00	0.00
ICU					0.76	0.86
Level of Service (LOS)					C	D

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 19
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Teal Club/2nd St
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	107	1767	75	101	1595	12	25	41	93	37	33	80
Project Trips	53	37	0	27	47	8	12	33	68	0	26	21
GEOMETRY	L	TT	TR	L	TT	TR	L	TR		L	TT	R

Move- ment	Level of Service Calculations				
	Lanes		Volume		V/C Ratio
	Lane	Capacity	Existing	Project	Ex+Project
NBL	1.0	1,600	107	160	0.10
NBT	3.0	4,800	1,767	1,804	0.39 *
NBR	0.0	0	75	75	0.00
SBL	1.0	1,600	101	128	0.08 *
SBT	3.0	4,800	1,595	1,642	0.35
SBR	0.0	0	12	20	0.00
EBL	1.0	1,600	25	37	0.05
EBT	1.0	1,600	41	74	0.15 *
EBR	0.0	0	93	161	0.00
WBL	1.0	1,600	37	37	0.05 *
WBT	1.0	1,600	33	59	0.07
WBR	1.0	1,600	80	101	0.06
N/S Critical Movements					0.47
E/W Critical Movements					0.20
Clearance Interval					0.00
ICU					0.00
Level of Service (LOS)					A B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 19
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Teal Club/2nd St
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	51	1537	84	51	1779	14	21	38	81	42	38	85
Project Trips	54	66	0	26	65	8	16	31	45	0	25	38
GEOMETRY	L	TT	R	L	T	TR	LTR			L	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	51	105	0.05 *	0.07 *
NBT	2.0	3,200	1,537	1,603	0.48	0.50
NBR	1.0	1,600	84	84	0.05	0.05
SBL	1.0	1,600	51	77	0.05	0.05
SBT	2.0	3,200	1,779	1,844	0.56 *	0.58 *
SBR	0.0	0	14	22	0.00	0.00
EBL	0.0	0	21	37	0.00	0.00
EBT	1.0	1,600	38	69	0.09 *	0.15 *
EBR	0.0	0	81	126	0.00	0.00
WBL	1.0	1,600	42	42	0.05 *	0.05 *
WBT	1.0	1,600	38	63	0.07	0.07
WBR	1.0	1,600	85	123	0.05	0.08
N/S Critical Movements					0.61	0.65
E/W Critical Movements					0.14	0.20
Clearance Interval					0.00	0.00
ICU					0.75	0.85
Level of Service (LOS)					C	D

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 19
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Teal Club/2nd St
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	51	1537	84	51	1779	14	21	38	81	42	38	85
Project Trips	54	66	0	26	65	8	16	31	45	0	25	38
GEOMETRY	L	TT	TR	L	TT	TR	L	TR		L	TT	R

Move- ment	Level of Service Calculations				
	Lanes		Volume		V/C Ratio
	Lane	Capacity	Existing	Project	Ex+Project
NBL	1.0	1,600	51	105	0.07 *
NBT	3.0	4,800	1,537	1,603	0.35
NBR	0.0	0	84	84	0.00
SBL	1.0	1,600	51	77	0.05
SBT	3.0	4,800	1,779	1,844	0.39 *
SBR	0.0	0	14	22	0.00
EBL	1.0	1,600	21	37	0.05
EBT	1.0	1,600	38	69	0.12 *
EBR	0.0	0	81	126	0.00
WBL	1.0	1,600	42	42	0.05 *
WBT	1.0	1,600	38	63	0.07
WBR	1.0	1,600	85	123	0.08
N/S Critical Movements					0.46
E/W Critical Movements					0.17
Clearance Interval					0.00
ICU					0.00
Level of Service (LOS)					A B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 20
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Fifth St
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	122	1466	119	135	1234	340	386	376	66	170	281	82
Project Trips	0	67	0	20	85	10	8	0	0	0	0	16
GEOMETRY	L	TT	TR	L	TTT	R	LL	T	TR	LL	T	TR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	122	122	0.08	0.08
NBT	3.0	4,800	1,466	1,533	0.33 *	0.34 *
NBR	0.0	0	119	119	0.00	0.00
SBL	1.0	1,600	135	155	0.08 *	0.10 *
SBT	3.0	4,800	1,234	1,319	0.26	0.27
SBR	1.0	1,600	340	350	0.21	0.22
EBL	2.0	3,200	386	394	0.12 *	0.12 *
EBT	2.0	3,200	376	376	0.14	0.14
EBR	0.0	0	66	66	0.00	0.00
WBL	2.0	3,200	170	170	0.05	0.05
WBT	2.0	3,200	281	281	0.11 *	0.12 *
WBR	0.0	0	82	98	0.00	0.00
N/S Critical Movements					0.41	0.44
E/W Critical Movements					0.23	0.24
Clearance Interval					0.00	0.00
ICU					0.64	0.68
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 20
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Fifth St
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	124	1249	108	145	1376	390	345	334	103	282	439	65
Project Trips	0	89	0	19	81	10	11	0	0	0	0	21
GEOMETRY	L	TT	TR	L	TTT	R	LL	T	TR	LL	T	TR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	124	124	0.08	0.08
NBT	3.0	4,800	1,249	1,338	0.28 *	0.30 *
NBR	0.0	0	108	108	0.00	0.00
SBL	1.0	1,600	145	164	0.09	0.10 *
SBT	3.0	4,800	1,376	1,457	0.29	0.30
SBR	1.0	1,600	390	400	0.24	0.25
EBL	2.0	3,200	345	356	0.11 *	0.11 *
EBT	2.0	3,200	334	334	0.14	0.14
EBR	0.0	0	103	103	0.00	0.00
WBL	2.0	3,200	282	282	0.09	0.09
WBT	2.0	3,200	439	439	0.16 *	0.16 *
WBR	0.0	0	65	86	0.00	0.00
N/S Critical Movements					0.37	0.40
E/W Critical Movements					0.27	0.27
Clearance Interval					0.00	0.00
ICU					0.64	0.67
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 21
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Wooley Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	91	1162	122	128	1104	93	210	558	42	86	432	162
Project Trips	0	39	0	24	51	10	4	0	0	0	0	19
GEOMETRY	L	T	TR	L	T	TR	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	91	91	0.06	0.06
NBT	2.0	3,200	1,162	1,201	0.40 *	0.41 *
NBR	0.0	0	122	122	0.00	0.00
SBL	1.0	1,600	128	152	0.08 *	0.10 *
SBT	2.0	3,200	1,104	1,155	0.37	0.39
SBR	0.0	0	93	103	0.00	0.00
EBL	1.0	1,600	210	214	0.13 *	0.13 *
EBT	2.0	3,200	558	558	0.17	0.17
EBR	1.0	1,600	42	42	0.03	0.03
WBL	1.0	1,600	86	86	0.05	0.05
WBT	2.0	3,200	432	432	0.14 *	0.14 *
WBR	1.0	1,600	162	181	0.10	0.11
N/S Critical Movements					0.48	0.51
E/W Critical Movements					0.27	0.27
Clearance Interval					0.00	0.00
ICU					0.75	0.78
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 21
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Wooley Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	82	1130	94	116	1214	117	164	434	60	174	497	188
Project Trips	0	52	0	23	48	10	5	0	0	0	0	25
GEOMETRY	L	T	TR	L	T	TR	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	82	82	0.05	0.05
NBT	2.0	3,200	1,130	1,182	0.38 *	0.40 *
NBR	0.0	0	94	94	0.00	0.00
SBL	1.0	1,600	116	139	0.07	0.09 *
SBT	2.0	3,200	1,214	1,262	0.42	0.43
SBR	0.0	0	117	127	0.00	0.00
EBL	1.0	1,600	164	169	0.10 *	0.11 *
EBT	2.0	3,200	434	434	0.14	0.14
EBR	1.0	1,600	60	60	0.04	0.04
WBL	1.0	1,600	174	174	0.11	0.11
WBT	2.0	3,200	497	497	0.16 *	0.16 *
WBR	1.0	1,600	188	213	0.12	0.13
N/S Critical Movements					0.47	0.49
E/W Critical Movements					0.26	0.27
Clearance Interval					0.00	0.00
ICU					0.73	0.76
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 22
NORTH/SOUTH STREET: Oxnard Blvd
EAST/WEST STREET: Town Center Dr
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 03/2016
WORK ORDER #: 2064113300

VOLUMES	Northbound			Southbound			Eastbound			Westbound				
	L	T	R	L	T	R	L	T	R	L	T	R		
AM Peak	284	285	268	17	556	41	29	113	880	154	72	8		
Project Trips	20	0	0	0	0	4	8	9	55	0	7	0		
GEOMETRY	LL	TT	R	L	T	TR	L	LT	T	RR	L	LT	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	2.0	3,200	284	304	0.09 *	0.10 *
NBT	2.0	3,200	285	285	0.09	0.09
NBR	1.0 (a)	1,600	268	268	0.17	0.17
SBL	1.0	1,600	17	17	0.05	0.05
SBT	2.0	3,200	556	556	0.19 *	0.19 *
SBR	0.0	0	41	45	0.00	0.00
EBL	0.0	0	29	37	0.00	0.00
EBT	3.0	4,800	113	122	0.07	0.07
EBR	2.0 (b)	3,200	660	701	0.21 *	0.22 *
WBL	0.0	0	154	154	0.00	0.00
WBT	3.0	4,800	72	79	0.07 *	0.07 *
WBR	1.0 (a)	1,600	8	8	0.01	0.01
N/S Critical Movements					0.28	0.29
E/W Critical Movements					0.28	0.29
Clearance Interval					0.10	0.10
ICU					0.66	0.68
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio
 EB/WB split phased
 (a) RTOR arrow - not critical
 (b) RTOR arrow - 25% overlap

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 22
NORTH/SOUTH STREET: Oxnard Blvd
EAST/WEST STREET: Town Center Dr
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 03/2016
WORK ORDER #: 2064113300




















VOLUMES	Northbound			Southbound			Eastbound			Westbound				
	L	T	R	L	T	R	L	T	R	L	T	R		
PM Peak	463	643	526	18	430	68	79	151	576	410	129	28		
Project Trips	27	0	0	0	0	5	8	9	52	0	9	0		
GEOMETRY	LL	TT	R	L	T	TR	L	LT	T	RR	L	LT	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	2.0	3,200	463	490	0.14 *	0.15 *
NBT	2.0	3,200	643	643	0.20	0.20
NBR	1.0 (a)	1,600	526	526	0.33	0.33
SBL	1.0	1,600	18	18	0.05	0.05
SBT	2.0	3,200	430	430	0.16 *	0.16 *
SBR	0.0	0	68	73	0.00	0.00
EBL	0.0	0	79	87	0.00	0.00
EBT	3.0	4,800	151	160	0.07 *	0.07 *
EBR	2.0 (a)	3,200	576	628	0.18	0.20
WBL	0.0	0	410	410	0.00	0.00
WBT	3.0	4,800	129	138	0.11 *	0.11 *
WBR	1.0 (a)	1,600	28	28	0.02	0.02
N/S Critical Movements					0.30	0.31
E/W Critical Movements					0.18	0.18
Clearance Interval					0.10	0.10
ICU					0.58	0.59
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio
 EB/WB split phased
 (a) RTOR arrow - not critical




















HCM 6th Signalized Intersection Summary
23. Oxnard Blvd/U.S.101 NB Ramps

AM Peak Hour
Cumulative Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	132	0	362	912	488	0	0	497	1081
Future Volume (veh/h)	0	0	0	132	0	362	912	488	0	0	497	1081
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				95	0	444	991	530	0	0	540	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				300	0	534	1100	2639	0	0	2444	
Arrive On Green				0.17	0.00	0.17	0.53	1.00	0.00	0.00	0.38	0.00
Sat Flow, veh/h				1781	0	3170	3456	3647	0	0	6696	1585
Grp Volume(v), veh/h				95	0	444	991	530	0	0	540	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1777	0	0	1609	1585
Q Serve(g_s), s				4.2	0.0	12.2	23.2	0.0	0.0	0.0	5.1	0.0
Cycle Q Clear(g_c), s				4.2	0.0	12.2	23.2	0.0	0.0	0.0	5.1	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				300	0	534	1100	2639	0	0	2444	
V/C Ratio(X)				0.32	0.00	0.83	0.90	0.20	0.00	0.00	0.22	
Avail Cap(c_a), veh/h				376	0	669	1536	2639	0	0	2444	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.91	0.91	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				32.9	0.0	36.2	19.8	0.0	0.0	0.0	18.9	0.0
Incr Delay (d2), s/veh				0.6	0.0	7.2	5.3	0.2	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.8	0.0	5.0	6.5	0.1	0.0	0.0	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.5	0.0	43.4	25.1	0.2	0.0	0.0	19.1	0.0
LnGrp LOS				C	A	D	C	A	A	A	B	
Approach Vol, veh/h					539			1521			540	A
Approach Delay, s/veh					41.6			16.4			19.1	
Approach LOS					D			B			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.8			32.7	38.2		19.2				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		63.0			40.0	19.0		19.0				
Max Q Clear Time (g_c+I1), s		2.0			25.2	7.1		14.2				
Green Ext Time (p_c), s		3.6			3.5	2.6		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				22.2								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												




















HCM 6th Signalized Intersection Summary
 23. Oxnard Blvd/U.S. 101 NB Ramps

PM Peak Hour
 Cumulative Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	300	3	721	784	896	0	0	634	789
Future Volume (veh/h)	0	0	0	300	3	721	784	896	0	0	634	789
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				218	0	901	852	974	0	0	689	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				569	0	1012	961	2103	0	0	1733	
Arrive On Green				0.32	0.00	0.32	0.28	0.59	0.00	0.00	0.27	0.00
Sat Flow, veh/h				1781	0	3170	3456	3647	0	0	6696	1585
Grp Volume(v), veh/h				218	0	901	852	974	0	0	689	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1777	0	0	1609	1585
Q Serve(g_s), s				8.5	0.0	24.3	21.3	13.9	0.0	0.0	7.9	0.0
Cycle Q Clear(g_c), s				8.5	0.0	24.3	21.3	13.9	0.0	0.0	7.9	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				569	0	1012	961	2103	0	0	1733	
V/C Ratio(X)				0.38	0.00	0.89	0.89	0.46	0.00	0.00	0.40	
Avail Cap(c_a), veh/h				633	0	1127	1114	2103	0	0	1733	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.85	0.85	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				23.8	0.0	29.1	31.1	10.3	0.0	0.0	26.9	0.0
Incr Delay (d2), s/veh				0.4	0.0	8.5	6.9	0.6	0.0	0.0	0.7	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.4	0.0	9.7	9.1	4.6	0.0	0.0	2.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				24.2	0.0	37.6	38.0	10.9	0.0	0.0	27.6	0.0
LnGrp LOS				C	A	D	D	B	A	A	C	
Approach Vol, veh/h					1119			1826			689	A
Approach Delay, s/veh					35.0			23.6			27.6	
Approach LOS					C			C			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		57.3			29.0	28.2		32.7				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		50.0			29.0	17.0		32.0				
Max Q Clear Time (g_c+I1), s		15.9			23.3	9.9		26.3				
Green Ext Time (p_c), s		7.4			1.8	2.4		2.4				
Intersection Summary												
HCM 6th Ctrl Delay					27.9							
HCM 6th LOS					C							
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												




















HCM 6th Signalized Intersection Summary
 23. Oxnard Blvd/U.S.101 NB Ramps

AM Peak Hour
 Cumulative + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	132	0	382	912	488	0	0	522	1081
Future Volume (veh/h)	0	0	0	132	0	382	912	488	0	0	522	1081
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				95	0	466	991	530	0	0	567	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				311	0	554	1100	2617	0	0	2404	
Arrive On Green				0.17	0.00	0.17	0.53	1.00	0.00	0.00	0.37	0.00
Sat Flow, veh/h				1781	0	3170	3456	3647	0	0	6696	1585
Grp Volume(v), veh/h				95	0	466	991	530	0	0	567	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1777	0	0	1609	1585
Q Serve(g_s), s				4.2	0.0	12.8	23.2	0.0	0.0	0.0	5.4	0.0
Cycle Q Clear(g_c), s				4.2	0.0	12.8	23.2	0.0	0.0	0.0	5.4	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				311	0	554	1100	2617	0	0	2404	
V/C Ratio(X)				0.31	0.00	0.84	0.90	0.20	0.00	0.00	0.24	
Avail Cap(c_a), veh/h				376	0	669	1536	2617	0	0	2404	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.91	0.91	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				32.4	0.0	35.9	19.8	0.0	0.0	0.0	19.4	0.0
Incr Delay (d2), s/veh				0.5	0.0	8.1	5.3	0.2	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.8	0.0	5.3	6.5	0.1	0.0	0.0	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.9	0.0	44.1	25.1	0.2	0.0	0.0	19.6	0.0
LnGrp LOS				C	A	D	C	A	A	A	B	
Approach Vol, veh/h					561			1521			567	A
Approach Delay, s/veh					42.2			16.4			19.6	
Approach LOS					D			B			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.3			32.7	37.6		19.7				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		63.0			40.0	19.0		19.0				
Max Q Clear Time (g_c+I1), s		2.0			25.2	7.4		14.8				
Green Ext Time (p_c), s		3.6			3.5	2.7		0.9				
Intersection Summary												
HCM 6th Ctrl Delay				22.6								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 23. Oxnard Blvd/U.S. 101 NB Ramps
























PM Peak Hour
 Cumulative + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	300	3	748	784	896	0	0	658	817
Future Volume (veh/h)	0	0	0	300	3	748	784	896	0	0	658	817
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				218	0	930	852	974	0	0	715	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				581	0	1034	971	2078	0	0	1670	
Arrive On Green				0.33	0.00	0.33	0.19	0.39	0.00	0.00	0.26	0.00
Sat Flow, veh/h				1781	0	3170	3456	3647	0	0	6696	1585
Grp Volume(v), veh/h				218	0	930	852	974	0	0	715	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1777	0	0	1609	1585
Q Serve(g_s), s				8.5	0.0	25.2	21.6	18.4	0.0	0.0	8.3	0.0
Cycle Q Clear(g_c), s				8.5	0.0	25.2	21.6	18.4	0.0	0.0	8.3	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				581	0	1034	971	2078	0	0	1670	
V/C Ratio(X)				0.38	0.00	0.90	0.88	0.47	0.00	0.00	0.43	
Avail Cap(c_a), veh/h				633	0	1127	1114	2078	0	0	1670	
HCM Platoon Ratio				1.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.84	0.84	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				23.3	0.0	28.9	35.0	16.9	0.0	0.0	27.8	0.0
Incr Delay (d2), s/veh				0.4	0.0	9.3	6.3	0.6	0.0	0.0	0.8	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.4	0.0	10.1	10.0	7.8	0.0	0.0	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				23.7	0.0	38.2	41.4	17.6	0.0	0.0	28.6	0.0
LnGrp LOS				C	A	D	D	B	A	A	C	
Approach Vol, veh/h					1148			1826			715	A
Approach Delay, s/veh					35.5			28.7			28.6	
Approach LOS					D			C			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		56.6			29.3	27.4		33.4				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		50.0			29.0	17.0		32.0				
Max Q Clear Time (g_c+I1), s		20.4			23.6	10.3		27.2				
Green Ext Time (p_c), s		7.2			1.7	2.4		2.2				
Intersection Summary												
HCM 6th Ctrl Delay				30.8								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

