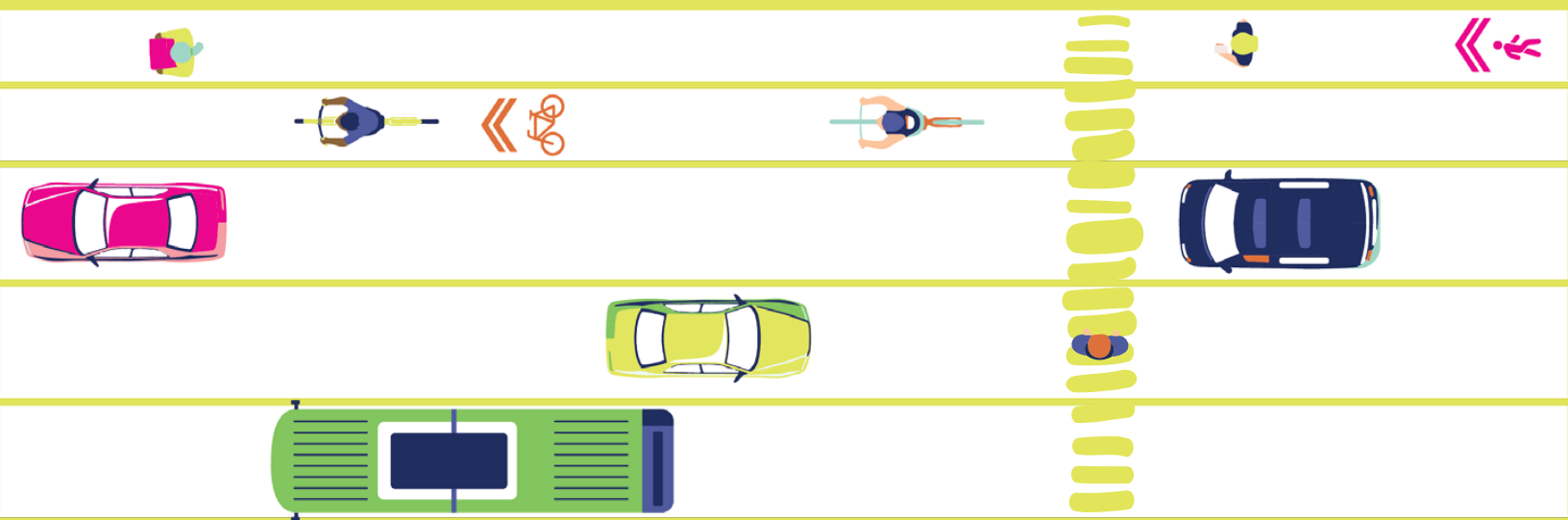


Oxnard

SUSTAINABLE TRANSPORTATION PLAN



MARCH 2022

Framework Report



Prepared by:

FEHR & PEERS



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Glossary of Terms

Accessibility: A measure of the ability or ease for people to travel from a starting point to an ending point(s) using one or more modes of transportation.

Accessible Pedestrian Signal: Devices that communicate information about the “Walk” and “Don’t Walk” intervals at signalized intersections, in non-visual formats (e.g. audio), for people who are walking and are blind or have low vision.

Americans with Disabilities Act (ADA): Civil rights legislation enacted by Congress in 1990 that prohibits discrimination and guarantees equal opportunity for disabled persons in employment, transportation, public accommodation, public services, and telecommunications.

Class I Bicycle Facility: A bicycle (and often pedestrian) facility that is separated from vehicular traffic. Also known as a shared-use path.

Class II Bicycle Facility: Bicycle lanes on the street defined by pavement striping and signage to designate a portion of the roadway for bicycle travel. The addition of a buffer through additional striping provides greater separation from the bike facility and the adjacent traffic lane and/or parking lane.

Class III Bicycle Facility: Bicycle routes designated with signage and/or shared roadway markings (“sharrows”) as a preferred route for bicyclists on streets shared with vehicular traffic. Bike routes are generally not appropriate for roadways with higher vehicular speeds or volumes. Class III bicycle facilities also include bicycle boulevards, which are typically roadways with low traffic volumes and speeds designed to prioritize bicycle travel for people of all ages and abilities.

Class IV Bicycle Facility: Bicycle lanes physically separated from vehicular traffic with a vertical divider, such as posts or on-street parking, and provide one-way or two-way travel. Also known as a cycle track or protected bicycle lane.

Complete Streets: Streets that are designed to enhance safe and comfortable travel for people of all ages and abilities using various modes of transportation, particularly walking, bicycling, and riding transit.

First/Last Mile: The travel required from a starting point (e.g. home or work) to a transit stop/station and the travel required from a transit stop/station to an ending point (e.g. work or home).

Level of Service (LOS): A measure, from A to F, that indicates that level of vehicular traffic flow. LOS A indicates free flow vehicular traffic traveling at or above the posted speed limit, and LOS F indicates a traffic jam with start-and-stop travel.