24. Oxnard Blvd/U.S.101 SB Ramps

























AM Peak Hour
Cumulative Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							  		 	 	
Traffic Volume (veh/h)	234	0	702	0	0	0	0	1156	159	335	295	0
Future Volume (veh/h)	234	0	702	0	0	0	0	1156	159	335	295	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	254	0	0				0	1257	0	364	321	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	2	2	0
Cap, veh/h	346	0					0	2574		1267	2882	0
Arrive On Green	0.10	0.00	0.00				0.00	0.40	0.00	0.61	1.00	0.00
Sat Flow, veh/h	3456	0	1585				0	6696	1585	3456	3647	0
Grp Volume(v), veh/h	254	0	0				0	1257	0	364	321	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1609	1585	1728	1777	0
Q Serve(g_s), s	6.4	0.0	0.0				0.0	13.1	0.0	4.5	0.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0				0.0	13.1	0.0	4.5	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	346	0					0	2574		1267	2882	0
V/C Ratio(X)	0.74	0.00					0.00	0.49		0.29	0.11	0.00
Avail Cap(c_a), veh/h	691	0					0	2574		1267	2882	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.67	1.67	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	39.3	0.0	0.0				0.0	20.1	0.0	11.9	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.0	0.0				0.0	0.7	0.0	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0				0.0	4.8	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	0.0	0.0				0.0	20.8	0.0	12.0	0.1	0.0
LnGrp LOS	D	A					A	C		B	A	A
Approach Vol, veh/h		254	A					1257	A		685	
Approach Delay, s/veh		42.4						20.8			6.4	
Approach LOS		D						C			A	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	37.0	40.0		13.0				77.0				
Change Period (Y+Rc), s	4.0	4.0		4.0				4.0				
Max Green Setting (Gmax), s	24.0	36.0		18.0				64.0				
Max Q Clear Time (g_c+I1), s	6.5	15.1		8.4				2.0				
Green Ext Time (p_c), s	1.2	9.5		0.6				2.4				
Intersection Summary												
HCM 6th Ctrl Delay			18.8									
HCM 6th LOS			B									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

24. Oxnard Blvd/U.S.101 SB Ramps

AM Peak Hour
Cumulative + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							  		 	 	
Traffic Volume (veh/h)	234	0	702	0	0	0	0	1156	159	360	295	0
Future Volume (veh/h)	234	0	702	0	0	0	0	1156	159	360	295	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	254	0	0				0	1257	0	391	321	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	2	2	0
Cap, veh/h	346	0					0	2574		1267	2882	0
Arrive On Green	0.10	0.00	0.00				0.00	0.40	0.00	0.61	1.00	0.00
Sat Flow, veh/h	3456	0	1585				0	6696	1585	3456	3647	0
Grp Volume(v), veh/h	254	0	0				0	1257	0	391	321	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1609	1585	1728	1777	0
Q Serve(g_s), s	6.4	0.0	0.0				0.0	13.1	0.0	4.9	0.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0				0.0	13.1	0.0	4.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	346	0					0	2574		1267	2882	0
V/C Ratio(X)	0.74	0.00					0.00	0.49		0.31	0.11	0.00
Avail Cap(c_a), veh/h	691	0					0	2574		1267	2882	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.67	1.67	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.96	0.96	0.00
Uniform Delay (d), s/veh	39.3	0.0	0.0				0.0	20.1	0.0	12.0	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.0	0.0				0.0	0.7	0.0	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0				0.0	4.8	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	0.0	0.0				0.0	20.8	0.0	12.1	0.1	0.0
LnGrp LOS	D	A					A	C		B	A	A
Approach Vol, veh/h		254	A					1257	A		712	
Approach Delay, s/veh		42.4						20.8			6.7	
Approach LOS		D						C			A	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	37.0	40.0		13.0				77.0				
Change Period (Y+Rc), s	4.0	4.0		4.0				4.0				
Max Green Setting (Gmax), s	24.0	36.0		18.0				64.0				
Max Q Clear Time (g_c+I1), s	6.9	15.1		8.4				2.0				
Green Ext Time (p_c), s	1.3	9.5		0.6				2.4				

Intersection Summary

























HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

























HCM 6th Signalized Intersection Summary
 24. Oxnard Blvd/U.S. 101 SB Ramps

PM Peak Hour
 Cumulative Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							  		 	 	
Traffic Volume (veh/h)	477	0	1142	0	0	0	0	1204	207	292	650	0
Future Volume (veh/h)	477	0	1142	0	0	0	0	1204	207	292	650	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	518	0	0				0	1309	0	317	707	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	2	2	0
Cap, veh/h	635	0					0	2359		1093	2585	0
Arrive On Green	0.18	0.00	0.00				0.00	0.37	0.00	0.21	0.49	0.00
Sat Flow, veh/h	3456	0	1585				0	6696	1585	3456	3647	0
Grp Volume(v), veh/h	518	0	0				0	1309	0	317	707	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1609	1585	1728	1777	0
Q Serve(g_s), s	13.0	0.0	0.0				0.0	14.6	0.0	6.9	10.6	0.0
Cycle Q Clear(g_c), s	13.0	0.0	0.0				0.0	14.6	0.0	6.9	10.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	635	0					0	2359		1093	2585	0
V/C Ratio(X)	0.82	0.00					0.00	0.55		0.29	0.27	0.00
Avail Cap(c_a), veh/h	1037	0					0	2359		1093	2585	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.89	0.89	0.00
Uniform Delay (d), s/veh	35.3	0.0	0.0				0.0	22.7	0.0	27.0	9.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0				0.0	0.9	0.0	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	0.0				0.0	5.5	0.0	2.9	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	0.0	0.0				0.0	23.6	0.0	27.1	9.2	0.0
LnGrp LOS	D	A					A	C		C	A	A
Approach Vol, veh/h		518	A					1309	A		1024	
Approach Delay, s/veh		37.9						23.6			14.8	
Approach LOS		D						C			B	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	32.5	37.0		20.5				69.5				
Change Period (Y+Rc), s	4.0	4.0		4.0				4.0				
Max Green Setting (Gmax), s	18.0	33.0		27.0				55.0				
Max Q Clear Time (g_c+I1), s	8.9	16.6		15.0				12.6				
Green Ext Time (p_c), s	0.8	8.6		1.6				5.8				
Intersection Summary												
HCM 6th Ctrl Delay			23.0									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 24. Oxnard Blvd/U.S. 101 SB Ramps

PM Peak Hour
 Cumulative + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							  		 	 	
Traffic Volume (veh/h)	477	0	1142	0	0	0	0	1204	207	316	650	0
Future Volume (veh/h)	477	0	1142	0	0	0	0	1204	207	316	650	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	518	0	0				0	1309	0	343	707	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	2	2	0
Cap, veh/h	635	0					0	2359		1093	2585	0
Arrive On Green	0.18	0.00	0.00				0.00	0.37	0.00	0.21	0.49	0.00
Sat Flow, veh/h	3456	0	1585				0	6696	1585	3456	3647	0
Grp Volume(v), veh/h	518	0	0				0	1309	0	343	707	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1609	1585	1728	1777	0
Q Serve(g_s), s	13.0	0.0	0.0				0.0	14.6	0.0	7.5	10.6	0.0
Cycle Q Clear(g_c), s	13.0	0.0	0.0				0.0	14.6	0.0	7.5	10.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	635	0					0	2359		1093	2585	0
V/C Ratio(X)	0.82	0.00					0.00	0.55		0.31	0.27	0.00
Avail Cap(c_a), veh/h	1037	0					0	2359		1093	2585	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.89	0.89	0.00
Uniform Delay (d), s/veh	35.3	0.0	0.0				0.0	22.7	0.0	27.2	9.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0				0.0	0.9	0.0	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	0.0				0.0	5.5	0.0	3.2	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	0.0	0.0				0.0	23.6	0.0	27.4	9.2	0.0
LnGrp LOS	D	A					A	C		C	A	A
Approach Vol, veh/h		518	A					1309	A		1050	
Approach Delay, s/veh		37.9						23.6			15.2	
Approach LOS		D						C			B	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	32.5	37.0		20.5				69.5				
Change Period (Y+Rc), s	4.0	4.0		4.0				4.0				
Max Green Setting (Gmax), s	18.0	33.0		27.0				55.0				
Max Q Clear Time (g_c+I1), s	9.5	16.6		15.0				12.6				
Green Ext Time (p_c), s	0.8	8.6		1.6				5.8				
Intersection Summary												
HCM 6th Ctrl Delay			23.1									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 25
NORTH/SOUTH STREET: Oxnard Blvd
EAST/WEST STREET: Gonzales Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	132	921	424	325	936	81	227	1167	98	320	832	358
Project Trips	0	0	0	0	0	31	40	20	0	0	16	0
GEOMETRY	LL	TTT	R	LL	TTT	R	LL	TT	TR	LL	TTT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	2.0	3,200	132	132	0.04	0.04
NBT	3.0	4,800	921	921	0.19 *	0.19 *
NBR	1.0 (a)	1,600	104	104	0.07	0.07
SBL	2.0	3,200	325	325	0.10 *	0.10 *
SBT	3.0	4,800	936	936	0.20	0.20
SBR	1.0	1,600	81	112	0.05	0.07
EBL	2.0	3,200	227	267	0.07	0.08
EBT	3.0	4,800	1,167	1,187	0.26 *	0.27 *
EBR	0.0	0	98	98	0.00	0.00
WBL	2.0	3,200	320	320	0.10 *	0.10 *
WBT	3.0	4,800	832	848	0.17	0.18
WBR	1.0 (b)	1,600	196	196	0.12	0.12
N/S Critical Movements					0.29	0.29
E/W Critical Movements					0.36	0.37
Clearance Interval					0.00	0.00
ICU					0.65	0.66
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio
 (a) RTOR overlap w/WB LT
 (b) RTOR overlap w/SB LT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 25
NORTH/SOUTH STREET: Oxnard Blvd
EAST/WEST STREET: Gonzales Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	213	1111	341	416	1337	140	267	834	120	387	1166	463
Project Trips	0	0	0	0	0	41	38	17	0	0	21	0
GEOMETRY	LL	TTT	R	LL	TTT	R	LL	TT	TR	LL	TTT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	2.0	3,200	213	213	0.07	0.07
NBT	3.0	4,800	1,111	1,111	0.23 *	0.23 *
NBR	1.0 (a)	1,600	341	341	0.21	0.21
SBL	2.0	3,200	416	416	0.13 *	0.13 *
SBT	3.0	4,800	1,337	1,337	0.28	0.28
SBR	1.0	1,600	140	181	0.09	0.11
EBL	2.0	3,200	267	305	0.08 *	0.10 *
EBT	3.0	4,800	834	851	0.20	0.20
EBR	0.0	0	120	120	0.00	0.00
WBL	2.0	3,200	387	387	0.12	0.12
WBT	3.0	4,800	1,166	1,187	0.24 *	0.25 *
WBR	1.0 (b)	1,600	255	255	0.16	0.16
N/S Critical Movements					0.36	0.36
E/W Critical Movements					0.32	0.35
Clearance Interval					0.00	0.00
ICU					0.68	0.71
Level of Service (LOS)					B	C

Notes: V/C - Volume to Capacity Ratio
 (a) not critical due to RTOR overlap w/WB LT
 (b) RTOR overlap w/SB LT





















Buildout and Buildout + Project AM and PM Peak Hour

HCM 6th Signalized Intersection Summary

AM Peak Hour

01. Victoria Rd/U.S. 101 NB Ramps

Buildout Conditions






















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	700	0	910	520	1340	0	0	2660	370
Future Volume (veh/h)	0	0	0	700	0	910	520	1340	0	0	2660	370
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				916	0	766	547	1411	0	0	2800	389
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1120	0	997	565	3160	0	0	2717	669
Arrive On Green				0.31	0.00	0.31	0.33	1.00	0.00	0.00	0.42	0.42
Sat Flow, veh/h				3563	0	3170	3456	5274	0	0	6696	1585
Grp Volume(v), veh/h				916	0	766	547	1411	0	0	2800	389
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1702	0	0	1609	1585
Q Serve(g_s), s				21.4	0.0	19.7	14.0	0.0	0.0	0.0	38.0	16.9
Cycle Q Clear(g_c), s				21.4	0.0	19.7	14.0	0.0	0.0	0.0	38.0	16.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1120	0	997	565	3160	0	0	2717	669
V/C Ratio(X)				0.82	0.00	0.77	0.97	0.45	0.00	0.00	1.03	0.58
Avail Cap(c_a), veh/h				1188	0	1057	565	3160	0	0	2717	669
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.92	0.92	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				28.5	0.0	27.9	30.1	0.0	0.0	0.0	26.0	19.9
Incr Delay (d2), s/veh				4.4	0.0	3.3	28.5	0.4	0.0	0.0	25.8	3.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.5	0.0	7.7	6.7	0.1	0.0	0.0	18.2	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.9	0.0	31.2	58.6	0.4	0.0	0.0	51.8	23.6
LnGrp LOS				C	A	C	E	A	A	A	F	C
Approach Vol, veh/h					1682			1958			3189	
Approach Delay, s/veh					32.1			16.7			48.3	
Approach LOS					C			B			D	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		58.7			17.7	41.0		31.3				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		53.0			12.0	37.0		29.0				
Max Q Clear Time (g_c+I1), s		2.0			16.0	40.0		23.4				
Green Ext Time (p_c), s		9.2			0.0	0.0		3.9				
Intersection Summary												
HCM 6th Ctrl Delay				35.3								
HCM 6th LOS				D								
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

AM Peak Hour

01. Victoria Rd/U.S. 101 NB Ramps

Buildout + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	708	0	910	540	1365	0	0	2680	370
Future Volume (veh/h)	0	0	0	708	0	910	540	1365	0	0	2680	370
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				924	0	766	568	1437	0	0	2821	389
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1124	0	1000	561	3155	0	0	2717	669
Arrive On Green				0.32	0.00	0.32	0.32	1.00	0.00	0.00	0.42	0.42
Sat Flow, veh/h				3563	0	3170	3456	5274	0	0	6696	1585
Grp Volume(v), veh/h				924	0	766	568	1437	0	0	2821	389
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1702	0	0	1609	1585
Q Serve(g_s), s				21.6	0.0	19.6	14.6	0.0	0.0	0.0	38.0	16.9
Cycle Q Clear(g_c), s				21.6	0.0	19.6	14.6	0.0	0.0	0.0	38.0	16.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1124	0	1000	561	3155	0	0	2717	669
V/C Ratio(X)				0.82	0.00	0.77	1.01	0.46	0.00	0.00	1.04	0.58
Avail Cap(c_a), veh/h				1188	0	1057	561	3155	0	0	2717	669
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.92	0.92	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				28.5	0.0	27.8	30.4	0.0	0.0	0.0	26.0	19.9
Incr Delay (d2), s/veh				4.6	0.0	3.2	39.7	0.4	0.0	0.0	28.3	3.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.6	0.0	7.6	7.7	0.1	0.0	0.0	18.6	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.0	0.0	31.0	70.1	0.4	0.0	0.0	54.3	23.6
LnGrp LOS				C	A	C	F	A	A	A	F	C
Approach Vol, veh/h					1690			2005			3210	
Approach Delay, s/veh					32.1			20.2			50.5	
Approach LOS					C			C			D	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		58.6			17.6	41.0		31.4				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		53.0			12.0	37.0		29.0				
Max Q Clear Time (g_c+I1), s		2.0			16.6	40.0		23.6				
Green Ext Time (p_c), s		9.5			0.0	0.0		3.8				
Intersection Summary												
HCM 6th Ctrl Delay				37.2								
HCM 6th LOS				D								
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary
 01. Victoria Rd/U.S. 101 NB Ramps

PM Peak Hour
 Buildout Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷	↶↷	↶↷	↑↑↑			↑↑↑	↶
Traffic Volume (veh/h)	0	0	0	480	0	1150	520	1850	0	0	2170	380
Future Volume (veh/h)	0	0	0	480	0	1150	520	1850	0	0	2170	380
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				337	0	1391	547	1947	0	0	2284	400
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				534	0	1427	576	3064	0	0	2466	608
Arrive On Green				0.30	0.00	0.30	0.17	0.60	0.00	0.00	0.38	0.38
Sat Flow, veh/h				1781	0	4755	3456	5274	0	0	6696	1585
Grp Volume(v), veh/h				337	0	1391	547	1947	0	0	2284	400
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1702	0	0	1609	1585
Q Serve(g_s), s				9.8	0.0	17.4	9.4	14.8	0.0	0.0	20.4	12.5
Cycle Q Clear(g_c), s				9.8	0.0	17.4	9.4	14.8	0.0	0.0	20.4	12.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				534	0	1427	576	3064	0	0	2466	608
V/C Ratio(X)				0.63	0.00	0.98	0.95	0.64	0.00	0.00	0.93	0.66
Avail Cap(c_a), veh/h				534	0	1427	576	3064	0	0	2466	608
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.92	0.92	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				18.1	0.0	20.8	24.8	7.8	0.0	0.0	17.7	15.3
Incr Delay (d2), s/veh				2.4	0.0	18.1	24.2	0.9	0.0	0.0	7.5	5.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.0	0.0	8.1	5.4	4.0	0.0	0.0	7.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				20.5	0.0	38.9	48.9	8.7	0.0	0.0	25.2	20.8
LnGrp LOS				C	A	D	D	A	A	A	C	C
Approach Vol, veh/h					1728			2494			2684	
Approach Delay, s/veh					35.3			17.5			24.5	
Approach LOS					D			B			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		39.0			13.0	26.0		21.0				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		35.0			9.0	22.0		17.0				
Max Q Clear Time (g_c+I1), s		16.8			11.4	22.4		19.4				
Green Ext Time (p_c), s		10.4			0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				24.7								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

01. Victoria Rd/U.S. 101 NB Ramps

PM Peak Hour

Buildout+Project Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↔	↗	↖	↑↑↑			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	491	0	1150	529	1874	0	0	2196	380
Future Volume (veh/h)	0	0	0	491	0	1150	529	1874	0	0	2196	380
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				345	0	1396	557	1973	0	0	2312	400
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				534	0	1427	576	3064	0	0	2466	608
Arrive On Green				0.30	0.00	0.30	0.17	0.60	0.00	0.00	0.38	0.38
Sat Flow, veh/h				1781	0	4755	3456	5274	0	0	6696	1585
Grp Volume(v), veh/h				345	0	1396	557	1973	0	0	2312	400
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1702	0	0	1609	1585
Q Serve(g_s), s				10.1	0.0	17.5	9.6	15.1	0.0	0.0	20.8	12.5
Cycle Q Clear(g_c), s				10.1	0.0	17.5	9.6	15.1	0.0	0.0	20.8	12.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				534	0	1427	576	3064	0	0	2466	608
V/C Ratio(X)				0.65	0.00	0.98	0.97	0.64	0.00	0.00	0.94	0.66
Avail Cap(c_a), veh/h				534	0	1427	576	3064	0	0	2466	608
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.92	0.92	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				18.2	0.0	20.8	24.8	7.8	0.0	0.0	17.8	15.3
Incr Delay (d2), s/veh				2.7	0.0	18.9	27.8	1.0	0.0	0.0	8.4	5.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.1	0.0	8.3	5.8	4.1	0.0	0.0	7.9	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				20.9	0.0	39.7	52.7	8.8	0.0	0.0	26.2	20.8
LnGrp LOS				C	A	D	D	A	A	A	C	C
Approach Vol, veh/h					1741			2530			2712	
Approach Delay, s/veh					35.9			18.5			25.4	
Approach LOS					D			B			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		39.0			13.0	26.0		21.0				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		35.0			9.0	22.0		17.0				
Max Q Clear Time (g_c+I1), s		17.1			11.6	22.8		19.5				
Green Ext Time (p_c), s		10.5			0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 2
NORTH/SOUTH STREET: Victoria St
EAST/WEST STREET: Valentine Rd (split phased)
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	240	1580	20	40	1600	1670	320	50	240	20	10	80
Project Trips	10	45	0	0	28	0	0	0	8	0	0	0
GEOMETRY	LL	TT	TR	L	TT	RR	LL	LT	R		LT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	2.0	3,200	240	250	0.08 *	0.08 *
NBT	3.0	4,800	1,580	1,625	0.33	0.34
NBR	0.0	0	20	20	0.00	0.00
SBL	1.0	1,600	40	40	0.05	0.05
SBT	2.0	3,200	1,600	1,628	0.50 *	0.51 *
SBR (a)	2.0	3,200	1,670	1,670	0.00	0.00
EBL	0.0	0	320	320	0.00	0.00
EBT	3.0	4,800	50	50	0.08	0.08
EBR (b)	1.0	1,600	200	208	0.13 *	0.13 *
WBL	0.0	0	20	20	0.00	0.00
WBT	1.0	1,600	10	10	0.07 *	0.07 *
WBR (b)	1.0	1,600	80	80	0.00	0.00
N/S Critical Movements					0.58	0.59
E/W Critical Movements					0.18	0.18
Clearance Interval					0.00	0.00
ICU					0.76	0.77
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio
 (a) Free right-turn
 (b) RT overlap arrow

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 2
NORTH/SOUTH STREET: Victoria St
EAST/WEST STREET: Valentine Rd (split phased)
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	190	2020	50	60	1440	1190	740	50	440	30	30	100
Project Trips	10	43	0	0	37	0	0	0	11	0	0	0
GEOMETRY	LL	TT	TR	L	TT	RR	LL	LT	R		LT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	2.0	3,200	190	200	0.05 *	0.05 *
NBT	3.0	4,800	2,020	2,063	0.43	0.44
NBR	0.0	0	50	50	0.00	0.00
SBL	1.0	1,600	60	60	0.05	0.05
SBT	2.0	3,200	1,440	1,477	0.45 *	0.46 *
SBR (a)	2.0	3,200	1,190	1,190	0.00	0.00
EBL	0.0	0	740	740	0.00	0.00
EBT	3.0	4,800	50	50	0.16	0.16
EBR (b)	1.0	1,600	380	391	0.24 *	0.24 *
WBL	0.0	0	30	30	0.00	0.00
WBT	1.0	1,600	30	30	0.07 *	0.07 *
WBR (b)	1.0	1,600	100	100	0.00	0.00
N/S Critical Movements					0.50	0.51
E/W Critical Movements					0.26	0.26
Clearance Interval					0.00	0.00
ICU					0.76	0.77
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio
 (a) Free right-turn
 (b) RT overlap arrow

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 3
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Olivas Park Rd
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	640	1770	500	480	1450	120	130	160	170	120	80	120
Project Trips	10	57	5	0	36	0	0	0	8	0	0	0
GEOMETRY	LL	TTT	R	LL	TTT	R	LL	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	2.0	3,200	640	650	0.20	0.20
NBT	3.0	4,800	1,770	1,827	0.37 *	0.38 *
NBR	1.0	1,600	500	505	0.31	0.32
SBL	2.0	3,200	480	480	0.15 *	0.15 *
SBT	3.0	4,800	1,450	1,486	0.30	0.31
SBR	1.0 (a)	1,600	120	120	0.00	0.00
EBL	2.0	3,200	130	130	0.05 *	0.05 *
EBT	2.0	3,200	160	160	0.07	0.07
EBR	1.0 (b)	1,600	170	178	0.00	0.00
WBL	1.0	1,600	120	120	0.08	0.08
WBT	2.0	3,200	80	80	0.07 *	0.07 *
WBR	1.0 (a)	1,600	120	120	0.00	0.00
N/S Critical Movements					0.52	0.53
E/W Critical Movements					0.15	0.15
Clearance Interval					0.00	0.00
ICU					0.67	0.68
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio
 (a) Yield control
 (b) Free RT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 3
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Olivas Park Rd
SCENARIO: Buildout Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	570	1720	440	210	1520	90	170	230	950	340	380	190
Project Trips	10	54	5	0	48	0	0	0	12	5	0	0
GEOMETRY	LL	TTT	R	LL	TTT	R	LL	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	2.0	3,200	570	580	0.18 *	0.18 *
NBT	3.0	4,800	1,720	1,774	0.36	0.37
NBR	1.0	1,600	440	445	0.28	0.28
SBL	2.0	3,200	210	210	0.07	0.07
SBT	3.0	4,800	1,520	1,568	0.32 *	0.33 *
SBR	1.0 (a)	1,600	90	90	0.00	0.00
EBL	2.0	3,200	170	170	0.05	0.05
EBT	2.0	3,200	230	230	0.07 *	0.07 *
EBR	1.0 (b)	1,600	950	962	0.00	0.00
WBL	1.0	1,600	340	345	0.21 *	0.22 *
WBT	2.0	3,200	380	380	0.12	0.12
WBR	1.0 (a)	1,600	190	190	0.00	0.00
N/S Critical Movements					0.50	0.51
E/W Critical Movements					0.28	0.29
Clearance Interval					0.00	0.00
ICU					0.78	0.80
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio
 (a) Yield control
 (b) Free RT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 4
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Gonzales Rd
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	80	1890	730	170	1250	25	30	130	40	420	245	590
Project Trips	5	58	0	5	46	0	0	4	4	0	5	7
GEOMETRY	L	TTT	R	LL	TT	R	L	T	TR	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	80	85	0.05	0.05
NBT	3.0	4,800	1,890	1,948	0.39 *	0.41 *
NBR	1.0 (a)	1,600	520	520	0.33	0.33
SBL	2.0	3,200	170	175	0.05 *	0.05 *
SBT	2.0	3,200	1,250	1,296	0.39	0.41
SBR	1.0	1,600	25	25	0.02	0.02
EBL	1.0	1,600	30	30	0.05 *	0.05 *
EBT	2.0	3,200	130	134	0.07	0.07
EBR	0.0	0	40	44	0.00	0.00
WBL	2.0	3,200	420	420	0.13	0.13
WBT	2.0	3,200	245	250	0.08	0.08
WBR	1.0 (b)	1,600	505	510	0.32 *	0.32 *
N/S Critical Movements					0.44	0.46
E/W Critical Movements					0.37	0.37
Clearance Interval					0.00	0.00
ICU					0.81	0.83
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio
 (a) RTOR overlap w/WBL
 (b) RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 4
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Gonzales Rd
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

**GENERAL PLAN BUILDOUT
 INTERSECTION GEOMETRY**

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	80	1890	730	170	1250	25	30	130	40	420	245	590
Project Trips	5	58	0	5	46	0	0	4	4	0	5	7
GEOMETRY	L	TTT	R	LL	TT	TR	L	T	TR	LL	T	TR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Cumulative	Project
NBL	1.0	1,600	80	85	0.05	0.05
NBT	3.0	4,800	1,890	1,948	0.39 *	0.41 *
NBR	1.0 (a)	1,600	520	520	0.33	0.33
SBL	2.0	3,200	170	175	0.05 *	0.05 *
SBT	3.0	4,800	1,250	1,296	0.27	0.28
SBR	0.0	0	25	25	0.00	0.00
EBL	1.0	1,600	30	30	0.05 *	0.05 *
EBT	2.0	3,200	130	134	0.07	0.07
EBR	0.0	0	40	44	0.00	0.00
WBL	2.0	3,200	420	420	0.13	0.13
WBT	3.0	4,800	245	250	0.17 *	0.18 *
WBR	0.0	0	590	597	0.00	0.00
N/S Critical Movements					0.44	0.46
E/W Critical Movements					0.22	0.23
Clearance Interval					0.00	0.00
ICU					0.66	0.69
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio
 (a) RTOR overlap w/WBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 4
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Gonzales Rd
SCENARIO: Buildout Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	60	1600	500	430	2040	35	40	250	110	470	140	410
Project Trips	5	55	0	7	61	0	0	5	5	0	5	7
GEOMETRY	L	TTT	R	LL	TT	R	L	T	TR	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	60	65	0.05 *	0.05 *
NBT	3.0	4,800	1,600	1,655	0.33	0.34
NBR	1.0	1,600	265	265	0.17	0.17
SBL	2.0	3,200	430	437	0.13	0.14
SBT	2.0	3,200	2,040	2,101	0.64 *	0.66 *
SBR	1.0	1,600	35	35	0.02	0.02
EBL	1.0	1,600	40	40	0.05	0.05
EBT	2.0	3,200	250	255	0.11 *	0.12 *
EBR	0.0	0	110	115	0.00	0.00
WBL	2.0	3,200	470	470	0.15 *	0.15 *
WBT	2.0	3,200	140	145	0.07	0.07
WBR	1.0	(a) 1,600	195	199	0.12	0.12
N/S Critical Movements					0.69	0.71
E/W Critical Movements					0.26	0.27
Clearance Interval					0.00	0.00
ICU					0.95	0.98
Level of Service (LOS)					E	E

Notes: V/C - Volume to Capacity Ratio
 (a) RTOR overlap w/WBL
 (b) RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 4
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Gonzales Rd
SCENARIO: Buildout Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064169300

**GENERAL PLAN BUILDOUT
 INTERSECTION GEOMETRY**

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	60	1600	500	430	2040	35	40	250	110	470	140	410
Project Trips	5	55	0	7	61	0	0	5	5	0	5	7
GEOMETRY	L	TTT	R	LL	TT	TR	L	T	TR	LL	T	TR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	1.0	1,600	60	65	0.05 *	0.05 *
NBT	3.0	4,800	1,600	1,655	0.33	0.34
NBR	1.0	1,600	265	265	0.17	0.17
SBL	2.0	3,200	430	437	0.13	0.14
SBT	3.0	4,800	2,040	2,101	0.43 *	0.45 *
SBR	0.0	0	35	35	0.00	0.00
EBL	1.0	1,600	40	40	0.05	0.05
EBT	2.0	3,200	250	255	0.11 *	0.12 *
EBR	0.0	0	110	115	0.00	0.00
WBL	2.0	3,200	470	470	0.15 *	0.15 *
WBT	3.0	4,800	140	145	0.11	0.12
WBR	0.0	0	410	417	0.00	0.00
N/S Critical Movements					0.48	0.50
E/W Critical Movements					0.26	0.27
Clearance Interval					0.00	0.00
ICU					0.74	0.77
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio
 (a) RTOR overlap w/WBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 5
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Doris Ave
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	10	2330	110	130	1480	10	10	10	10	130	10	200
Project Trips	0	8	6	44	7	0	0	0	0	9	0	56
GEOMETRY	L	TT	TR	L	TT	TR	LTR			L	TR	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	1.0	1,600	10	10	0.01	0.01
NBT	3.0	4,800	2,330	2,338	0.51 *	0.51 *
NBR	0.0	0	110	116	0.00	0.00
SBL	1.0	1,600	130	174	0.08 *	0.11 *
SBT	3.0	4,800	1,480	1,487	0.31	0.31
SBR	0.0	0	10	10	0.00	0.00
EBL	0.0	0	10	10	0.00	0.00
EBT	1.0	1,600	10	10	0.05 *	0.05 *
EBR	0.0	0	10	10	0.00	0.00
WBL	1.0	1,600	130	139	0.08 *	0.09 *
WBT	1.0	(a) 1,600	10	10	0.13	0.17
WBR	0.0	0	200	256	0.00	0.00
N/S Critical Movements					0.59	0.62
E/W Critical Movements					0.13	0.14
Clearance Interval					0.00	0.00
ICU					0.72	0.76
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio
 (a) not critical due to RTOR

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 5
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Doris Ave
SCENARIO: Buildout Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 04/21/2016
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	0	2070	180	180	2340	0	10	20	10	110	0	110
Project Trips	0	8	8	59	9	0	0	0	0	9	0	53
GEOMETRY	L	TT	TR	L	TT	TR	LTR			L	TR	

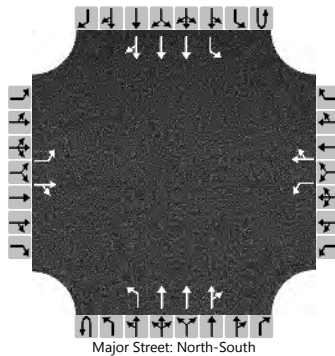
Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	1.0	1,600	0	0	0.05	0.05
NBT	3.0	4,800	2,070	2,078	0.47 *	0.47 *
NBR	0.0	0	180	188	0.00	0.00
SBL	1.0	1,600	180	239	0.11 *	0.15 *
SBT	3.0	4,800	2,340	2,349	0.49	0.49
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	10	10	0.00	0.00
EBT	1.0	1,600	20	20	0.05 *	0.05 *
EBR	0.0	0	10	10	0.00	0.00
WBL	1.0	1,600	110	119	0.07 *	0.07 *
WBT	1.0	(a) 1,600	0	0	0.07	0.10
WBR	0.0	0	110	163	0.00	0.00
N/S Critical Movements					0.58	0.62
E/W Critical Movements					0.12	0.12
Clearance Interval					0.00	0.00
ICU					0.70	0.74
Level of Service (LOS)					B	C

Notes: V/C - Volume to Capacity Ratio
 (a) not critical due to RTOR

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	06. DJL			Intersection	VICTORIA AVE/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	BO			North/South Street	VICTORIA AVE		
Time Analyzed	AM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	3	0	0	1	3	0
Configuration		L		TR		L		TR		L	T	TR		L	T	TR
Volume (veh/h)		0	0	10		100	10	110	0	10	2330	175	0	40	1520	10
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5	7.1		6.4	6.5	7.1		5.3				5.3		
Critical Headway (sec)		6.46	6.56	7.16		6.46	6.56	7.16		5.36				5.36		
Base Follow-Up Headway (sec)		3.8	4.0	3.9		3.8	4.0	3.9		3.1				3.1		
Follow-Up Headway (sec)		3.83	4.03	3.93		3.83	4.03	3.93		3.13				3.13		

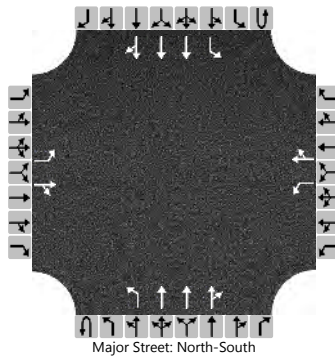
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0		10		100		120		10				40		
Capacity, c (veh/h)		0		295		6		11		213				68		
v/c Ratio				0.03		16.95		10.77		0.05				0.59		
95% Queue Length, Q ₉₅ (veh)				0.1		50.0		57.6		0.1				3.5		
Control Delay (s/veh)				17.6		29951.3		18269.1		22.7				127.9		
Level of Service (LOS)				C		F		F		C				F		
Approach Delay (s/veh)					23579.2				0.1				3.3			
Approach LOS					F											

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	06. DJL			Intersection	VICTORIA AVE/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	BOPR			North/South Street	VICTORIA AVE		
Time Analyzed	AM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	3	0	0	1	3	0
Configuration		L		TR		L		TR		L	T	TR		L	T	TR
Volume (veh/h)		0	0	10		136	10	118	0	10	2336	204	0	47	1529	10
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5	7.1		6.4	6.5	7.1		5.3				5.3		
Critical Headway (sec)		6.46	6.56	7.16		6.46	6.56	7.16		5.36				5.36		
Base Follow-Up Headway (sec)		3.8	4.0	3.9		3.8	4.0	3.9		3.1				3.1		
Follow-Up Headway (sec)		3.83	4.03	3.93		3.83	4.03	3.93		3.13				3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0		10		136		128		10				47		
Capacity, c (veh/h)		0		293		4		8		211				65		
v/c Ratio				0.03		31.46		16.71		0.05				0.72		
95% Queue Length, Q ₉₅ (veh)				0.1		68.8		63.2		0.1				5.0		
Control Delay (s/veh)				17.7		56510.9		29249.0		22.9				177.4		
Level of Service (LOS)				C		F		F		C				F		
Approach Delay (s/veh)					43293.0				0.1				5.3			
Approach LOS					F											

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 6
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Teal Club Rd
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	10	2330	175	40	1520	10	0	0	5	100	10	110
Project Trips	0	6	29	7	9	0	0	0	0	36	0	8
GEOMETRY	L	TT	TR	L	TT	TR	L	TR		L	TR	

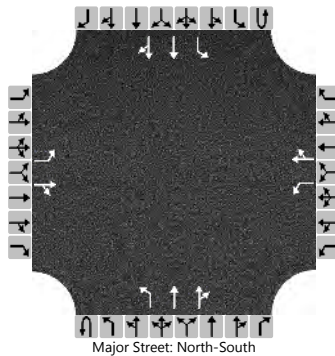
Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	10	10	0.05	0.05
NBT	3.0	4,800	2,330	2,336	0.52 *	0.53 *
NBR	0.0	0	175	204	0.00	0.00
SBL	1.0	1,600	40	47	0.05 *	0.05 *
SBT	3.0	4,800	1,520	1,529	0.32	0.32
SBR	0.0	0	10	10	0.00	0.00
EBL	1.0	1,600	0	0	0.00	0.00
EBT	1.0	1,600	0	0	0.00	0.00 *
EBR	0.0	0	5	5	0.00	0.00
WBL	1.0	1,600	100	136	0.06	0.09 *
WBT	1.0	1,600	10	10	0.07 *	0.07
WBR	0.0	0	110	118	0.00	0.00
N/S Critical Movements					0.57	0.58
E/W Critical Movements					0.07	0.09
Clearance Interval					0.00	0.00
ICU					0.64	0.67
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	06. DJL			Intersection	VICTORIA AVE/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	BO			North/South Street	VICTORIA AVE		
Time Analyzed	PM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	2	0	0	1	2	0
Configuration		L		TR		L		TR		L	T	TR		L	T	TR
Volume (veh/h)		10	10	40		50	0	60	0	10	2190	80	0	60	2480	10
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

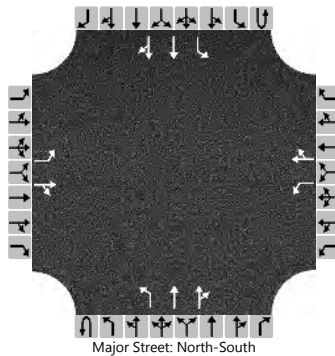
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10		50	50		60		10				60			
Capacity, c (veh/h)		1		2	0		195		178				218			
v/c Ratio		12.38		22.47			0.31		0.06				0.27			
95% Queue Length, Q ₉₅ (veh)		6.8		26.7			1.3		0.2				1.1			
Control Delay (s/veh)		28986.2		41900.8			31.7		26.4				27.7			
Level of Service (LOS)		F		F			D		D				D			
Approach Delay (s/veh)	39748.3								0.1				0.7			
Approach LOS	F															

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	06. DJL			Intersection	VICTORIA AVE/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	BO			North/South Street	VICTORIA AVE		
Time Analyzed	PM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		1	1	0	0	1	2	0	0	1	2	0
Configuration		L		TR		L		TR		L	T	TR		L	T	TR
Volume (veh/h)		10	10	40		50	0	60	0	10	2190	80	0	60	2480	10
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10		50	50		60		10				60			
Capacity, c (veh/h)		1		2	0		195		178				218			
v/c Ratio		12.38		22.47			0.31		0.06				0.27			
95% Queue Length, Q ₉₅ (veh)		6.8		26.7			1.3		0.2				1.1			
Control Delay (s/veh)		28986.2		41900.8			31.7		26.4				27.7			
Level of Service (LOS)		F		F			D		D				D			
Approach Delay (s/veh)	39748.3								0.1				0.7			
Approach LOS	F															