Manual on Uniform Traffic Control Devices (MUTCD): Defines the standards to install and maintain traffic control devices, such as roadway markings and signs, on all public streets, highways, bikeways, and private roads open to public travel. The national MUTCD is published by the Federal Highway Administration (FHWA) and the California State MUTCD is published by Caltrans.

Micromobility: Includes a range of small, lightweight vehicles that are human-powered or electric and typically operate at speeds below 15 miles per hour, such as bikes, scooters, and skateboards.

Microtransit: A flexible transit system that uses small-scale vehicles, such as shuttles or minibuses, that can provide on-demand transit service for a predetermined route or the most direct route in a service area.

Neighborhood Electric Vehicle (NEV): A vehicle that can travel between 20 – 25 miles per hour and must be driven on streets with a speed limit of 35 miles per hour or less. Also known as a Low Speed Vehicle.

Ridesharing: A service that arranges on-demand one-way transportation provided by drivers who are typically using a personal vehicle. Also referred to as “ride-hailing” and provided by Transportation Network Companies (TNC), such as Uber and Lyft.

Right-of-Way (ROW): The area designated for use as a street to accommodate travel and includes the public streets, sidewalks, and utilities.

Safe Routes to School (SRTS): An initiative that aims to identify and develop safe and convenient routes for children to walk and bike to and from school with roadway design and educational and enforcement campaigns.

Transportation Demand Management (TDM): Programmatic strategies and incentives to reduce single-occupancy vehicle travel demand, with an emphasis during peak periods of travel.

Transportation System Management (TSM): A set of strategies that focus on operational improvement that can maintain or restore the performance of an existing transportation system before extra capacity is needed.

Transit-Oriented Development (TOD): Moderate- to high-density mixed-use development located within walking distance (approximately a half-mile, or 10-minutes) of a major transit stop.

Urban Greening: Installing trees, parks, and landscaped areas to address air and noise pollution, soak up rainwater that may otherwise create flooding, and help provide shade and cooling.

Vehicle Miles Traveled (VMT): A metric that measures the miles driven by all vehicles in a geographic region over a given period of time, typically a one-year period.

Wayfinding: An information system of signs, maps, and/or schedules that helps people navigate through and orient themselves in an area.





01





Chapter 01

Introduction



Chapter 01

Introduction

Why are we preparing a Sustainable Transportation Plan?

The City of Oxnard Sustainable Transportation Plan (STP) builds on the City's previous transportation planning efforts with existing conditions analysis and community engagement to develop a plan to provide for a safer, more integrated, and more sustainable transportation environment for people who live, work, and spend time in Oxnard. The City of Oxnard is developing the STP to identify the barriers that people who take alternative modes of transportation, such as walking, biking and riding transit, encounter as they travel through the city. The STP focuses on the inclusion of historically underserved neighborhoods by using robust and creative methods to encourage public participation. The STP will use data collection and stakeholder input to establish clear implementation steps from plan to construction.

What is the Sustainable Transportation Plan Framework Report?

The STP Framework serves as a foundation for the STP to inform engagement and initiate idea generation with City of Oxnard departments, surrounding jurisdictions, community-based organizations, and the wider community of people who live, work, and spend time in Oxnard.

This Framework Report guides the creation of the STP by:

- Summarizing relevant policies, recommendations, priority locations, and best practices from past transportation-related plans and studies to inform the development of STP project improvements.
- Mapping existing conditions data:
 - » Population characteristics
 - » Built environment and transportation characteristics
 - » Climate and environmental hazards and resources
 - » Community points of interest
 - » Land use
- Identifying opportunities for sustainability and transportation improvements based on development patterns, transportation infrastructure, and other ongoing City efforts,



such as building on the City's Capital Improvement Program, setting a foundation for the City's upcoming General Plan Update, and coordinating with ongoing efforts led by neighboring jurisdictions and regional agencies.

Inter-Agency Charette:

The identification of relevant plans, studies, and existing conditions data was also informed by an Inter-Agency Charette that was held on August 5, 2021 with representatives from:

- City of Oxnard Community Development, Fire, Housing, and Public Works Departments
- Neighboring local and regional agencies: City of Ventura, County of Ventura, Oxnard Harbor District, Ventura County Transportation Commission
- Caltrans District 7
- Schools: CSU Channel Islands, Hueneme Elementary School District, Oxnard College, Oxnard Union High School District
- Transit agencies: Gold Coast Transit District, VCTC Transit, Southern California Regional Rail Authority (Metrolink)

The inter-agency charette attendees provided information on related efforts and highlighted locations throughout the city that either had projects in development or had been identified by their respective stakeholders.





02





Chapter 02

Review of Past Plans & Studies



Chapter 02

Review of Past Plans and Studies

What plans and studies do we already have?

This chapter provides a summary of plans and studies completed by the City of Oxnard and surrounding jurisdictions related to housing, transportation, environment, and several other key topics related to the goals of the STP. Each summary includes a brief description of the goals related to sustainable transportation and if applicable, highlights relevant opportunities, issue areas, or locations.

City of Oxnard Plans & Studies

- 2030 General Plan
 - » Housing Element
 - » Circulation Element
 - » Safety Element
- Coastal Land Use Plan
- Downtown Strategic Plan
- Bicycle and Pedestrian Facilities Master Plan
- Oxnard Sidewalk Survey Report
- Oxnard Transportation Demand Management Plan
- Green Alleys Plan

- Oxnard Corridor Community Transportation Improvement Plan
- Downtown Vision Plan
- Seal Level Rise Adaptation Strategy Report
- Electric Vehicle Accelerator Plan for the City of Oxnard
- Oxnard Complete Streets Safety Assessment
- Oxnard Capital Improvement Plan 2021 – 2026
- Parks Master Plan
- Oxnard Climate Action and Adaptation Plan
- High Quality Transit Area Pilot/ Oxnard Vision Plan

Local Transit Agency Plans & Studies

- VCTC Transit Short Range Transit Plan
- Gold Coast Transit Short Range Transit Plan
- Gold Coast Transit Building Transit Supportive Communities
- Gold Coast Transit Microtransit Demonstration Pilot

Regional Agency Plans & Studies

- VCTC Regional Bikeway Wayfinding Plan
- Ventura County Electric Vehicle Ready Blueprint
- VCTC/SBCAG Transportation Emergency Preparedness Plan
- VCTC I01 Communities Connected
- VCTC Freight Corridors Study

State Agency Plans & Studies

- California Freight Mobility Plan
- Caltrans District 7 Active Transportation Plan



City of Oxnard Plans & Studies

2.1 2030 General Plan

The City of Oxnard General Plan 2030 is a broad policy document that aims to support the continued growth and development of the City in a manner consistent with community goals. The General Plan prioritizes the natural environment of the coastal city, especially as it relates to local beaches, species habitats, and air quality. There are key policies within the document focused on preventing environmental degradation and promoting local sustainability. Additionally, the plan includes policies to improve public transit networks and infrastructure, complete the bicycle and sidewalk network and make improvements to those networks. The General Plan also outlines the strategic development of “Urban Villages,” defined as districts with a unique sense of place. The Urban Village concept includes two transit-focused districts: the North Oxnard Transit Enhancement District (NOTED) and the Downtown East Transit-Oriented District (DETOD).

2.1.1 HOUSING ELEMENT

The Oxnard Housing Element (updated in 2021, covering 2021-2029) is a state-mandated policy document included in the General Plan and identifies strategies to accommodate a variety of housing types for a range of household income levels within the city. The Housing Element assesses existing constraints to future housing development and defines housing need within the jurisdiction. To determine the local housing need, the document utilizes the Regional Housing Needs Allocation (RHNA),



developed by the Southern California Association of Governments (SCAG), which is the official federally recognized Metropolitan Planning Organization (MPO) for the region. The RHNA for the 6th Cycle Housing Element identified 8,549 housing units for Oxnard, and the 2021-2029 Housing Element identified 9,534 housing units and outlines the strategy to accommodate the identified need.

The Housing Element includes a housing site inventory that identifies properties throughout the community that are best suited for increasing housing development and providing higher density housing. The Plan focuses on identifying housing sites near public transportation and away from environmentally sensitive resources. Areas identified within the site inventory are areas likely to have higher density housing and thus may be areas of strategic focus in the STP.

2.1.2 CIRCULATION ELEMENT

The Circulation Element (updated in 2011) is a state-mandated policy document included in the General Plan. The Circulation Element

outlines the standards and goals for the circulation and transportation system in Oxnard. All transportation policy and regulations must adhere to the standards set forth in the Circulation Element. The Element is first focused on goals that support the existing, approved, and planned land uses throughout the city while maintaining a level of service “C” at intersections unless exempted. Additional goals included in the Element relate to goods movement, passenger railroad, transit, transportation demand management, bicycles and pedestrians, parking, and air transportation. Specifically, in terms of bicycle and pedestrian mobility, the Element underscores the importance of safe bicycle and pedestrian circulation throughout the city through strategies such as completing the citywide bicycle and sidewalk network, minimizing conflicts, and improved accessibility. The Circulation Element is expected to be updated between 2022-2023 and will build upon the Sustainable Transportation Plan project to help shape its policies and guide future transportation investments.



2.1.3 SAFETY ELEMENT

The Safety Element (updated in 2016) is a state-mandated policy included in the City of Oxnard's 2030 General Plan. The Oxnard General plan combines the mandated Safety and Noise Elements into an overarching "Safety and Hazards" Element. Goals and policies included in the Element are related to:

- Liquefaction and subsidence risks
- Coastline and beach preservation
- Emergency preparedness
- Noise-safe residential and working environments
- Noise consideration in development review
- Hazardous materials and uses
- Vehicular traffic safety
- Oxnard airport operations

As it relates to the STP, the vehicular traffic safety goal outlines programs and strategies that help mitigate safety and environmental health risks associated with vehicular traffic. Specifically, the vehicular traffic safety goal outlines strategies that reduce vehicle emissions, improve air

quality, and minimize risks, as well as strategies for reducing speed on neighborhood streets and the implementation of new and expanded roadways.