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 6 **Mitigated**
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Teal Club Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	5	2190	80	60	2480	10	5	5	40	50	0	60
Project Trips	0	8	39	9	9	0	0	0	0	34	0	8
GEOMETRY	L	TT	TR	L	TT	TR	L	TR		L	TR	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	5	5	0.05 *	0.05 *
NBT	3.0	4,800	2,190	2,198	0.47	0.48
NBR	0.0	0	80	119	0.00	0.00
SBL	1.0	1,600	60	69	0.05	0.05
SBT	3.0	4,800	2,480	2,489	0.52 *	0.52 *
SBR	0.0	0	10	10	0.00	0.00
EBL	1.0	1,600	5	5	0.00	0.00
EBT	1.0	1,600	5	5	0.07 *	0.07 *
EBR	0.0	0	40	40	0.00	0.00
WBL	1.0	1,600	50	84	0.05	0.05
WBT	1.0	1,600	0	0	0.07 *	0.07 *
WBR	0.0	0	60	68	0.00	0.00
N/S Critical Movements					0.57	0.57
E/W Critical Movements					0.14	0.14
Clearance Interval					0.00	0.00
ICU					0.71	0.71
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 7
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: 5th St
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	79	1668	160	246	1066	45	77	109	8	121	150	412
Project Trips	0	36	0	4	35	6	5	0	0	0	0	3
GEOMETRY	LL	TTT	R	LL	TTT	R	L	T	TR	LL	T	TR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	2.0	3,200	79	79	0.05	0.05
NBT	3.0	4,800	1,668	1,704	0.35 *	0.36 *
NBR	1.0	1,600	160	160	0.10	0.10
SBL	2.0	3,200	246	250	0.08 *	0.08 *
SBT	3.0	4,800	1,066	1,101	0.22	0.23
SBR	1.0	1,600	45	51	0.03	0.03
EBL	1.0	1,600	77	82	0.05 *	0.05 *
EBT	2.0	3,200	109	109	0.07	0.07
EBR	0.0	0	8	8	0.00	0.00
WBL	2.0	3,200	121	121	0.05	0.05
WBT	3.0	4,800	150	150	0.09 *	0.09 *
WBR	0.0	(a) 0	289	290	0.00	0.00
N/S Critical Movements					0.43	0.44
E/W Critical Movements					0.14	0.14
Clearance Interval					0.00	0.00
ICU					0.57	0.58
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) RTOR overlap w/SB LT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 7
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: 5th St
SCENARIO: Buildout Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	89	1384	160	347	1636	62	78	243	84	251	152	275
Project Trips	0	36	0	4	33	6	6	0	0	0	0	4
GEOMETRY	LL	TTT	R	LL	TTT	R	L	T	TR	LL	T	TR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	2.0	3,200	89	89	0.05	0.05
NBT	3.0	4,800	1,384	1,420	0.29 *	0.30 *
NBR	1.0	1,600	160	160	0.10	0.10
SBL	2.0	3,200	347	351	0.11 *	0.11 *
SBT	3.0	4,800	1,636	1,669	0.34	0.35
SBR	1.0	1,600	62	68	0.00	0.00
EBL	1.0	1,600	78	84	0.05	0.05
EBT	2.0	3,200	243	243	0.10 *	0.10 *
EBR	0.0	0	84	84	0.00	0.00
WBL	2.0	3,200	251	251	0.08 *	0.08 *
WBT	3.0	4,800	152	152	0.07 *	0.07
WBR	0.0	(a) 0	102	104	0.00	0.00
N/S Critical Movements					0.40	0.41
E/W Critical Movements					0.18	0.18
Clearance Interval					0.00	0.00
ICU					0.58	0.59
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) RTOR overlap w/SB LT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 8
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Wooley Rd
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	90	1250	80	165	870	170	150	140	60	100	210	430
Project Trips	0	15	0	6	20	8	7	0	0	0	0	5
GEOMETRY	L	TT	TR	L	TTT	R	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	1.0	1,600	90	90	0.06	0.06
NBT	3.0	4,800	1,250	1,265	0.28 *	0.28 *
NBR	0.0	0	80	80	0.00	0.00
SBL	1.0	1,600	165	171	0.10 *	0.11 *
SBT	3.0	4,800	870	890	0.18	0.19
SBR	1.0	1,600	170	178	0.11	0.11
EBL	1.0	1,600	150	157	0.09 *	0.10 *
EBT	2.0	3,200	140	140	0.07	0.07
EBR	1.0	1,600	60	60	0.04	0.04
WBL	1.0	1,600	100	100	0.06	0.06
WBT	2.0	3,200	210	210	0.07	0.07
WBR	1.0	(a) 1,600	265	264	0.17 *	0.17 *
N/S Critical Movements					0.38	0.39
E/W Critical Movements					0.26	0.27
Clearance Interval					0.00	0.00
ICU					0.64	0.66
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

(a) RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 8
NORTH/SOUTH STREET: Victoria Ave
EAST/WEST STREET: Wooley Rd
SCENARIO: Buildout Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	160	1200	110	260	1430	190	180	310	170	230	210	270
Project Trips	0	20	0	6	19	8	9	0	0	0	0	6
GEOMETRY	L	TT	TR	L	TTT	R	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	1.0	1,600	160	160	0.10	0.10
NBT	3.0	4,800	1,200	1,220	0.27 *	0.28 *
NBR	0.0	0	110	110	0.00	0.00
SBL	1.0	1,600	260	266	0.16 *	0.17 *
SBT	3.0	4,800	1,430	1,449	0.30	0.30
SBR	1.0	1,600	190	198	0.12	0.12
EBL	1.0	1,600	180	189	0.11	0.12
EBT	2.0	3,200	310	310	0.10 *	0.10 *
EBR	1.0	1,600	170	170	0.11	0.11
WBL	1.0	1,600	230	230	0.14 *	0.14 *
WBT	2.0	3,200	210	210	0.07	0.07
WBR	1.0	(a) 1,600	108	110	0.07	0.07
N/S Critical Movements					0.43	0.45
E/W Critical Movements					0.24	0.24
Clearance Interval					0.00	0.00
ICU					0.67	0.69
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

(a) RTOR overlap w/SBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 9
NORTH/SOUTH STREET: Patterson Rd
EAST/WEST STREET: Gonzales Rd
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	220	170	270	250	180	220	140	990	280	160	660	250
Project Trips	12	5	5	0	4	0	0	0	9	4	0	0
GEOMETRY	L	T	R	L	T	R	L	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	1.0	1,600	220	232	0.14	0.15 *
NBT	1.0	1,600	170	175	0.11 *	0.11
NBR	1.0	(a) 1,600	110	111	0.07	0.07
SBL	1.0	1,600	250	250	0.16 *	0.16
SBT	1.0	1,600	180	184	0.11	0.12 *
SBR	1.0	1,600	220	220	0.14	0.14
EBL	1.0	1,600	140	140	0.05	0.05
EBT	2.0	3,200	990	990	0.31 *	0.31 *
EBR	1.0	1,600	280	289	0.18	0.18
WBL	1.0	1,600	160	164	0.10 *	0.10 *
WBT	2.0	3,200	660	660	0.21	0.21
WBR	1.0	1,600	0	0	0.00	0.00
N/S Critical Movements					0.27	0.27
E/W Critical Movements					0.41	0.41
Clearance Interval					0.00	0.00
ICU					0.68	0.68
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

(a) RTOR overlap w/WBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 9
NORTH/SOUTH STREET: Patterson Rd
EAST/WEST STREET: Gonzales Rd
SCENARIO: Buildout Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	130	100	200	140	90	320	170	750	150	190	800	150
Project Trips	12	5	5	0	5	0	0	0	12	5	0	0
GEOMETRY	L	T	R	L	T	R	L	TT	R	L	TT	R

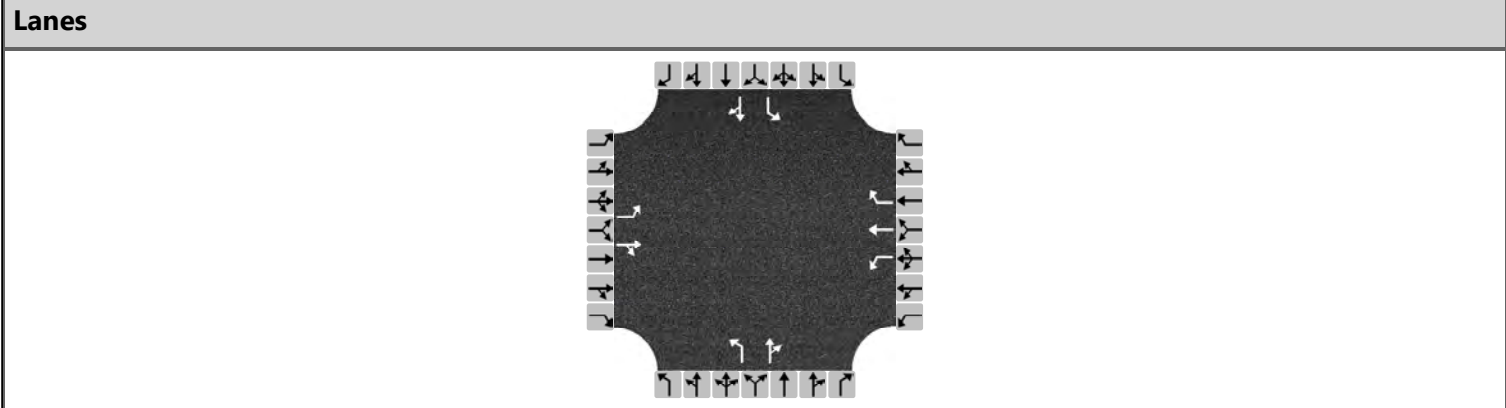
Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	1.0	1,600	130	142	0.08	0.09 *
NBT	1.0	1,600	100	105	0.07 *	0.07
NBR	1.0	(a) 1,600	10	10	0.01	0.01
SBL	1.0	1,600	140	140	0.09 *	0.09
SBT	1.0	1,600	90	95	0.07	0.07 *
SBR	1.0	1,600	320	320	0.20	0.20
EBL	1.0	1,600	170	170	0.11 *	0.11 *
EBT	2.0	3,200	750	750	0.23	0.23
EBR	1.0	1,600	150	162	0.09	0.10
WBL	1.0	1,600	190	195	0.12	0.12
WBT	2.0	3,200	800	800	0.25 *	0.25 *
WBR	1.0	1,600	10	10	0.01	0.01
N/S Critical Movements					0.16	0.16
E/W Critical Movements					0.36	0.36
Clearance Interval					0.00	0.00
ICU					0.52	0.52
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) RTOR overlap w/WBL

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	10. DJL	Intersection	PATTERSON RD/DORIS ST
Agency/Co.	STANTEC	Jurisdiction	OXNARD
Date Performed	6/5/2018	East/West Street	DORIS ST
Analysis Year	BO	North/South Street	PATTERSON RD
Analysis Time Period (hrs)	1.00	Peak Hour Factor	1.00
Time Analyzed	AM PEAK HOUR		
Project Description	TEAL CLUB SP		



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume	60	230	60	180	310	260	20	88	110	300	130	80
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	TR		L	T	R	L	TR		L	TR	
Flow Rate, v (veh/h)	60	290		180	310	260	20	198		300	210	
Percent Heavy Vehicles	2	2		2	2	2	2	2		2	2	

Departure Headway and Service Time

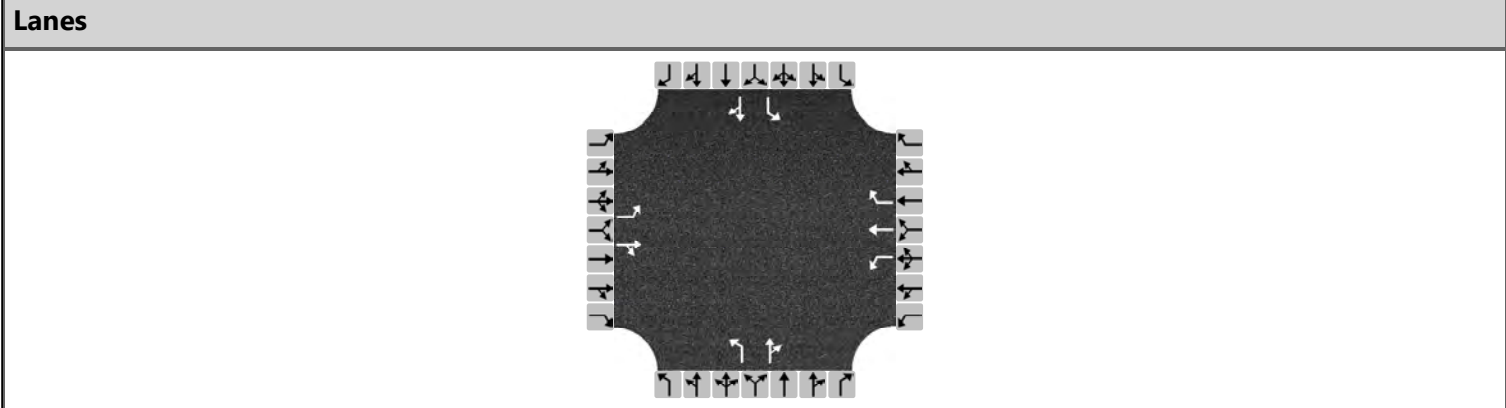
Initial Departure Headway, hd (s)	3.20	3.20		3.20	3.20	3.20	3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.053	0.258		0.160	0.276	0.231	0.018	0.176		0.267	0.187	
Final Departure Headway, hd (s)	11.31	10.64		10.31	9.79	9.06	11.88	10.95		10.72	9.93	
Final Degree of Utilization, x	0.189	0.857		0.516	0.843	0.654	0.066	0.602		0.894	0.579	
Move-Up Time, m (s)	2.3	2.3		2.3	2.3	2.3	2.3	2.3		2.3	2.3	
Service Time, ts (s)	9.01	8.34		8.01	7.49	6.76	9.58	8.65		8.42	7.63	

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	60	290		180	310	260	20	198		300	210	
Capacity	318	338		349	368	397	303	329		336	363	
95% Queue Length, Q ₉₅ (veh)	0.7	12.0		3.1	11.5	5.3	0.2	4.3		14.1	3.9	
Control Delay (s/veh)	16.6	66.2		23.9	57.8	28.5	15.4	29.9		80.2	26.0	
Level of Service, LOS	C	F		C	F	D	C	D		F	D	
Approach Delay (s/veh)	57.7			39.5			28.5			57.9		
Approach LOS	F			E			D			F		
Intersection Delay, s/veh LOS	46.8						E					

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	10. DJL	Intersection	PATTERSON RD/DORIS ST
Agency/Co.	STANTEC	Jurisdiction	OXNARD
Date Performed	6/5/2018	East/West Street	DORIS ST
Analysis Year	BOPR	North/South Street	PATTERSON RD
Analysis Time Period (hrs)	1.00	Peak Hour Factor	1.00
Time Analyzed	AM PEAK HOUR		
Project Description	TEAL CLUB SP		



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume	60	271	69	186	355	274	30	888	115	311	136	80
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	TR		L	T	R	L	TR		L	TR	
Flow Rate, v (veh/h)	60	340		186	355	274	30	1003		311	216	
Percent Heavy Vehicles	2	2		2	2	2	2	2		2	2	

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20		3.20	3.20	3.20	3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.053	0.302		0.165	0.316	0.244	0.027	0.892		0.276	0.192	
Final Departure Headway, hd (s)	12.46	11.82		11.44	10.94	10.24	12.55	11.98		11.95	11.20	
Final Degree of Utilization, x	0.208	1.116		0.591	1.079	0.779	0.105	3.337		1.033	0.672	
Move-Up Time, m (s)	2.3	2.3		2.3	2.3	2.3	2.3	2.3		2.3	2.3	
Service Time, ts (s)	10.16	9.52		9.14	8.64	7.94	10.25	9.68		9.65	8.90	

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	60	340		186	355	274	30	1003		311	216	
Capacity	289	305		315	329	352	287	301		301	321	
95% Queue Length, Q ₉₅ (veh)	0.8	33.1		4.1	30.4	8.7	0.3	355.4		24.2	5.6	
Control Delay (s/veh)	18.4	305.2		30.3	246.4	46.3	16.7	4238.1		196.1	36.0	
Level of Service, LOS	C	F		D	F	E	C	F		F	E	
Approach Delay (s/veh)	262.2			129.8			4115.5			130.5		
Approach LOS	F			F			F			F		
Intersection Delay, s/veh LOS	1632.7						F					

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER:	10	MITIGATED
NORTH/SOUTH STREET:	Patterson Rd	
EAST/WEST STREET:	Doris Avenue	
SCENARIO:	Buildout Conditions	
TIME PERIOD:	PM Peak Hour	
COUNT DATE:	05/2018	
WORK ORDER #:	2064169300	

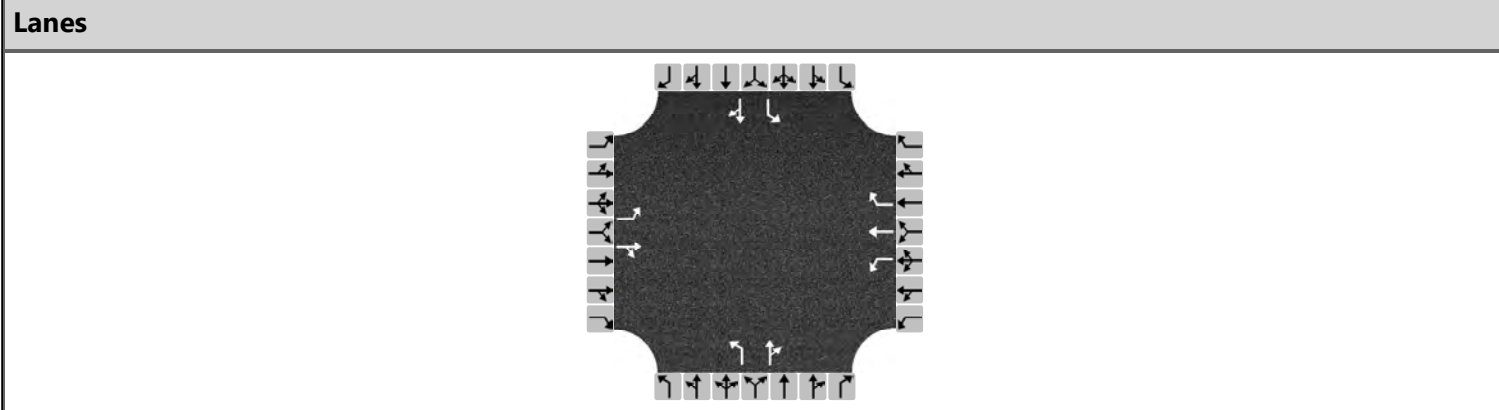
VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	10	70	40	100	60	40	60	420	10	60	180	150
Project Trips	10	8	6	14	8	0	0	55	12	6	43	14
GEOMETRY	L	TR		L	TR		L	TR		L	TR	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	10	20	0.05	0.05
NBT	1.0	1,600	70	78	0.07 *	0.08 *
NBR	0.0	0	40	46	0.00	0.00
SBL	1.0	1,600	100	114	0.06 *	0.07 *
SBT	1.0	1,600	60	68	0.07	0.07
SBR	0.0	0	40	40	0.00	0.00
EBL	1.0	1,600	60	60	0.05	0.05
EBT	1.0	1,600	420	475	0.27 *	0.31 *
EBR	0.0	0	10	22	0.00	0.00
WBL	1.0	1,600	60	66	0.05 *	0.05 *
WBT	1.0	1,600	180	223	0.21	0.24
WBR	0.0	0	150	164	0.00	0.00
N/S Critical Movements					0.13	0.15
E/W Critical Movements					0.32	0.36
Clearance Interval					0.00	0.00
ICU					0.45	0.51
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	10. DJL	Intersection	PATTERSON RD/DORIS ST
Agency/Co.	STANTEC	Jurisdiction	OXNARD
Date Performed	6/5/2018	East/West Street	DORIS ST
Analysis Year	BO	North/South Street	PATTERSON RD
Analysis Time Period (hrs)	1.00	Peak Hour Factor	1.00
Time Analyzed	AM PEAK HOUR		
Project Description	TEAL CLUB SP		