2.2 Coastal Land Use Plan

The Coastal Land Use Plan (1982) provides policy guidance for key topics pertaining to Oxnard's coastal zone. The Plan encourages access to the waterfront by preserving coastal areas for recreational use, increasing transit and pedestrian infrastructure within the zone, protecting sensitive habitats, and limiting new development within targeted areas. The Plan emphasizes improving bicycle routes, increasing regional transit service to the coastal zone area, and expanding pedestrian opportunities within the coastal zone. The coastal zone is identified as a strategic area for the provision of active transportation and increased accessibility. The City of Oxnard is currently undertaking the Local Coastal Program Update to revise the Plan in order to address climate change adaptation strategies.

2.3 Downtown Strategic Plan

The City of Oxnard Downtown Strategic Plan (2005) identifies recommendations for design standards and land use based on the evaluation of previous design and land use policies for the Downtown area. The Plan provides an overview of existing land use types and approved plans and policies for the area. The Plan provides overarching recommendations for Downtown and specific recommendations for seven districts that were identified based on land use, character, and function. Recommendations include improvements to:

- Land use and development strategies and improvements to streetscape
- Traffic and pedestrian circulation
- Parking
- Architectural style

Specific streetscape and transportation improvements include sidewalk widening, improvements to pedestrian-scale street lighting, traffic calming, and crosswalk enhancements.

2.4 Bicycle and Pedestrian Facilities Master Plan

The Bicycle and Pedestrian Facilities Master Plan (2011) outlines strategies and actions to improve walking and biking in the City of Oxnard by expanding and improving pedestrian and bicycle connectivity and access. The Plan provides recommendations for infrastructure improvements, such as:

- Class I, II, and III bicycle facilities throughout the city
- New and improved sidewalks

- Accessibility improvements in compliance with the Americans with Disabilities Act (ADA)
- Countdown pedestrian signals
- Crosswalk upgrades

The Plan also includes policies and program recommendations related to enforcement, education, and transportation incentives. The Plan provides cost estimates for the recommended bicycle and pedestrian projects and identifies funding opportunities to support implementation.

2.5 Oxnard Sidewalk Survey Report

The Oxnard Sidewalk Survey Report (2015) assesses deficiencies in the pedestrian environment and develops a prioritization plan to address issues in high need areas. The report identifies segments with the highest number of pedestrians using a pedestrian demand model, evaluates segments according to ADA requirements, and prioritizes segments based on an ADA Severity Average score. The report also provides conceptual plans and graphics with recommended improvements for ten priority areas, which include:

- Palm Drive from A Street to C Street
- Raiders Way from Dallas Drive to Rose Avenue
- Mandalay Beach Road from Falkirk Avenue to Oxnard Boulevard
- Saviers Road from Thomas Avenue to Yucca Street
- Ninth Street from C Street to B Street
- Via Marina Avenue from Victoria Avenue to Bayview Drive
- Esplanade Drive north of Vineyard Avenue
- C Street and Second Street

- Harbour Island Lane from Farralon Way to Aleutian Way
- B Street from West 3rd Street to West 4th Street

Improvements include pedestrian crossing enhancements, sidewalk upgrades, and transit stop updates. Additionally, recommended policies and programs include development of a Safe Routes to School program, staff and agency training, open streets events, data collection and monitoring, and development of performance measures.

2.6 Oxnard Transportation Demand Management Plan

The Oxnard Transportation Demand Management Plan (2015) focuses on strategies that help the City reduce congestion and lower greenhouse gas emissions (GHG), by encouraging fewer single-occupant vehicle trips with the implementation of a best-practices traffic/transportation demand management (TDM) program. Strategies that build on existing TDM programs include vehicle trip reduction, complete streets design, and ridesharing. New strategies include commercial zoning and

density bonuses, a Safe Routes to School program, a City of Oxnard Employee TDM program, and new communication and outreach options.

2.7 Green Alleys Plan

The Green Alleys Plan (2015) develops a framework for City staff to utilize when planning future design, implementation, and maintenance of green alley projects. The Green Alleys Plan incorporates a shared street approach to alleys by reimagining alleys as environmentally sustainable places with pedestrian, bicycle, and community-serving opportunities. Safety improvements outlined in the Green Alleys Plan include signage, bicycle facilities, and pedestrian crossing enhancements. The Plan recommends three high priority neighborhoods with the highest potential for success for green alleys programs:

- Downtown Management District
- La Colonia
- South Winds

The City of Oxnard will begin implementation of the Green Alleys Plan starting with La Colonia in 2021.



To bring Green Alleys to Oxnard's future, the Plan also identifies funding sources for implementation.

2.8 Oxnard Corridor Community Transportation Improvement Plan

The Oxnard Corridor Community Transportation Improvement Plan (OCCTIP) (2016) provides strategies and recommendations for transforming former state highways into complete city streets that reduce greenhouse gas emissions with transit and mixed uses. The OCCTIP identifies complete streets policies and recommendations in existing City documents, recommends conceptual street designs and alignments, and presents alternatives considered in the development of the Plan. Infrastructure recommendations in the OCCTIP include improvements for:

- Bicycles
- Sidewalks
- Intersection safety
- Pedestrian crossings
- Transit improvements

The Plan recommends providing additional space for transit service on the east side of Oxnard Boulevard between Vineyard Avenue & Gonzales Road and between Gonzales Road & Glenwood Drive. The Plan also recommends shared use paths, sidewalks, crosswalks, and street widening for 5th Street from Oxnard Boulevard to Rice Avenue.

2.9 Downtown Vision Plan

The Downtown Vision Plan (2016) was developed through extensive community input and analysis of design studies and policies. The Plan provides seven “big ideas” for revitalizing Downtown focused on improvements to:

- Public space
- Bicycle connectivity
- Road reconfiguration
- The arts
- Park infill development
- Parking strategies

The Plan identifies opportunities for safe roadway infrastructure in Downtown Oxnard, including complete streets concepts and improved bicycle connectivity on Oxnard Boulevard, A Street, and Colonia Road. The Plan also identifies funding sources and highlights the importance of community partnerships for implementation.


2.10 Sea Level Rise Adaptation Strategy Report

The Sea Level Rise Adaptation Strategy Report (2018) identifies potential strategies to reduce risks and impacts associated with sea level rise. The Sea Level Rise Vulnerability Assessment documents that a large amount of property may be at risk due to coastal and tidal flooding and erosion. The Report evaluates the cost-benefit of potential adaptation strategies to manage the property risk associated with Sea Level Rise. Adaptation strategies include:

- Green Protect (natural infrastructure strategy)
- Hard Protect (hard infrastructure strategy)
- Managed Retreat (relocation and removal strategy)
- Accommodation (development and design modification strategy)

A cost-benefit analysis of the potential adaptation strategies across four (4) key Planning Areas, sub-areas located along the Oxnard shore, is included within the Report. The Report further identifies the adaptation strategy with the greatest net benefit relative to each Planning





Area. A detailed understanding of the adaptation strategy for each area once selected by the City will be critical to planning for effective transportation infrastructure.

2.11 Electric Vehicle Accelerator Plan for the City of Oxnard

The Electric Vehicle Accelerator Plan for the City of Oxnard (2019) was prepared by the Ventura County Regional Energy Alliance as part of the Ventura County EV Ready Blueprint project. The Plan serves as a fleet transition plan to encourage increased electric vehicle adoption through electric vehicle infrastructure deployment, increase adoption of electric vehicle by residents and businesses of Oxnard, and electrification within the City's fleet. The Plan's vision is to make electric vehicles and other clean mobility options fully accessible to everyone in the community. The Plan includes an existing conditions analysis of electric vehicle infrastructure and adoption, recommendations to deploy additional charging infrastructure and transition the City's fleet, and policies to support electrification.

2.12 Oxnard Complete Streets Safety Assessment

The Oxnard Complete Streets Safety Assessment (2019) aims to improve safety and accessibility for people walking and biking in the City of Oxnard. The report analyzes the City's existing bicycle and pedestrian programs, policies, and practices by benchmarking key strengths, enhancement areas, and opportunity areas. The report also applies walk audit findings to suggest policies and physical improvements that enhance pedestrian and bicycle safety. The report provides specific recommendations for six focus areas:

- Wooley Road between E Street and C Street

- Oxnard Boulevard & 7th Street
- Oxnard Boulevard & 5th Street
- Oxnard Boulevard & 1st Street
- Oxnard Boulevard & Colonia Road
- Pacifica High School, Gonzales Road

Recommended improvements include curb extensions upgrades, high visibility crosswalks, sidewalk widening, increasing pedestrian crossing time, and conflict striping at intersections or bike lanes.

2.13 Oxnard Capital Improvement Plan 2021 - 2026

The City of Oxnard Capital Improvement Plan (CIP) (2021) provides an inventory of the City's current and needed infrastructure, with a focus on construction and repair needs over five years (2021-2026). The CIP focuses on projects related to buildings, information technology, parks and open space, seawalls, transportation and drainage, and utilities. Only projects that meet the following two criteria qualify as CIP projects:

- Construction, erection, alteration, renovation, improvement, demolition, or repair work involving any City-owned facility
- A project that costs at least \$100,000

Since the City does not currently have sufficient funds to address all projects outlined in the CIP, the CIP provides a financing strategy that identifies possible funding options in addition to City sources. Examples of additional revenue streams include development impact fees, enterprise funds, the City's General Fund, the California Gas Tax, federal and state grants, assessment district funds, and city approved funding measures.