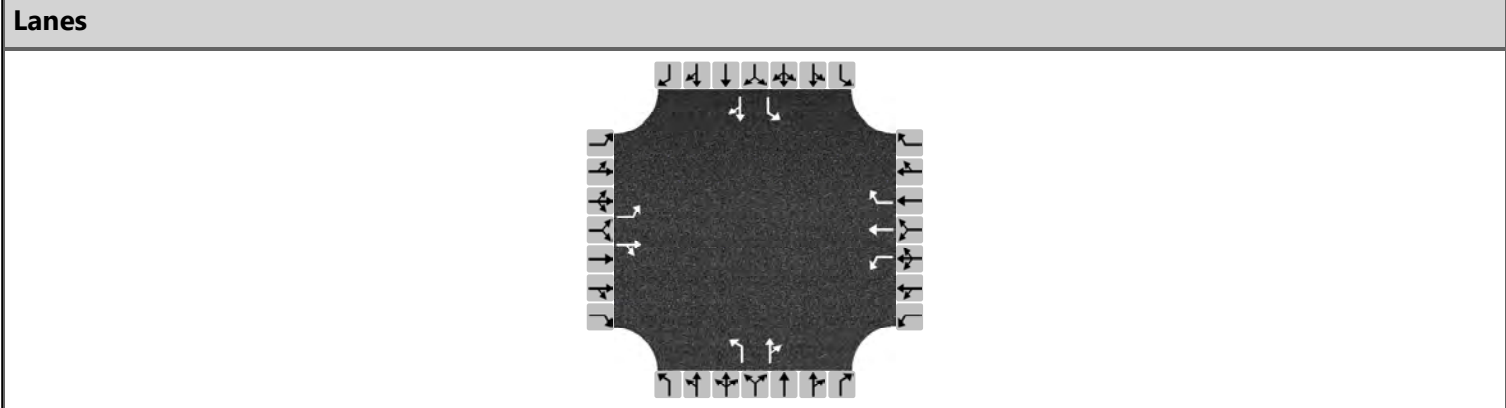
Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume	60	420	20	60	180	150	10	70	40	100	60	40
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	TR		L	T	R	L	TR		L	TR	
Flow Rate, v (veh/h)	60	440		60	180	150	10	110		100	100	
Percent Heavy Vehicles	2	2		2	2	2	2	2		2	2	

Departure Headway and Service Time												
Initial Departure Headway, hd (s)	3.20	3.20		3.20	3.20	3.20	3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.053	0.391		0.053	0.160	0.133	0.009	0.098		0.089	0.089	
Final Departure Headway, hd (s)	7.52	6.98		7.90	7.39	6.68	8.80	8.03		8.51	7.71	
Final Degree of Utilization, x	0.125	0.853		0.132	0.370	0.278	0.024	0.245		0.236	0.214	
Move-Up Time, m (s)	2.3	2.3		2.3	2.3	2.3	2.3	2.3		2.3	2.3	
Service Time, ts (s)	5.22	4.68		5.60	5.09	4.38	6.50	5.73		6.21	5.41	

Capacity, Delay and Level of Service												
Flow Rate, v (veh/h)	60	440		60	180	150	10	110		100	100	
Capacity	479	516		456	487	539	409	448		423	467	
95% Queue Length, Q ₉₅ (veh)	0.4	13.0		0.5	1.7	1.1	0.1	1.0		0.9	0.8	
Control Delay (s/veh)	11.3	45.3		11.8	14.4	11.9	11.7	13.3		13.8	12.5	
Level of Service, LOS	B	E		B	B	B	B	B		B	B	
Approach Delay (s/veh)	41.2			13.1			13.2			13.2		
Approach LOS	E			B			B			B		
Intersection Delay, s/veh LOS	24.7						C					

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	10. DJL	Intersection	PATTERSON RD/DORIS ST
Agency/Co.	STANTEC	Jurisdiction	OXNARD
Date Performed	6/5/2018	East/West Street	DORIS ST
Analysis Year	BOPR	North/South Street	PATTERSON RD
Analysis Time Period (hrs)	1.00	Peak Hour Factor	1.00
Time Analyzed	AM PEAK HOUR		
Project Description	TEAL CLUB SP		



Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume	60	475	32	66	223	164	20	78	46	114	68	40
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	TR		L	T	R	L	TR		L	TR	
Flow Rate, v (veh/h)	60	507		66	223	164	20	124		114	108	
Percent Heavy Vehicles	2	2		2	2	2	2	2		2	2	

Departure Headway and Service Time												
Initial Departure Headway, hd (s)	3.20	3.20		3.20	3.20	3.20	3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.053	0.451		0.059	0.198	0.146	0.018	0.110		0.101	0.096	
Final Departure Headway, hd (s)	8.02	7.47		8.31	7.81	7.11	9.28	8.53		9.00	8.24	
Final Degree of Utilization, x	0.134	1.051		0.152	0.484	0.324	0.052	0.294		0.285	0.247	
Move-Up Time, m (s)	2.3	2.3		2.3	2.3	2.3	2.3	2.3		2.3	2.3	
Service Time, ts (s)	5.72	5.17		6.01	5.51	4.81	6.98	6.23		6.70	5.94	

Capacity, Delay and Level of Service												
Flow Rate, v (veh/h)	60	507		66	223	164	20	124		114	108	
Capacity	449	482		433	461	506	388	422		400	437	
95% Queue Length, Q ₉₅ (veh)	0.5	34.5		0.5	2.7	1.4	0.2	1.2		1.2	1.0	
Control Delay (s/veh)	12.0	183.9		12.5	17.8	13.2	12.5	14.8		15.3	13.6	
Level of Service, LOS	B	F		B	C	B	B	B		C	B	
Approach Delay (s/veh)	165.7			15.3			14.5			14.5		
Approach LOS	F			C			B			B		
Intersection Delay, s/veh LOS	76.6						F					

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 10
NORTH/SOUTH STREET: Patterson Rd
EAST/WEST STREET: Doris Avenue
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	20	90	110	300	130	80	60	230	60	180	310	260
Project Trips	10	8	5	11	6	0	0	41	9	6	45	14
GEOMETRY	L	TR		L	TR		L	TR		L	TR	

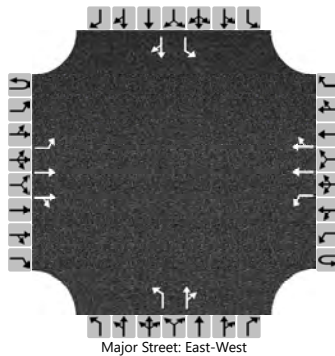
Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	20	30	0.01	0.05
NBT	1.0	1,600	90	98	0.13 *	0.13 *
NBR	0.0	0	110	115	0.00	0.00
SBL	1.0	1,600	300	311	0.19 *	0.19 *
SBT	1.0	1,600	130	136	0.13	0.14
SBR	0.0	0	80	80	0.00	0.00
EBL	1.0	1,600	60	60	0.04 *	0.04 *
EBT	1.0	1,600	230	271	0.18	0.21
EBR	0.0	0	60	69	0.00	0.00
WBL	1.0	1,600	180	186	0.11	0.12
WBT	1.0	1,600	310	355	0.36 *	0.39 *
WBR	0.0	0	260	274	0.00	0.00
N/S Critical Movements					0.32	0.32
E/W Critical Movements					0.40	0.43
Clearance Interval					0.00	0.00
ICU					0.72	0.75
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	11. DJL			Intersection	PATTERSON RD/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	BO			North/South Street	PATTERSON RD		
Time Analyzed	AM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	0	160	60	10	0	10	50	90		30	10	30		240	30	110
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

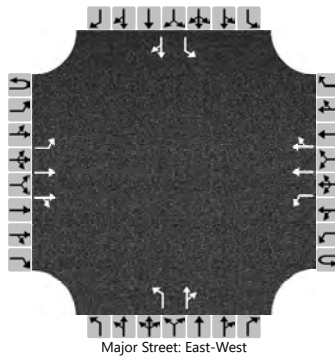
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		160				10				30		40		240		140	
Capacity, c (veh/h)		1434				1521				377		729		411		754	
v/c Ratio		0.11				0.01				0.08		0.05		0.58		0.19	
95% Queue Length, Q ₉₅ (veh)		0.4				0.0				0.3		0.2		4.0		0.7	
Control Delay (s/veh)		7.8				7.4				15.4		10.2		25.9		10.9	
Level of Service (LOS)		A				A				C		B		D		B	
Approach Delay (s/veh)		5.4				0.5				12.4				20.3			
Approach LOS										B				C			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	11. DJL			Intersection	PATTERSON RD/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	BOPR			North/South Street	PATTERSON RD		
Time Analyzed	AM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	0	165	91	10	0	10	88	108		30	10	30		255	30	116
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		165				10				30		40		255		146		
Capacity, c (veh/h)		1367				1482				332		674		361		706		
v/c Ratio		0.12				0.01				0.09		0.06		0.71		0.21		
95% Queue Length, Q ₉₅ (veh)		0.4				0.0				0.3		0.2		6.5		0.8		
Control Delay (s/veh)		8.0				7.4				16.9		10.7		38.1		11.4		
Level of Service (LOS)		A				A				C		B		E		B		
Approach Delay (s/veh)		5.0				0.4					13.3				28.4			
Approach LOS											B				D			

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 11
NORTH/SOUTH STREET: Patterson Rd
EAST/WEST STREET: Teal Club Road
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	30	10	30	240	30	110	160	60	10	10	50	90
Project Trips	0	0	0	15	0	6	5	31	0	0	38	18
GEOMETRY	L	TR		L	TR		L	T TR		L	T TR	

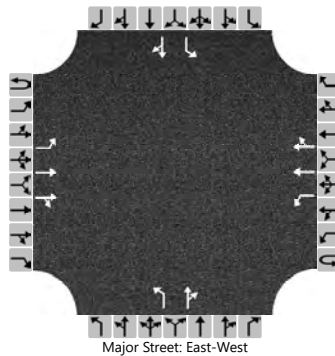
Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	30	30	0.05	0.05
NBT	1.0	1,600	10	10	0.07 *	0.07 *
NBR	0.0	0	30	30	0.00	0.00
SBL	1.0	1,600	240	255	0.15 *	0.16 *
SBT	1.0	1,600	30	30	0.09	0.09
SBR	0.0	0	110	116	0.00	0.00
EBL	1.0	1,600	160	165	0.10 *	0.10 *
EBT	2.0	3,200	60	91	0.07	0.07
EBR	0.0	0	10	10	0.00	0.00
WBL	1.0	1,600	10	10	0.05	0.05
WBT	2.0	3,200	50	88	0.07 *	0.07 *
WBR	0.0	0	90	108	0.00	0.00
N/S Critical Movements					0.22	0.23
E/W Critical Movements					0.17	0.17
Clearance Interval					0.00	0.00
ICU					0.39	0.40
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	11. DJL			Intersection	PATTERSON RD/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	BO			North/South Street	PATTERSON RD		
Time Analyzed	PM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	1	2	0	0	1	2	0	1	1	0		1	1	0	
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	0	70	160	10	0	30	160	50	10	20	20		70	10	50	
Percent Heavy Vehicles (%)	3	3			3	3			3	3	3		3	3	3	
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

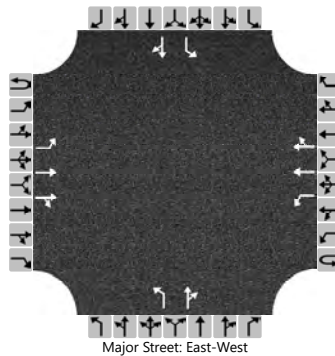
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		70				30				10		40		70		60
Capacity, c (veh/h)		1351				1397				430		558		419		762
v/c Ratio		0.05				0.02				0.02		0.07		0.17		0.08
95% Queue Length, Q ₉₅ (veh)		0.2				0.1				0.1		0.2		0.6		0.3
Control Delay (s/veh)		7.8				7.6				13.6		12.0		15.3		10.1
Level of Service (LOS)		A				A				B		B		C		B
Approach Delay (s/veh)	2.3				1.0				12.3				12.9			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	11. DJL			Intersection	PATTERSON RD/TEAL CLUB RD		
Agency/Co.	STANTEC			Jurisdiction	OXNARD		
Date Performed	7/3/2018			East/West Street	TEAL CLUB RD		
Analysis Year	BOPR			North/South Street	PATTERSON RD		
Time Analyzed	PM PEAK HOUR			Peak Hour Factor	1.00		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	TEAL CLUB SP						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	0	76	202	10	0	30	196	68		10	20	20		90	10	56
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		76				30				10		40		90		66
Capacity, c (veh/h)		1290				1348				375		496		363		723
v/c Ratio		0.06				0.02				0.03		0.08		0.25		0.09
95% Queue Length, Q ₉₅ (veh)		0.2				0.1				0.1		0.3		1.0		0.3
Control Delay (s/veh)		8.0				7.7				14.9		12.9		18.2		10.5
Level of Service (LOS)		A				A				B		B		C		B
Approach Delay (s/veh)	2.1				0.8				13.3				14.9			
Approach LOS									B				B			

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 11
NORTH/SOUTH STREET: Patterson Rd
EAST/WEST STREET: Teal Club Road
SCENARIO: Buildout Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	10	20	20	70	10	50	70	160	10	30	160	50
Project Trips	0	0	0	20	0	6	6	42	0	0	36	18
GEOMETRY	L	TR		L	TR		L	T TR		L	T TR	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Project
NBL	1.0	1,600	10	10	0.05	0.05
NBT	1.0	1,600	20	20	0.07	0.07 *
NBR	0.0	0	20	20	0.00	0.00
SBL	1.0	1,600	70	90	0.05 *	0.06 *
SBT	1.0	1,600	10	10	0.07	0.07
SBR	0.0	0	50	56	0.00	0.00
EBL	1.0	1,600	70	76	0.05 *	0.05 *
EBT	2.0	3,200	160	202	0.07	0.07
EBR	0.0	0	10	10	0.00	0.00
WBL	1.0	1,600	30	30	0.05	0.05
WBT	2.0	3,200	160	196	0.07 *	0.08 *
WBR	0.0	0	50	68	0.00	0.00
N/S Critical Movements					0.12	0.13
E/W Critical Movements					0.12	0.13
Clearance Interval					0.00	0.00
ICU					0.24	0.26
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 12
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Town Center DR
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 03/2016
WORK ORDER #: 2064136900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	20	563	1120	77	249	2	0	10	3	265	45	117
Project Trips	0	3	72	0	2	0	0	0	0	31	0	0
GEOMETRY	L	TT	R	L	T	TR	LTR			LL	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Project
NBL	1.0	1,600	20	20	0.05	0.05
NBT	2.0	3,200	563	566	0.18 *	0.18 *
NBR (a)	1.0	1,600	1,120	1,192	0.00	0.00
SBL	1.0	1,600	77	77	0.05 *	0.05 *
SBT	2.0	3,200	249	251	0.08	0.08
SBR	0.0	0	2	2	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	1.0	1,600	10	10	0.07 *	0.07 *
EBR	0.0	0	3	3	0.00	0.00
WBL	2.0	3,200	265	296	0.08 *	0.09 *
WBT	1.0	1,600	45	45	0.07	0.07
WBR	1.0	1,600	117	117	0.07	0.07
N/S Critical Movements					0.23	0.23
E/W Critical Movements					0.15	0.16
Clearance Interval					0.10	0.10
ICU					0.48	0.49
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio
 (a) Free right-turn

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 12
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Town Center Dr
SCENARIO: Buildout Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 03/2016
WORK ORDER #: 2064136900

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	38	578	719	161	290	3	4	50	9	822	16	74
Project Trips	0	3	68	0	3	0	0	0	0	41	0	0
GEOMETRY	L	TT	R	L	T	TR	LTR			LL	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	1.0	1,600	38	38	0.05	0.05
NBT	2.0	3,200	578	581	0.18 *	0.18 *
NBR (a)	1.0	1,600	719	787	0.00	0.00
SBL	1.0	1,600	161	161	0.10 *	0.10 *
SBT	2.0	3,200	290	293	0.09	0.09
SBR	0.0	0	3	3	0.00	0.00
EBL	0.0	0	4	4	0.00	0.00
EBT	1.0	1,600	50	50	0.07 *	0.07 *
EBR	0.0	0	9	9	0.00	0.00
WBL	2.0	3,200	822	863	0.26 *	0.27 *
WBT	1.0	1,600	16	16	0.07	0.07
WBR	1.0	1,600	74	74	0.05	0.05
N/S Critical Movements					0.28	0.28
E/W Critical Movements					0.33	0.34
Clearance Interval					0.10	0.10
ICU					0.71	0.72
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio
 (a) Free right-turn

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 13
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: U.S. 101 SB Off-Ramp
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 03/2016
WORK ORDER #: 2064113300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	1261	0	0	517	0	0	0	0	362	0	513
Project Trips	0	75	0	0	33	0	0	0	0	31	0	0
GEOMETRY	TT			TT						L	LR	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	0.0	0	0	0	0.00	0.00
NBT	2.0	3,200	1,261	1,336	0.39 *	0.42 *
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	0	0	0.00 *	0.00 *
SBT	2.0	3,200	517	550	0.16	0.17
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00 *	0.00 *
EBT	0.0	0	0	0	0.00	0.00
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	362	393	0.00	0.00
WBT	3.0	4,800	0	0	0.18 *	0.19 *
WBR	0.0	0	513	513	0.00	0.00
N/S Critical Movements					0.39	0.42
E/W Critical Movements					0.18	0.19
Clearance Interval					0.10	0.10
ICU					0.67	0.71
Level of Service (LOS)					B	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 13
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: U.S. 101 SB Off-Ramp
SCENARIO: Buildout Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 03/2016
WORK ORDER #: 2064113300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	0	877	0	0	1111	0	0	0	0	876	0	421
Project Trips	0	71	0	0	44	0	0	0	0	41	0	0
GEOMETRY	TT			TT						L	LR	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	2.0	3,200	877	948	0.27	0.30
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00
SBT	2.0	3,200	1,111	1,155	0.35 *	0.36 *
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00 *	0.00 *
EBT	0.0	0	0	0	0.00	0.00
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	876	917	0.00	0.00
WBT	3.0	4,800	0	0	0.27 *	0.28 *
WBR	0.0	0	421	421	0.00	0.00
N/S Critical Movements					0.35	0.36
E/W Critical Movements					0.27	0.28
Clearance Interval					0.10	0.10
ICU					0.72	0.74
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 15
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Vineyard Ave
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	30	1060	480	120	1040	150	180	250	30	290	160	130
Project Trips	0	75	10	0	64	0	0	0	0	8	0	0
GEOMETRY	L	TT	TR	L	TT	TR	L	TT	R	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	1.0	1,600	30	30	0.05	0.05
NBT	3.0	4,800	1,060	1,135	0.32 *	0.34 *
NBR	0.0	0	480	490	0.00	0.00
SBL	1.0	1,600	120	120	0.05 *	0.05 *
SBT	3.0	4,800	1,040	1,104	0.25	0.26
SBR	0.0	0	150	150	0.00	0.00
EBL	1.0	1,600	180	180	0.11 *	0.11 *
EBT	2.0	3,200	250	250	0.07	0.07
EBR	1.0	1,600	30	30	0.02	0.02
WBL	2.0	3,200	290	298	0.09	0.09
WBT	2.0	3,200	160	160	0.07 *	0.07 *
WBR	1.0	(a) 1,600	130	130	0.08	0.08
N/S Critical Movements					0.37	0.39
E/W Critical Movements					0.18	0.18
Clearance Interval					0.00	0.00
ICU					0.55	0.57
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) not critical due to RTOR