In addition to vital infrastructure projects, the Plan also includes recommended projects for non-

vital infrastructure as funding becomes available. Non-vital capital projects include:

- Citywide street improvements
- Citywide alley repairs
- Stormwater system upgrades
- Citywide facility repairs
- Park maintenance/accessibility

The CIP applies a project prioritization strategy that prioritizes health and safety first, then asset preservation and new or expanded services. Some of the sustainable transportation projects include citywide alleyway resurfacing, Oxnard Boulevard Bicycle Facilities Installation, Etting Road Bicycle and Pedestrian Improvements, La Colonia Green Alleys, and the Via Marina Park Renovation.

2.14 Parks Master Plan

The Parks and Recreation Master Plan (2021) provides recommendations for fostering a system of parks, open space, and recreation facilities within the City of Oxnard. The Plan includes a comprehensive overview of existing amenities and identifies key strategies

for maintaining and improving the existing network of programs and infrastructure to improve connectivity and mobility. The Plan provides strategies for expanding the active transportation networks, including the development of a multi-use trail along the 5th Street Drainage Corridor and the creation of a bike trail along the Santa Clara River. Additionally, the Plan identifies amenity improvements to increase accessibility, highlighting Ormond Beach as a key site for focused efforts towards accessibility.

2.15 Oxnard Climate Action and Adaptation Plan

The Oxnard Climate Action and Adaptation Plan (anticipated 2022) will provide a roadmap for the City to align with Senate Bill (SB) 32 and other legislative mandates that aim to reduce greenhouse gas emissions and mitigate negative environmental impacts. The CAAP will outline goals and strategies to help Oxnard plan for future climate goals and will guide the development of the City's sustainability vision and implementation. The CAAP will also

address climate adaptation, resilience measures, and risks and vulnerabilities. Additionally, the CAAP will provide the opportunity for the City to apply for future grant funds to address climate change, social equity, and sustainability/environmental programs. The Plan will incorporate equity considerations in order to improve the distribution of environmental benefits throughout the city.

2.16 High Quality Transit Area Pilot/ Oxnard Vision Plan

As a part of the Southern California Association of Governments High Quality Transit Area (HQTa) pilot, the Oxnard Vision Plan (2019) includes goals to promote safety, reduce collisions, and support multi-modal travel in Downtown Oxnard. Specific infrastructure recommendations in the Oxnard Vision Plan include:

- Bicycle facilities
- Curb extensions
- Pedestrian scramble crosswalks and other crossing enhancements
- Lighting improvements

The Plan also provides a comprehensive list of funding sources for transit-oriented development, bicycle and pedestrian improvements, urban greening, and transit infrastructure projects.

Local Transit Agency Plans & Studies

2.17 VCTC Transit Short Range Transit Plan

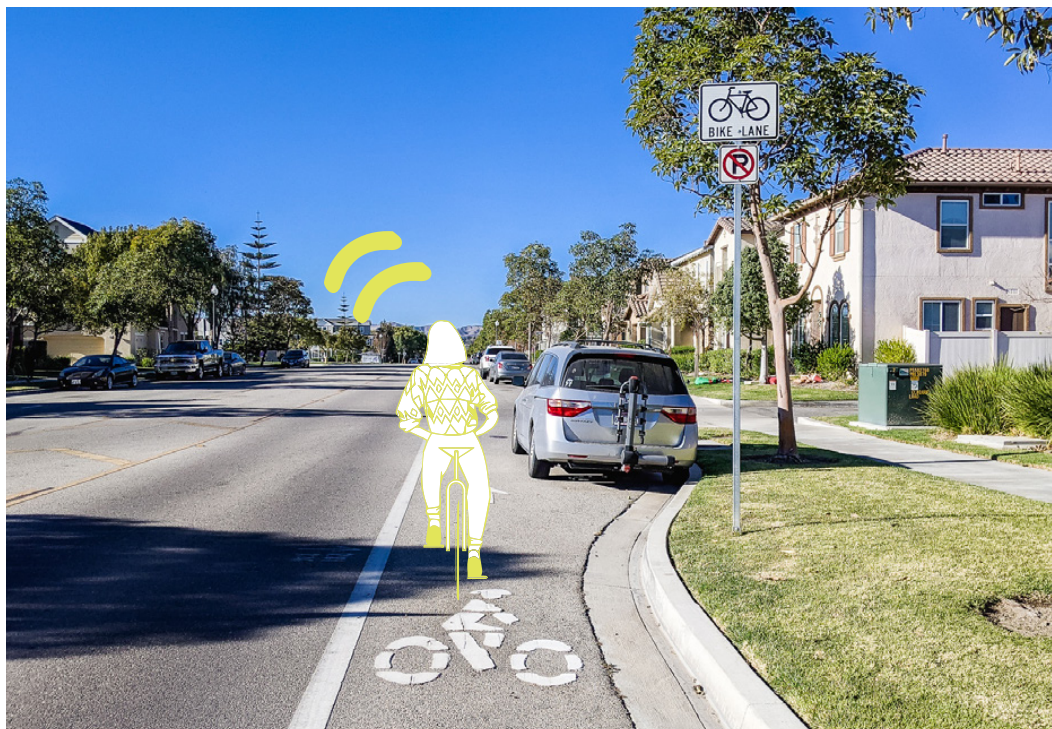
The Ventura County Short Range Transit Plan (SRTP) (2015) outlines strategies for improved regional coordination and connectivity, toward establishing a cohesive and



consistent set of transit services. The SRTP outlines key tasks and important findings through a transit service evaluation, transit market analysis, service gap analysis, transit investment plan, and performance metrics. The transit investment plan identifies several capital facility projects such as upgrading facilities at bus stops, establish a transit hub in Simi Valley that supports local and intercity service, and construct a VCTC Intercity maintenance facility. The Plan also includes a vehicle acquisition plan that identifies acquisition needs for all transit providers within Ventura County and additional fleet improvements such as right-sizing vehicles and shifting to Compressed Natural Gas Vehicles (CNG).

2.18 Gold Coast Transit Short Range Transit Plan

The mission of the Gold Coast Transit Short Range Transit Plan (SRTP) (2015) is to provide safe, responsive, convenient, efficient, and environmentally responsible public transportation that serves the diverse needs of the community. The Plan provides information about Gold Coast Transit District's service and operational needs for the next five years. The Plan outlines six strategic goals that expand on transit opportunities, improve safety and convenience, focus on sustainable practices, and maintain an appropriate governance structure with a balanced fiscal plan. The Plan includes a five-year service plan that outlines maintenance and improvements by year including route modifications, new routes, and extending service hours for certain routes. Beyond the five-year service plan baseline, future expansion and priorities are also identified



contingent on funding. Future expansion and priorities include:

- Implementation of Ventura Road Route to Oxnard College
- Restructure service in South Oxnard to support faster travel times
- Provide improved service to and from Naval Base Ventura County in Port Hueneme
- Decrease travel time between Oxnard/Ventura/Ojai (Route 6 & 16)
- Seasonal Ojai Bike Bus
- Implementation of other non-capital program improvements

2.19 Gold Coast Transit Building Transit Supportive Communities

The Building Transit Supportive Communities Plan (2019-2020) from Gold Coast Transit identifies strategies to enhance transit supportive land use and design for the five member jurisdictions of Ojai, Oxnard, Port Hueneme, Ventura, and the County of Ventura. The Plan underscores

the importance of vehicle miles traveled (VMT) and greenhouse gas (GHG) reduction through transit supportive land use strategies. The Plan identifies Gold Coast Transit stops with high levels of ridership, defined as above the 90th percentile of daily combined boardings and alightings, and analyzes characteristics such as related transportation facilities, local demographics, and adjacent land uses. The findings show that the number of intersections, population, job density, presence of Medium-Density Residential Zones, and parking regulations all have significant correlations with ridership. Additionally, further analysis showed that of the characteristics that showed significant correlations with ridership, the most effective in reducing VMT were increased residential density and the regulation of on-street parking. The Plan also identified focus areas for future transit-supportive land uses through input from community workshops. Focus areas in Oxnard include:

- Gonzales Road
- Oxnard Boulevard



- Bard Road
- Saviers Road
- Pleasant Valley Road
- Rose Avenue

A land use analysis was conducted for all focus areas in order to provide recommendations for making these areas more transit supportive. Recommendations for Oxnard focus areas include revisiting land use regulations to accommodate other uses (Gonzales Road), rezoning (Oxnard Boulevard), transition land to residential, health, or government uses (Pleasant Valley Road) and allow additional residential density (Rose Avenue). The Plan also outlines strategies for transit supportive development such as connected streets, managed curbsides, residential density, and job density. Each strategy includes implementation leads as well as standards and metrics to ensure successful application.

2.20 Gold Coast Transit Microtransit Demonstration Pilot

The Gold Coast Transit Microtransit Demonstration Pilot (2021) launched in May 2021 and provides late night on-demand microtransit service to customers within the Gold Coast Transit service area. The service offers customers curb-to-curb rides from 8:00 PM to 11:00 PM each night of the week. The pilot project timeframe is one year and is funded through the federal Job Access and Reverse Commute Program. The goal of the microtransit pilot is to serve the mobility needs of those with late-night commutes. Fixed route service is typically limited in the late-night hours, thus the microtransit pilot project aims to fill that gap and provide additional options for customers, particularly those who work in the healthcare and hospitality industries. Fares are \$2/per person each way, and customers must request rides by phone call, at least one hour ahead of time. Gold Coast Transit aims to

provide a convenient transportation option while also learning more about passenger late-night travel patterns.