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 15
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Vineyard Ave
SCENARIO: Buildout Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	40	1020	370	190	1520	290	120	150	50	440	370	110
Project Trips	0	71	10	0	85	0	0	0	0	11	0	0
GEOMETRY	L	TT	TR	L	TT	TR	L	TT	R	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	1.0	1,600	40	40	0.03 *	0.03 *
NBT	3.0	4,800	1,020	1,091	0.29	0.31
NBR	0.0	0	370	380	0.00	0.00
SBL	1.0	1,600	190	190	0.12	0.12
SBT	3.0	4,800	1,520	1,605	0.38 *	0.39 *
SBR	0.0	0	290	290	0.00	0.00
EBL	1.0	1,600	120	120	0.08	0.08
EBT	2.0	3,200	150	150	0.07	0.07 *
EBR	1.0	1,600	50	50	0.03	0.03
WBL	2.0	3,200	440	451	0.14 *	0.14 *
WBT	2.0	3,200	370	370	0.12	0.12
WBR	1.0	1,600	110	110	0.07	0.07
N/S Critical Movements					0.41	0.43
E/W Critical Movements					0.21	0.21
Clearance Interval					0.00	0.00
ICU					0.62	0.64
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 16
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Gonzales Rd
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	240	1150	390	220	1140	140	290	510	220	370	430	110
Project Trips	0	85	62	0	72	4	5	0	0	48	0	0
GEOMETRY	LL	TTT	R	LL	TTT	R	LL	TTT	R	LL	TT	TR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	2.0	3,200	240	240	0.08 *	0.08 *
NBT	3.0	4,800	1,150	1,235	0.24	0.26
NBR	1.0	(a) 1,600	245	305	0.15	0.19
SBL	2.0	3,200	220	220	0.07	0.07
SBT	3.0	4,800	1,140	1,212	0.24 *	0.25 *
SBR	1.0	1,600	140	144	0.09	0.09
EBL	2.0	3,200	290	295	0.09	0.09
EBT	3.0	4,800	510	510	0.11 *	0.11 *
EBR	1.0	1,600	110	148	0.07	0.09
WBL	2.0	3,200	370	418	0.12 *	0.13 *
WBT	3.0	4,800	430	430	0.11	0.11
WBR	0.0	0	110	110	0.00	0.00
N/S Critical Movements					0.32	0.33
E/W Critical Movements					0.23	0.24
Clearance Interval					0.00	0.00
ICU					0.55	0.57
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) RTOR overlap with EBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 16
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Gonzales Rd
SCENARIO: Buildout Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	260	1220	385	290	1590	100	240	470	140	650	610	220
Project Trips	0	81	59	0	96	5	5	0	0	64	0	0
GEOMETRY	LL	TTT	R	LL	TTT	R	LL	TTT	R	LL	TT	TR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	2.0	3,200	260	260	0.08 *	0.08 *
NBT	3.0	4,800	1,220	1,301	0.25	0.27
NBR	1.0	(a) 1,600	265	322	0.17	0.20
SBL	2.0	3,200	290	290	0.09	0.09
SBT	3.0	4,800	1,590	1,686	0.33 *	0.35 *
SBR	1.0	1,600	100	105	0.06	0.07
EBL	2.0	3,200	240	245	0.08	0.08
EBT	3.0	4,800	470	470	0.10 *	0.10 *
EBR	1.0	1,600	-5	88	0.00	0.05
WBL	2.0	3,200	650	714	0.20 *	0.22 *
WBT	3.0	4,800	610	610	0.17	0.17
WBR	0.0	0	220	220	0.00	0.00
N/S Critical Movements					0.41	0.43
E/W Critical Movements					0.30	0.32
Clearance Interval					0.00	0.00
ICU					0.71	0.75
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

(a) RTOR overlap with EBL

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 17
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Doris Ave
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	280	1450	200	50	1300	65	80	360	300	100	230	60
Project Trips	12	100	27	0	82	38	47	13	7	21	10	0
GEOMETRY	L	TTT	R	L	TTT	R	L	T	R	L	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	1.0	1,600	280	292	0.18 *	0.18 *
NBT	3.0	4,800	1,450	1,550	0.30	0.32
NBR	1.0	1,600	200	227	0.13	0.14
SBL	1.0	1,600	50	50	0.05	0.05
SBT	3.0	4,800	1,300	1,382	0.27 *	0.29 *
SBR	1.0	1,600	65	103	0.04	0.06
EBL	1.0	1,600	80	127	0.05	0.08
EBT	1.0	1,600	360	373	0.23 *	0.23 *
EBR	1.0	1,600	300	307	0.19	0.19
WBL	1.0	1,600	100	121	0.06 *	0.08 *
WBT	1.0	1,600	230	240	0.14	0.15
WBR	1.0	1,600	60	60	0.04	0.04
N/S Critical Movements					0.45	0.47
E/W Critical Movements					0.29	0.31
Clearance Interval					0.00	0.00
ICU					0.74	0.78
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 17
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Doris Ave
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

MITIGATED

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	280	1450	200	50	1300	65	80	360	300	100	230	60
Project Trips	12	100	27	0	82	38	47	13	7	21	10	0
GEOMETRY	L	TTT	R	L	TTT	R	L	T TR		L	T TR	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	1.0	1,600	280	292	0.18 *	0.18 *
NBT	3.0	4,800	1,450	1,550	0.30	0.32
NBR	1.0	1,600	200	227	0.13	0.14
SBL	1.0	1,600	50	50	0.05	0.05
SBT	3.0	4,800	1,300	1,382	0.27 *	0.29 *
SBR	1.0	1,600	65	103	0.04	0.06
EBL	1.0	1,600	80	127	0.05	0.08
EBT	2.0	3,200	360	373	0.21 *	0.21 *
EBR	0.0	0	300	307	0.00	0.00
WBL	1.0	1,600	100	121	0.06 *	0.08 *
WBT	2.0	3,200	230	240	0.09	0.09
WBR	0.0	0	60	60	0.00	0.00
N/S Critical Movements					0.45	0.47
E/W Critical Movements					0.27	0.29
Clearance Interval					0.00	0.00
ICU					0.72	0.76
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 17
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Doris Ave
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	160	1300	110	60	1590	40	50	380	120	240	455	170
Project Trips	11	95	26	0	109	51	45	12	10	28	13	0
GEOMETRY	L	TTT	R	L	TTT	R	L	T	R	L	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	1.0	1,600	160	171	0.10 *	0.11 *
NBT	3.0	4,800	1,300	1,395	0.27	0.29
NBR	1.0	1,600	110	136	0.07	0.09
SBL	1.0	1,600	60	60	0.05	0.05
SBT	3.0	4,800	1,590	1,699	0.33 *	0.35 *
SBR	1.0	1,600	40	91	0.03	0.06
EBL	1.0	1,600	50	95	0.05	0.06
EBT	1.0	1,600	380	392	0.24 *	0.25 *
EBR	1.0	1,600	120	130	0.08	0.08
WBL	1.0	1,600	240	268	0.15 *	0.17 *
WBT	1.0	1,600	455	468	0.28	0.29
WBR	1.0	1,600	170	170	0.11	0.11
N/S Critical Movements					0.43	0.46
E/W Critical Movements					0.39	0.42
Clearance Interval					0.00	0.00
ICU					0.82	0.88
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 17
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Doris Ave
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

MITIGATED

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	160	1300	110	60	1590	40	50	380	120	240	455	170
Project Trips	11	95	26	0	109	51	45	12	10	28	13	0
GEOMETRY	L	TTT	R	L	TTT	R	L	T TR		L	T TR	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	1.0	1,600	160	171	0.10 *	0.11 *
NBT	3.0	4,800	1,300	1,395	0.27	0.29
NBR	1.0	1,600	110	136	0.07	0.09
SBL	1.0	1,600	60	60	0.05	0.05
SBT	3.0	4,800	1,590	1,699	0.33 *	0.35 *
SBR	1.0	1,600	40	91	0.03	0.06
EBL	1.0	1,600	50	95	0.05	0.06
EBT	2.0	3,200	380	392	0.16 *	0.16 *
EBR	0.0	0	120	130	0.00	0.00
WBL	1.0	1,600	240	268	0.15 *	0.17 *
WBT	2.0	3,200	455	468	0.20	0.20
WBR	0.0	0	170	170	0.00	0.00
N/S Critical Movements					0.43	0.46
E/W Critical Movements					0.31	0.33
Clearance Interval					0.00	0.00
ICU					0.74	0.79
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 18
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Beverly Dr
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	1880	50	50	1750	0	0	0	0	5	0	70
Project Trips	70	12	0	0	9	110	136	0	79	0	0	0
GEOMETRY	L	TT	TR	L	TT	TR	L	TR				LTR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	1.0	1,600	0	70	0.00	0.04
NBT	3.0	4,800	1,880	1,892	0.40 *	0.40 *
NBR	0.0	0	50	50	0.00	0.00
SBL	1.0	1,600	50	50	0.05 *	0.05 *
SBT	3.0	4,800	1,750	1,759	0.36	0.39
SBR	0.0	0	0	110	0.00	0.00
EBL	1.0	1,600	0	136	0.05 *	0.09 *
EBT	1.0	1,600	0	0	0.00	0.05
EBR	0.0	0	0	79	0.00	0.00
WBL	0.0	0	5	5	0.00	0.00
WBT	1.0	1,600	0	0	0.05 *	0.05 *
WBR	0.0	0	70	70	0.00	0.00
N/S Critical Movements					0.45	0.45
E/W Critical Movements					0.10	0.14
Clearance Interval					0.00	0.00
ICU					0.55	0.59
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 18
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Beverly Dr
SCENARIO: Buildout Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	1650	30	50	1900	0	0	0	0	5	0	20
Project Trips	158	-37	0	0	-34	181	160	0	136	0	0	0
GEOMETRY	L	TT	TR	L	TT	TR	L	TR				LTR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	1.0	1,600	0	158	0.00	0.10 *
NBT	3.0	4,800	1,650	1,613	0.35	0.34
NBR	0.0	0	30	30	0.00	0.00
SBL	1.0	1,600	50	50	0.05	0.05
SBT	3.0	4,800	1,900	1,866	0.40 *	0.43 *
SBR	0.0	0	0	181	0.00	0.00
EBL	1.0	1,600	0	160	0.00	0.10 *
EBT	1.0	1,600	0	0	0.00	0.09
EBR	0.0	0	0	136	0.00	0.00
WBL	0.0	0	5	5	0.00	0.00
WBT	1.0	1,600	0	0	0.05 *	0.05 *
WBR	0.0	0	20	20	0.00	0.00
N/S Critical Movements					0.40	0.53
E/W Critical Movements					0.05	0.15
Clearance Interval					0.00	0.00
ICU					0.45	0.68
Level of Service (LOS)					A	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 19
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Teal Club/2nd St
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	110	1800	75	200	1600	10	40	110	100	60	30	80
Project Trips	53	37	0	27	47	8	12	33	68	0	26	21
GEOMETRY	L	TT	TR	L	TT	TR	L	T	TR	L	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	1.0	1,600	110	163	0.07	0.10
NBT	3.0	4,800	1,800	1,837	0.39 *	0.40 *
NBR	0.0	0	75	75	0.00	0.00
SBL	1.0	1,600	200	227	0.13 *	0.14 *
SBT	3.0	4,800	1,600	1,647	0.34	0.35
SBR	0.0	0	10	18	0.00	0.00
EBL	1.0	1,600	40	52	0.05	0.05
EBT	1.0	1,600	110	143	0.13	0.19 *
EBR	0.0	0	100	168	0.00	0.00
WBL	1.0	1,600	60	60	0.05	0.05 *
WBT	1.0	1,600	30	56	0.07 *	0.07
WBR	1.0	1,600	80	101	0.05	0.06
N/S Critical Movements					0.52	0.54
E/W Critical Movements					0.12	0.24
Clearance Interval					0.00	0.00
ICU					0.64	0.78
Level of Service (LOS)					B	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 19
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Teal Club/2nd St
SCENARIO: Buildout Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	50	1550	90	60	1800	10	20	60	90	150	60	110
Project Trips	54	66	0	26	65	8	16	31	45	0	25	38
GEOMETRY	L	TT	TR	L	TT	TR	L	T	TR	L	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	1.0	1,600	50	104	0.05 *	0.07 *
NBT	3.0	4,800	1,550	1,616	0.34	0.36
NBR	0.0	0	90	90	0.00	0.00
SBL	1.0	1,600	60	86	0.05	0.05
SBT	3.0	4,800	1,800	1,865	0.38 *	0.39 *
SBR	0.0	0	10	18	0.00	0.00
EBL	1.0	1,600	20	36	0.05	0.05
EBT	2.0	3,200	60	91	0.05 *	0.07 *
EBR	0.0	0	90	135	0.00	0.00
WBL	1.0	1,600	150	150	0.09 *	0.09 *
WBT	1.0	1,600	60	85	0.07	0.07
WBR	1.0	1,600	110	148	0.07	0.09
N/S Critical Movements					0.43	0.46
E/W Critical Movements					0.14	0.16
Clearance Interval					0.00	0.00
ICU					0.57	0.62
Level of Service (LOS)					A	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 20
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Fifth St
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	210	1470	330	135	1380	340	390	380	150	170	280	80
Project Trips	0	67	0	20	85	10	8	0	0	0	0	16
GEOMETRY	LL	TTT	R	LL	TTT	R	LL	T	TR	LL	T	TR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	2.0	3,200	210	210	0.07	0.07
NBT	3.0	4,800	1,470	1,537	0.31 *	0.32 *
NBR	1.0	1,600	330	330	0.00	0.00
SBL	2.0	3,200	135	155	0.04	0.05 *
SBT	3.0	4,800	1,380	1,465	0.29	0.31
SBR	1.0	1,600	340	350	0.21	0.22
EBL	2.0	3,200	390	398	0.12 *	0.12 *
EBT	2.0	3,200	380	380	0.17	0.17
EBR	0.0	0	150	150	0.00	0.00
WBL	2.0	3,200	170	170	0.05	0.05
WBT	2.0	3,200	280	280	0.11 *	0.12 *
WBR	0.0	0	80	96	0.00	0.00
N/S Critical Movements					0.36	0.38
E/W Critical Movements					0.23	0.24
Clearance Interval					0.00	0.00
ICU					0.59	0.62
Level of Service (LOS)					A	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 20
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Fifth St
SCENARIO: Buildout Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	280	1520	200	145	1600	390	380	340	250	340	600	70
Project Trips	0	89	0	19	81	10	11	0	0	0	0	21
GEOMETRY	LL	TTT	R	LL	TTT	R	LL	T	TR	LL	T	TR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	2.0	3,200	280	280	0.09 *	0.09 *
NBT	3.0	4,800	1,520	1,609	0.32	0.34
NBR	1.0	1,600	200	200	0.00	0.00
SBL	2.0	3,200	145	164	0.05	0.05
SBT	3.0	4,800	1,600	1,681	0.33 *	0.35 *
SBR	1.0	1,600	390	400	0.24	0.25
EBL	2.0	3,200	380	391	0.12 *	0.12 *
EBT	2.0	3,200	340	340	0.18	0.18
EBR	0.0	0	250	250	0.00	0.00
WBL	2.0	3,200	340	340	0.11	0.11
WBT	2.0	3,200	600	600	0.21 *	0.22 *
WBR	0.0	0	70	91	0.00	0.00
N/S Critical Movements					0.42	0.44
E/W Critical Movements					0.33	0.34
Clearance Interval					0.00	0.00
ICU					0.75	0.78
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 21
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Wooley Rd
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	230	1200	130	460	1200	100	210	760	150	150	500	170
Project Trips	0	39	0	24	51	10	4	0	0	0	0	19
GEOMETRY	L	TT	TR	LL	TT	TR	LL	TT	TR	LL	TT	TR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	1.0	1,600	230	230	0.14	0.14
NBT	3.0	4,800	1,200	1,239	0.28 *	0.29 *
NBR	0.0	0	130	130	0.00	0.00
SBL	2.0	3,200	460	484	0.14 *	0.15 *
SBT	3.0	4,800	1,200	1,251	0.27	0.28
SBR	0.0	0	100	110	0.00	0.00
EBL	2.0	3,200	210	214	0.07	0.07
EBT	3.0	4,800	760	760	0.19 *	0.19 *
EBR	0.0	0	150	150	0.00	0.00
WBL	2.0	3,200	150	150	0.05 *	0.05 *
WBT	3.0	4,800	500	500	0.14	0.14
WBR	0.0	0	170	189	0.00	0.00
N/S Critical Movements					0.42	0.44
E/W Critical Movements					0.24	0.24
Clearance Interval					0.00	0.00
ICU					0.66	0.68
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 21
NORTH/SOUTH STREET: Ventura Rd
EAST/WEST STREET: Wooley Rd
SCENARIO: Buildout Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	230	1150	100	520	1250	150	250	840	60	410	1,130	200
Project Trips	0	52	0	23	48	10	5	0	0	0	0	25
GEOMETRY	L	TT	TR	LL	TT	TR	LL	TT	TR	LL	TT	TR

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	1.0	1,600	230	230	0.14	0.14
NBT	3.0	4,800	1,150	1,202	0.26 *	0.27 *
NBR	0.0	0	100	100	0.00	0.00
SBL	2.0	3,200	520	543	0.16 *	0.17 *
SBT	3.0	4,800	1,250	1,298	0.29	0.30
SBR	0.0	0	150	160	0.00	0.00
EBL	2.0	3,200	250	255	0.08 *	0.08 *
EBT	3.0	4,800	840	840	0.19	0.19
EBR	0.0	0	60	60	0.00	0.00
WBL	2.0	3,200	410	410	0.13	0.13
WBT	3.0	4,800	1,130	1,130	0.28 *	0.28 *
WBR	0.0	0	200	225	0.00	0.00
N/S Critical Movements					0.43	0.44
E/W Critical Movements					0.36	0.36
Clearance Interval					0.00	0.00
ICU					0.79	0.80
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 22
NORTH/SOUTH STREET: Oxnard Blvd
EAST/WEST STREET: Town Center Dr
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound				
	L	T	R	L	T	R	L	T	R	L	T	R		
AM Peak	403	498	281	52	684	134	170	153	980	243	101	27		
Project Trips	20	0	0	0	0	4	8	9	55	0	7	0		
GEOMETRY	LL	TT	R	L	T	TR	L	LT	T	RR	L	LT	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	2.0	3,200	403	423	0.13 *	0.13 *
NBT	2.0	3,200	498	498	0.16	0.16
NBR	1.0 (a)	1,600	281	281	0.18	0.18
SBL	1.0	1,600	52	52	0.05	0.05
SBT	2.0	3,200	684	684	0.26 *	0.26 *
SBR	0.0	0	134	138	0.00	0.00
EBL	0.0	0	170	178	0.00	0.00
EBT	3.0	4,800	153	162	0.07	0.07
EBR	2.0 (b)	3,200	578	611	0.18 *	0.19 *
WBL	0.0	0	243	243	0.00	0.00
WBT	3.0	4,800	101	108	0.07 *	0.07 *
WBR	1.0 (a)	1,600	27	27	0.02	0.02
N/S Critical Movements					0.39	0.39
E/W Critical Movements					0.25	0.26
Clearance Interval					0.10	0.10
ICU					0.74	0.75
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio
 EB/WB split phased
 (a) RTOR arrow - not critical
 (b) RTOR arrow - 41% overlap

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 22
NORTH/SOUTH STREET: Oxnard Blvd
EAST/WEST STREET: Town Center Dr
SCENARIO: Buildout Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 03/2016
WORK ORDER #: 2064113300

VOLUMES	Northbound			Southbound			Eastbound			Westbound				
	L	T	R	L	T	R	L	T	R	L	T	R		
PM Peak	500	734	497	66	862	81	186	275	621	421	142	54		
Project Trips	27	0	0	0	0	5	8	9	52	0	9	0		
GEOMETRY	LL	TT	R	L	T	TR	L	LT	T	RR	L	LT	T	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	2.0	3,200	500	527	0.16 *	0.16 *
NBT	2.0	3,200	734	734	0.23	0.23
NBR	1.0 (a)	1,600	497	497	0.31	0.31
SBL	1.0	1,600	66	66	0.05	0.05
SBT	2.0	3,200	862	862	0.29 *	0.30 *
SBR	0.0	0	81	86	0.00	0.00
EBL	0.0	0	186	194	0.00	0.00
EBT	3.0	4,800	275	284	0.10 *	0.10 *
EBR	2.0 (a)	3,200	621	673	0.19	0.21
WBL	0.0	0	421	421	0.00	0.00
WBT	3.0	4,800	142	151	0.12 *	0.12 *
WBR	1.0 (a)	1,600	54	54	0.03	0.03
N/S Critical Movements					0.45	0.46
E/W Critical Movements					0.22	0.22
Clearance Interval					0.10	0.10
ICU					0.77	0.78
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio
 EB/WB split phased
 (a) RTOR arrow - not critical

HCM 6th Signalized Intersection Summary
23. Oxnard Blvd/U.S. 101 NB Ramps

AM Peak Hour
Buildout Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗	↙↗	↕			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	162	0	370	1207	502	0	0	801	1116
Future Volume (veh/h)	0	0	0	162	0	370	1207	502	0	0	801	1116
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				117	0	465	1312	546	0	0	871	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				311	0	554	1386	2617	0	0	1871	
Arrive On Green				0.17	0.00	0.17	0.67	1.00	0.00	0.00	0.29	0.00
Sat Flow, veh/h				1781	0	3170	3456	3647	0	0	6696	1585
Grp Volume(v), veh/h				117	0	465	1312	546	0	0	871	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1777	0	0	1609	1585
Q Serve(g_s), s				5.2	0.0	12.8	30.8	0.0	0.0	0.0	10.0	0.0
Cycle Q Clear(g_c), s				5.2	0.0	12.8	30.8	0.0	0.0	0.0	10.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				311	0	554	1386	2617	0	0	1871	
V/C Ratio(X)				0.38	0.00	0.84	0.95	0.21	0.00	0.00	0.47	
Avail Cap(c_a), veh/h				376	0	669	1536	2617	0	0	1871	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.90	0.90	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				32.8	0.0	35.9	14.0	0.0	0.0	0.0	26.2	0.0
Incr Delay (d2), s/veh				0.8	0.0	8.0	10.9	0.2	0.0	0.0	0.8	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.2	0.0	5.3	7.3	0.1	0.0	0.0	3.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.6	0.0	43.9	24.9	0.2	0.0	0.0	27.0	0.0
LnGrp LOS				C	A	D	C	A	A	A	C	
Approach Vol, veh/h					582			1858			871	A
Approach Delay, s/veh					41.8			17.7			27.0	
Approach LOS					D			B			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.3			40.1	30.2		19.7				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		63.0			40.0	19.0		19.0				
Max Q Clear Time (g_c+I1), s		2.0			32.8	12.0		14.8				
Green Ext Time (p_c), s		3.7			3.3	3.0		1.0				

Intersection Summary




















HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 23. Oxnard Blvd/U.S. 101 NB Ramps

AM Peak Hour
 Buildout + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	162	0	388	1207	502	0	0	826	1146
Future Volume (veh/h)	0	0	0	162	0	388	1207	502	0	0	826	1146
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				117	0	485	1312	546	0	0	898	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				321	0	571	1386	2597	0	0	1836	
Arrive On Green				0.18	0.00	0.18	0.67	1.00	0.00	0.00	0.29	0.00
Sat Flow, veh/h				1781	0	3170	3456	3647	0	0	6696	1585
Grp Volume(v), veh/h				117	0	485	1312	546	0	0	898	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1777	0	0	1609	1585
Q Serve(g_s), s				5.2	0.0	13.3	30.8	0.0	0.0	0.0	10.4	0.0
Cycle Q Clear(g_c), s				5.2	0.0	13.3	30.8	0.0	0.0	0.0	10.4	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				321	0	571	1386	2597	0	0	1836	
V/C Ratio(X)				0.36	0.00	0.85	0.95	0.21	0.00	0.00	0.49	
Avail Cap(c_a), veh/h				376	0	669	1536	2597	0	0	1836	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.81	0.81	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				32.4	0.0	35.7	14.0	0.0	0.0	0.0	26.7	0.0
Incr Delay (d2), s/veh				0.7	0.0	8.9	10.1	0.1	0.0	0.0	0.9	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.2	0.0	5.6	7.1	0.1	0.0	0.0	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.1	0.0	44.6	24.1	0.1	0.0	0.0	27.6	0.0
LnGrp LOS				C	A	D	C	A	A	A	C	
Approach Vol, veh/h					602			1858			898	A
Approach Delay, s/veh					42.4			17.0			27.6	
Approach LOS					D			B			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.8			40.1	29.7		20.2				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		63.0			40.0	19.0		19.0				
Max Q Clear Time (g_c+I1), s		2.0			32.8	12.4		15.3				
Green Ext Time (p_c), s		3.7			3.3	3.0		0.9				
Intersection Summary												
HCM 6th Ctrl Delay				24.4								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 23. Oxnard Blvd/U.S. 101 NB Ramps

PM Peak Hour
 Buildout Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗	↙↗	↕			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	371	0	795	1058	936	0	0	985	919
Future Volume (veh/h)	0	0	0	371	0	795	1058	936	0	0	985	919
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				269	0	1008	1150	1017	0	0	1071	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				534	0	951	1209	2132	0	0	1287	
Arrive On Green				0.30	0.00	0.30	0.58	1.00	0.00	0.00	0.20	0.00
Sat Flow, veh/h				1781	0	3170	3456	3647	0	0	6696	1585
Grp Volume(v), veh/h				269	0	1008	1150	1017	0	0	1071	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1777	0	0	1609	1585
Q Serve(g_s), s				10.0	0.0	24.0	24.9	0.0	0.0	0.0	12.8	0.0
Cycle Q Clear(g_c), s				10.0	0.0	24.0	24.9	0.0	0.0	0.0	12.8	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				534	0	951	1209	2132	0	0	1287	
V/C Ratio(X)				0.50	0.00	1.06	0.95	0.48	0.00	0.00	0.83	
Avail Cap(c_a), veh/h				534	0	951	1253	2132	0	0	1287	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.69	0.69	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				23.1	0.0	28.0	16.0	0.0	0.0	0.0	30.7	0.0
Incr Delay (d2), s/veh				0.8	0.0	46.4	11.4	0.5	0.0	0.0	6.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.9	0.0	14.3	7.0	0.2	0.0	0.0	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				23.8	0.0	74.4	27.4	0.5	0.0	0.0	37.1	0.0
LnGrp LOS				C	A	F	C	A	A	A	D	
Approach Vol, veh/h					1277			2167			1071	A
Approach Delay, s/veh					63.8			14.8			37.1	
Approach LOS					E			B			D	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		52.0			32.0	20.0		28.0				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		48.0			29.0	15.0		24.0				
Max Q Clear Time (g_c+I1), s		2.0			26.9	14.8		26.0				
Green Ext Time (p_c), s		8.2			1.1	0.1		0.0				

Intersection Summary




















HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.
- Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

























HCM 6th Signalized Intersection Summary
 23. Oxnard Blvd/U.S.101 NB Ramps

PM Peak Hour
 Buildout + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	371	0	822	1058	936	0	0	1009	947
Future Volume (veh/h)	0	0	0	371	0	822	1058	936	0	0	1009	947
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				269	0	1037	1150	1017	0	0	1097	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				557	0	991	1166	2088	0	0	1287	
Arrive On Green				0.31	0.00	0.31	0.56	0.98	0.00	0.00	0.20	0.00
Sat Flow, veh/h				1781	0	3170	3456	3647	0	0	6696	1585
Grp Volume(v), veh/h				269	0	1037	1150	1017	0	0	1097	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1777	0	0	1609	1585
Q Serve(g_s), s				9.8	0.0	25.0	26.2	0.8	0.0	0.0	13.2	0.0
Cycle Q Clear(g_c), s				9.8	0.0	25.0	26.2	0.8	0.0	0.0	13.2	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				557	0	991	1166	2088	0	0	1287	
V/C Ratio(X)				0.48	0.00	1.05	0.99	0.49	0.00	0.00	0.85	
Avail Cap(c_a), veh/h				557	0	991	1166	2088	0	0	1287	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.71	0.71	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				22.3	0.0	27.5	17.3	0.3	0.0	0.0	30.9	0.0
Incr Delay (d2), s/veh				0.7	0.0	41.6	18.9	0.6	0.0	0.0	7.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.8	0.0	14.1	8.5	0.3	0.0	0.0	5.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				22.9	0.0	69.1	36.2	0.9	0.0	0.0	38.1	0.0
LnGrp LOS				C	A	F	D	A	A	A	D	
Approach Vol, veh/h					1306			2167			1097	A
Approach Delay, s/veh					59.6			19.6			38.1	
Approach LOS					E			B			D	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		51.0			31.0	20.0		29.0				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		47.0			27.0	16.0		25.0				
Max Q Clear Time (g_c+I1), s		2.8			28.2	15.2		27.0				
Green Ext Time (p_c), s		8.2			0.0	0.6		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				35.5								
HCM 6th LOS				D								
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 24. Oxnard Blvd/U.S. 101 SB Ramps

AM Peak Hour
 Buildout Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							  		 	 	
Traffic Volume (veh/h)	275	0	1540	0	0	0	0	1476	380	493	489	0
Future Volume (veh/h)	275	0	1540	0	0	0	0	1476	380	493	489	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	299	0	0				0	1604	0	536	532	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	2	2	0
Cap, veh/h	393	0					0	2574		1220	2834	0
Arrive On Green	0.11	0.00	0.00				0.00	0.40	0.00	0.59	1.00	0.00
Sat Flow, veh/h	3456	0	1585				0	6696	1585	3456	3647	0
Grp Volume(v), veh/h	299	0	0				0	1604	0	536	532	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1609	1585	1728	1777	0
Q Serve(g_s), s	7.6	0.0	0.0				0.0	17.9	0.0	7.7	0.0	0.0
Cycle Q Clear(g_c), s	7.6	0.0	0.0				0.0	17.9	0.0	7.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	393	0					0	2574		1220	2834	0
V/C Ratio(X)	0.76	0.00					0.00	0.62		0.44	0.19	0.00
Avail Cap(c_a), veh/h	691	0					0	2574		1220	2834	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.67	1.67	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.85	0.85	0.00
Uniform Delay (d), s/veh	38.7	0.0	0.0				0.0	21.6	0.0	13.5	0.0	0.0
Incr Delay (d2), s/veh	3.1	0.0	0.0				0.0	1.1	0.0	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0				0.0	6.7	0.0	2.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	0.0	0.0				0.0	22.7	0.0	13.7	0.1	0.0
LnGrp LOS	D	A					A	C		B	A	A
Approach Vol, veh/h		299	A					1604	A		1068	
Approach Delay, s/veh		41.8						22.7			7.0	
Approach LOS		D						C			A	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	35.8	40.0		14.2				75.8				
Change Period (Y+Rc), s	4.0	4.0		4.0				4.0				
Max Green Setting (Gmax), s	24.0	36.0		18.0				64.0				
Max Q Clear Time (g_c+I1), s	9.7	19.9		9.6				2.0				
Green Ext Time (p_c), s	1.7	10.3		0.7				4.2				

Intersection Summary

























HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 24. Oxnard Blvd/U.S. 101 SB Ramps

AM Peak Hour
 Buildout + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							  		 	 	
Traffic Volume (veh/h)	275	0	1540	0	0	0	0	1476	380	518	489	0
Future Volume (veh/h)	275	0	1540	0	0	0	0	1476	380	518	489	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	299	0	0				0	1604	0	563	532	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	2	2	0
Cap, veh/h	393	0					0	2574		1220	2834	0
Arrive On Green	0.11	0.00	0.00				0.00	0.40	0.00	0.59	1.00	0.00
Sat Flow, veh/h	3456	0	1585				0	6696	1585	3456	3647	0
Grp Volume(v), veh/h	299	0	0				0	1604	0	563	532	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1609	1585	1728	1777	0
Q Serve(g_s), s	7.6	0.0	0.0				0.0	17.9	0.0	8.3	0.0	0.0
Cycle Q Clear(g_c), s	7.6	0.0	0.0				0.0	17.9	0.0	8.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	393	0					0	2574		1220	2834	0
V/C Ratio(X)	0.76	0.00					0.00	0.62		0.46	0.19	0.00
Avail Cap(c_a), veh/h	691	0					0	2574		1220	2834	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.67	1.67	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.85	0.85	0.00
Uniform Delay (d), s/veh	38.7	0.0	0.0				0.0	21.6	0.0	13.6	0.0	0.0
Incr Delay (d2), s/veh	3.1	0.0	0.0				0.0	1.1	0.0	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0				0.0	6.7	0.0	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	0.0	0.0				0.0	22.7	0.0	13.9	0.1	0.0
LnGrp LOS	D	A					A	C		B	A	A
Approach Vol, veh/h		299	A					1604	A		1095	
Approach Delay, s/veh		41.8						22.7			7.2	
Approach LOS		D						C			A	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	35.8	40.0		14.2				75.8				
Change Period (Y+Rc), s	4.0	4.0		4.0				4.0				
Max Green Setting (Gmax), s	24.0	36.0		18.0				64.0				
Max Q Clear Time (g_c+I1), s	10.3	19.9		9.6				2.0				
Green Ext Time (p_c), s	1.8	10.3		0.7				4.2				

Intersection Summary

























HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

























HCM 6th Signalized Intersection Summary
 24. Oxnard Blvd/U.S. 101 SB Ramps

PM Peak Hour
 Buildout Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							  		 	 	
Traffic Volume (veh/h)	661	0	1410	0	0	0	0	1334	540	442	914	0
Future Volume (veh/h)	661	0	1410	0	0	0	0	1334	540	442	914	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	718	0	0				0	1450	0	480	993	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	2	2	0
Cap, veh/h	841	0					0	2171		930	2334	0
Arrive On Green	0.24	0.00	0.00				0.00	0.34	0.00	0.36	0.87	0.00
Sat Flow, veh/h	3456	0	1585				0	6696	1585	3456	3647	0
Grp Volume(v), veh/h	718	0	0				0	1450	0	480	993	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1609	1585	1728	1777	0
Q Serve(g_s), s	15.9	0.0	0.0				0.0	15.4	0.0	8.8	4.5	0.0
Cycle Q Clear(g_c), s	15.9	0.0	0.0				0.0	15.4	0.0	8.8	4.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	841	0					0	2171		930	2334	0
V/C Ratio(X)	0.85	0.00					0.00	0.67		0.52	0.43	0.00
Avail Cap(c_a), veh/h	1037	0					0	2171		930	2334	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.51	0.51	0.00
Uniform Delay (d), s/veh	28.9	0.0	0.0				0.0	22.7	0.0	21.6	2.0	0.0
Incr Delay (d2), s/veh	5.9	0.0	0.0				0.0	1.6	0.0	0.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	0.0				0.0	5.8	0.0	3.2	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	0.0	0.0				0.0	24.3	0.0	21.8	2.3	0.0
LnGrp LOS	C	A					A	C		C	A	A
Approach Vol, veh/h		718	A					1450	A		1473	
Approach Delay, s/veh		34.8						24.3			8.7	
Approach LOS		C						C			A	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	25.5	31.0		23.5				56.5				
Change Period (Y+Rc), s	4.0	4.0		4.0				4.0				
Max Green Setting (Gmax), s	17.0	27.0		24.0				48.0				
Max Q Clear Time (g_c+I1), s	10.8	17.4		17.9				6.5				
Green Ext Time (p_c), s	1.0	6.4		1.6				9.1				
Intersection Summary												
HCM 6th Ctrl Delay			20.1									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 24. Oxnard Blvd/U.S.101 SB Ramps

PM Peak Hour
 Buildout + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							  		 	 	
Traffic Volume (veh/h)	661	0	1410	0	0	0	0	1334	540	466	914	0
Future Volume (veh/h)	661	0	1410	0	0	0	0	1334	540	466	914	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	718	0	0				0	1450	0	507	993	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	2	2	0
Cap, veh/h	841	0					0	2762		613	2334	0
Arrive On Green	0.24	0.00	0.00				0.00	0.43	0.00	0.18	0.66	0.00
Sat Flow, veh/h	3456	0	1585				0	6696	1585	3456	3647	0
Grp Volume(v), veh/h	718	0	0				0	1450	0	507	993	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1609	1585	1728	1777	0
Q Serve(g_s), s	15.9	0.0	0.0				0.0	13.3	0.0	11.3	10.7	0.0
Cycle Q Clear(g_c), s	15.9	0.0	0.0				0.0	13.3	0.0	11.3	10.7	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	841	0					0	2762		613	2334	0
V/C Ratio(X)	0.85	0.00					0.00	0.53		0.83	0.43	0.00
Avail Cap(c_a), veh/h	1037	0					0	2762		778	2334	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.49	0.49	0.00
Uniform Delay (d), s/veh	28.9	0.0	0.0				0.0	16.8	0.0	31.7	6.5	0.0
Incr Delay (d2), s/veh	5.9	0.0	0.0				0.0	0.7	0.0	3.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	0.0				0.0	4.7	0.0	4.8	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	0.0	0.0				0.0	17.5	0.0	34.7	6.8	0.0
LnGrp LOS	C	A					A	B		C	A	A
Approach Vol, veh/h		718	A					1450	A		1500	
Approach Delay, s/veh		34.8						17.5			16.3	
Approach LOS		C						B			B	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	18.2	38.3		23.5				56.5				
Change Period (Y+Rc), s	4.0	4.0		4.0				4.0				
Max Green Setting (Gmax), s	18.0	26.0		24.0				48.0				
Max Q Clear Time (g_c+I1), s	13.3	15.3		17.9				12.7				
Green Ext Time (p_c), s	0.9	7.0		1.6				8.8				
Intersection Summary												
HCM 6th Ctrl Delay			20.4									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 25
NORTH/SOUTH STREET: Oxnard Blvd
EAST/WEST STREET: Gonzales Rd
SCENARIO: Buildout Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	140	1090	430	720	1570	80	240	1180	100	320	840	360
Project Trips	0	0	0	0	0	31	40	20	0	0	16	0
GEOMETRY	LL	TTT	R	LL	TTT	R	LL	TT	TR	LL	TTT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	2.0	3,200	140	140	0.04	0.04
NBT	3.0	4,800	1,090	1,090	0.23 *	0.23 *
NBR	1.0 (a)	1,600	110	110	0.07	0.07
SBL	2.0	3,200	720	720	0.23 *	0.23 *
SBT	3.0	4,800	1,570	1,570	0.33	0.33
SBR	1.0	1,600	80	111	0.05	0.07
EBL	2.0	3,200	240	280	0.08	0.09
EBT	3.0	4,800	1,180	1,200	0.27 *	0.27 *
EBR	0.0	0	100	100	0.00	0.00
WBL	2.0	3,200	320	320	0.10 *	0.10 *
WBT	3.0	4,800	840	856	0.18	0.18
WBR	1.0 (b)	1,600	0	0	0.00	0.00
N/S Critical Movements					0.46	0.46
E/W Critical Movements					0.37	0.37
Clearance Interval					0.00	0.00
ICU					0.83	0.83
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio
 (a) RTOR overlap w/WB LT
 (b) RTOR overlap w/SB LT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 25
NORTH/SOUTH STREET: Oxnard Blvd
EAST/WEST STREET: Gonzales Rd
SCENARIO: Buildout Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 05/2018
WORK ORDER #: 2064169300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	220	1610	350	420	1700	140	330	980	160	390	1340	530
Project Trips	0	0	0	0	0	41	38	17	0	0	21	0
GEOMETRY	LL	TTT	R	LL	TTT	R	LL	TT	TR	LL	TTT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Buildout	Project	Buildout	Project
NBL	2.0	3,200	220	220	0.07	0.07
NBT	3.0	4,800	1,610	1,610	0.34 *	0.34 *
NBR	1.0 (a)	1,600	350	350	0.22	0.22
SBL	2.0	3,200	420	420	0.13 *	0.13 *
SBT	3.0	4,800	1,700	1,700	0.35	0.35
SBR	1.0	1,600	140	181	0.09	0.11
EBL	2.0	3,200	330	368	0.10 *	0.12 *
EBT	3.0	4,800	980	997	0.24	0.24
EBR	0.0	0	160	160	0.00	0.00
WBL	2.0	3,200	390	390	0.12	0.12
WBT	3.0	4,800	1,340	1,361	0.28 *	0.28 *
WBR	1.0 (b)	1,600	320	320	0.20	0.20
N/S Critical Movements					0.47	0.47
E/W Critical Movements					0.38	0.40
Clearance Interval					0.00	0.00
ICU					0.85	0.87
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio
 (a) not critical due to RTOR overlap w/WB LT
 (b) RTOR overlap w/SB LT

Appendix 6
Proportionate Share Calculation Worksheets

05. VICTORIA AVE & DORIS AVE INTERSECTION
Proportionate Share Calculation

AM Peak Hour - Entering Volumes

Total Trips - Existing Conditions:	3,480 PHT
Total Trips - Cumulative Conditions:	3,679 PHT
Cumulative Increase	199 PHT
Project Trips	130 PHT
Cumulative + Project Increase:	329 PHT

Formula:
$$\frac{\text{Project PHT}}{\text{Cumulative Increase PHT} + \text{Project PHT}}$$

Calculation:
$$\frac{130 \text{ PHT}}{199 \text{ PHT} + 130 \text{ PHT}} = 40\%$$

06. VICTORIA AVE & TEAL CLUB RD INTERSECTION
Proportionate Share Calculation

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
Total Trips - Existing Conditions:	3,471 PHT	3,873 PHT
Total Trips - Cumulative Conditions:	3,796 PHT	4,060 PHT
Cumulative Increase	325 PHT	187 PHT
Project Trips	95 PHT	107 PHT
Cumulative + Project Increase:	420 PHT	294 PHT

Formula:
$$\frac{\text{Project PHT}}{\text{Cumulative Increase PHT} + \text{Project PHT}}$$

Calculation:
$$\frac{202 \text{ PHT}}{512 \text{ PHT} + 202 \text{ PHT}} = 28\%$$

10. PATTERSON AVE & DORIS AVE INTERSECTION
Proportionate Share Calculation

AM Peak Hour - Entering Volumes

Total Trips - Existing Conditions:	982 PHT
Total Trips - Cumulative Conditions:	1,581 PHT
Cumulative Increase	599 PHT
Project Trips	155 PHT
Cumulative + Project Increase:	754 PHT

Formula:
$$\frac{\text{Project PHT}}{\text{Cumulative Increase PHT} + \text{Project PHT}}$$

Calculation:
$$\frac{155 \text{ PHT}}{599 \text{ PHT} + 155 \text{ PHT}} = 21\%$$

04. VICTORIA AVE & GONZALES RD INTERSECTION
Proportionate Share Calculation

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
Total Trips - Existing Conditions:	4,386 PHT	4,594 PHT
Total Trips - Buildout Conditions:	5,600 PHT	6,085 PHT
Buildout Increase	1,214 PHT	1,491 PHT
Project Trips	134 PHT	150 PHT
Buildout + Project Increase:	1,348 PHT	1,641 PHT

Formula:
$$\frac{\text{Project PHT}}{\text{Cumulative Increase PHT + Project PHT}}$$

Calculation:
$$\frac{284 \text{ PHT}}{2,989 \text{ PHT}} = 33\%$$

11. PATTERSON AVE & TEAL CLUB ROAD INTERSECTION
Proportionate Share Calculation

AM Peak Hour - Entering Volumes

Total Trips - Existing Conditions:	290 PHT
Total Trips - Buildout Conditions:	830 PHT
Cumulative Increase	540 PHT
Project Trips	113 PHT
Cumulative + Project Increase:	653 PHT

Formula:
$$\frac{\text{Project PHT}}{\text{Cumulative Increase PHT} + \text{Project PHT}}$$

Calculation:
$$\frac{113 \text{ PHT}}{653 \text{ PHT}} = 17\%$$

17. VENTURA RD & DORIS AVE INTERSECTION
Proportionate Share Calculation

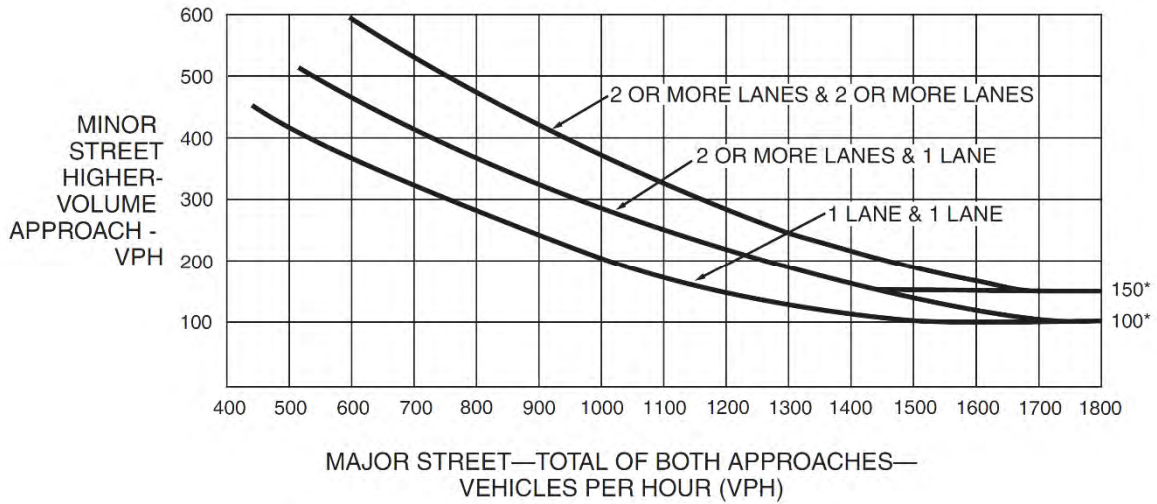
	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
Total Trips - Existing Conditions:	4,071 PHT	3,887 PHT
Total Trips - Buildout Conditions:	4,475 PHT	5,020 PHT
Buildout Increase	404 PHT	1,133 PHT
Project Trips	357 PHT	400 PHT
Buildout + Project Increase:	761 PHT	1,533 PHT

Formula:
$$\frac{\text{Project PHT}}{\text{Cumulative Increase PHT + Project PHT}}$$

Calculation:
$$\frac{757 \text{ PHT}}{2,294 \text{ PHT}} = 33\%$$

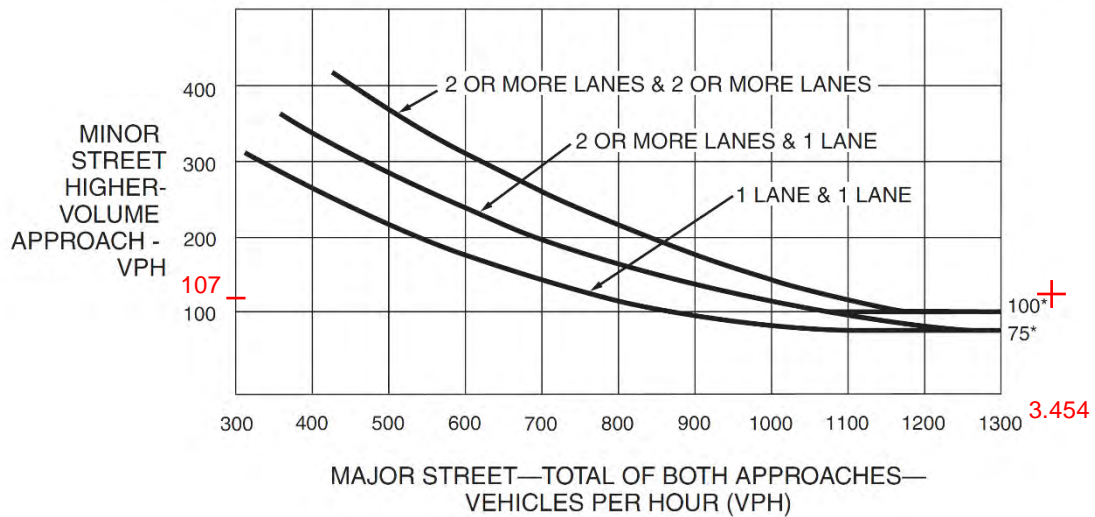
Appendix 7
Traffic Signal Warrant Worksheets

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES NO

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	Hour			
	One	2 or More		
Both Approaches - Major Street				
Higher Approach - Minor Street				

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>

**WARRANT 3 - Peak Hour
 (Part A or Part B must be satisfied)**

SATISFIED YES NO

PART A

SATISFIED YES NO

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

PART B

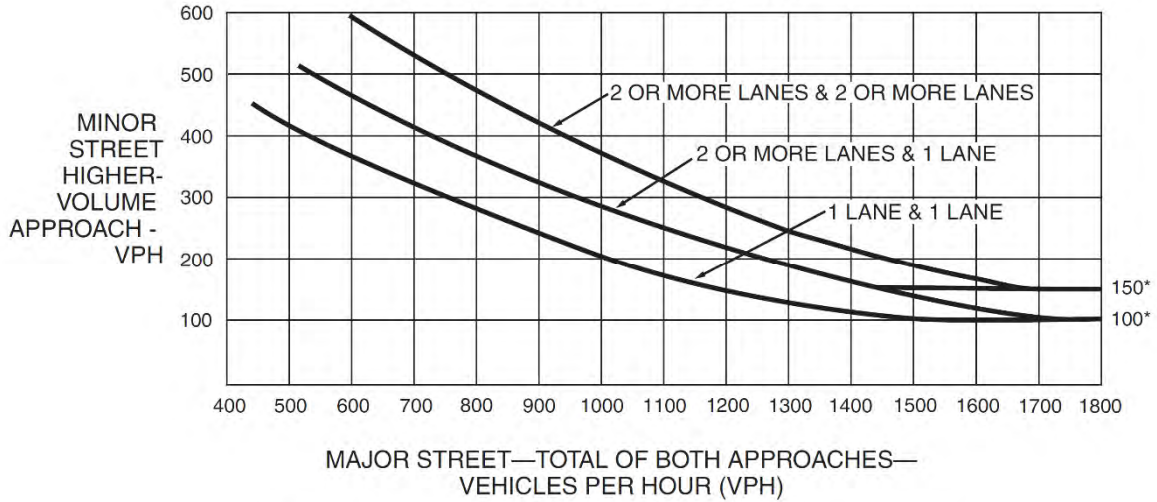
SATISFIED YES NO

APPROACH LANES	Hour		AM Peak
	One	2 or More	
Both Approaches - Major Street		<input checked="" type="checkbox"/>	3,454
Higher Approach - Minor Street		<input checked="" type="checkbox"/>	107

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

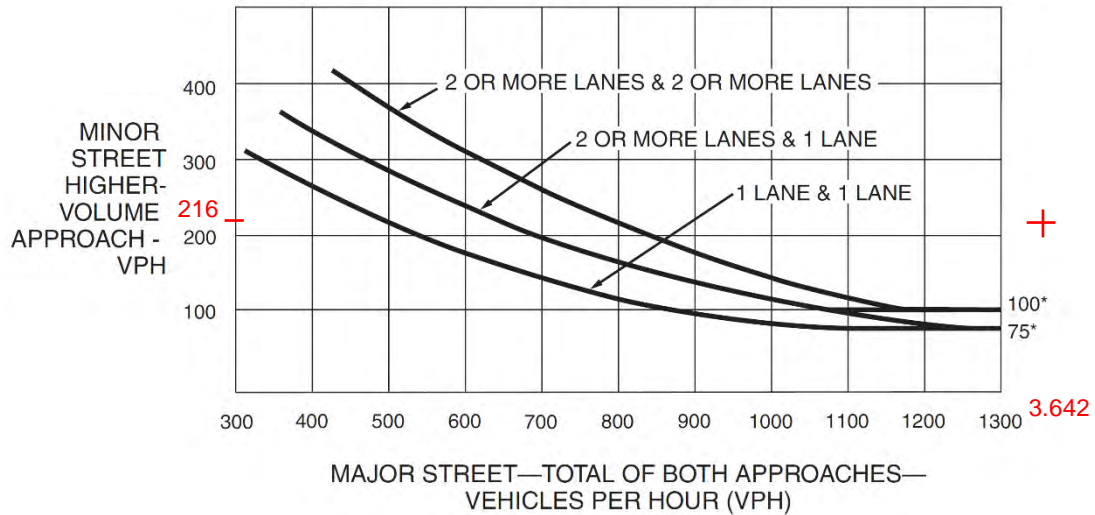
The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume SATISFIED* YES NO

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	Hour			
	One	2 or More		
Both Approaches - Major Street				
Higher Approach - Minor Street				

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>

WARRANT 3 - Peak Hour SATISFIED YES NO
 (Part A or Part B must be satisfied)

PART A SATISFIED YES NO

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

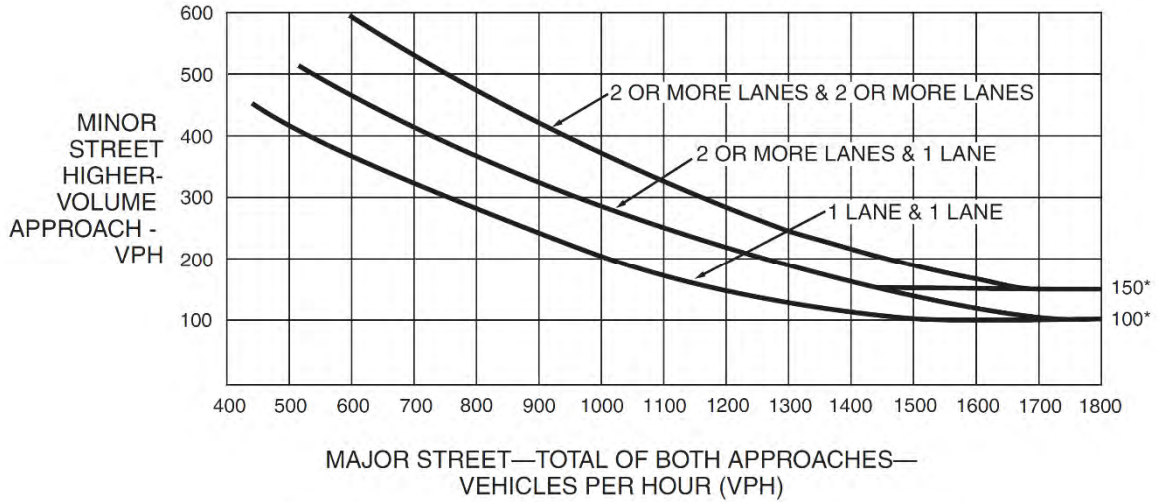
PART B SATISFIED YES NO

APPROACH LANES	Hour	
	One	2 or More AM Peak
Both Approaches - Major Street		3,642
Higher Approach - Minor Street		216

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

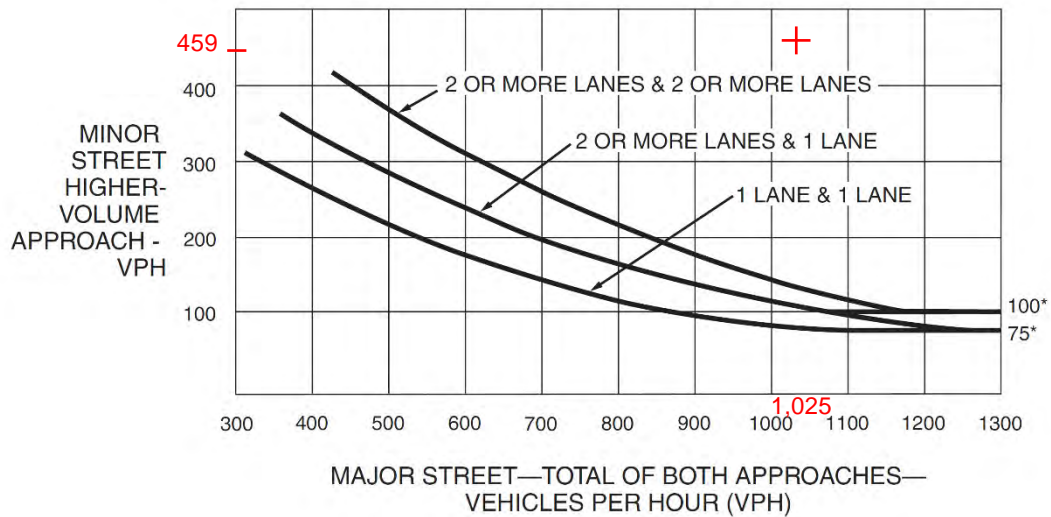
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES NO

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	Hour			
	One	2 or More		
Both Approaches - Major Street				
Higher Approach - Minor Street				

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>

**WARRANT 3 - Peak Hour
 (Part A or Part B must be satisfied)**

SATISFIED YES NO

PART A

SATISFIED YES NO

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

PART B

SATISFIED YES NO

APPROACH LANES	Hour		AM Peak
	One	2 or More	
Both Approaches - Major Street		<input checked="" type="checkbox"/>	1,025
Higher Approach - Minor Street		<input checked="" type="checkbox"/>	459

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.