Regional Agency Plans & Studies

2.21 VCTC Regional Bikeway Wayfinding Plan

The VCTC Regional Bikeway Wayfinding Plan (2017) identifies key regional bicycle routes and bicycle infrastructure improvements to develop a consistent bicycle wayfinding sign system that applies to regional bicycle routes throughout Ventura County. The Plan identifies priority regional bike routes where local jurisdictions, in partnership with VCTC, could concentrate wayfinding efforts. Seventeen potential wayfinding bike routes were identified and prioritized based on a multi-step process that involved evaluating segments through test rides and public outreach. Proposed regional wayfinding routes in Oxnard include:

- Route 4- The Coast Route (Harbor Boulevard from Navigator Drive to Hueneme Road)
- Route 8- Oxnard to Simi Valley (Gonzales Road from Harbor Boulevard to Sturgis Road via Rice Avenue)
- Route 14- Ventura/Oxnard/Port Hueneme (Johnson Drive, Ventura Road, H Street, and J Street)
- Route 15- Ventura to Port Hueneme (Rose Avenue from Ventura Boulevard to J Street via East Bard Road)
- Route 16- Ventura to Port Hueneme (Victoria Avenue)

The Plan also provides a wayfinding signs toolkit with design concepts for proposed corridors. Wayfinding

design concepts were developed with California Manual on Uniform Traffic Control Devices (CAMUTCD) standards and tailored for Ventura County. The Plan also incorporates standards from the Federal Highway Administration MUTCD to specify standards for traffic signs, road surface markings, and signals. The wayfinding signs toolkit includes design elements, placement recommendations, sign material descriptions for manufacturing, and sign dimensions. The Plan also outlines implementation based on considerations to sign fabrication, operations and maintenance, as well as costs. Federal, state, and local funding sources are identified, as well as private, creative tax methods, and civic crowd funding.

2.22 Ventura County Electric Vehicle Ready Blueprint

The Ventura County Electric Vehicle Ready Blueprint (2019) was prepared by the Ventura County Regional Energy Alliance and provides strategies to help Ventura County accelerate the deployment of electric vehicles and charging infrastructure. The Blueprint aims to develop replicable models for statewide transportation electrification that facilitate the accessibility of electric vehicles and clean mobility options for all communities. It provides policy makers and local stakeholders with a framework to accelerate the adoption of clean mobility and expand the reach of charging infrastructure. The Blueprint provides recommendations for accelerating the adoption of the following clean mobility options:

- Electrification of light to heavy duty vehicles
- Fleet electrification

- Integration of autonomous/connected/shared electric vehicles
- Innovative electric mobility
- First and last mile electric mobility solutions
- Electric vehicle workforce development

The document also includes funding strategies from the local to federal level to support the implementation of the Blueprint.

2.23 VCTC/SBCAG Transportation Emergency Preparedness Plan

The Transportation Emergency Preparedness Plan (TEPP) (2020) serves as guidance for Santa Barbara and Ventura Counties in addressing transportation challenges related to natural and human-caused disasters such as earthquakes, fires, and transportation incidents. The TEPP helps both counties prepare for emergencies where transportation services will be required beyond their normal scope as part of an emergency response. The TEPP outlines and standardizes operations and communications protocols,

including activation and response procedures that dictate when the TEPP may be activated and what to do as part of response efforts. Response procedures include requesting additional transportation resources, facilitating transportation mutual aid assistance, and responding to requests to provide basic transportation services to affected areas. The TEPP also defines roles and responsibilities for local municipalities and agencies, underscoring the need for cross collaboration. Operating procedures for key locations such as airports and ports are also outlined and include measures such as serving alternate transportation modes if necessary. The TEPP provides detailed Emergency Operations Center checklists that cover responsibilities for all positions from finance, to logistics, to planning and intelligence.

2.24 VCTC I01 Communities Connected

The VCTC US 101 Communities Connected Report (2020) evaluates mobility challenges and opportunities on the US 101 Corridor, from State Route 23 to State Route 33, and



identifies multimodal infrastructure improvements that strengthen mobility for all users including drivers, bicyclists, pedestrians, and transit riders. The study considers climate change, land use development, social equity, and advanced technologies as factors in the development of infrastructure improvements. The report also provides an inventory of planned Transportation Demand Management (TDM) and Transportation System Management (TSM) projects and programs on the Corridor based on data from local municipalities, SCAG, and federal programs. The report evaluates projects and programs in order to prioritize project funding, provide insight into where projects may not meet community goals, and identify areas where new strategies may strengthen future mobility and land use planning efforts. Projects and programs fall under active transportation, arterial improvements, and transit. The report also identifies potential federal and local funding sources for project implementation.

2.25 VCTC Freight Corridors Study

The Ventura County Freight Corridors Study (2021) identifies and prioritizes key freight corridors to provide safer, more efficient, and sustainable freight connections. The Study is informed by input from community and industry groups, as well as the general public in an effort to develop strategies for future highway planning and investment decisions. Strategies are centered on solutions that provide the greatest benefit to the County's economic competitiveness and environmental health. The

Study identifies opportunities to promote Ventura County's industries as well as opportunities to support cleaner freight and goods movement. The Study goals include:

- Multimodal mobility
- Economic prosperity
- Environmental stewardship
- Healthy communities
- Safety and resiliency
- Asset management
- Connectivity and accessibility

Specifically, as it relates to Oxnard, the Study identifies rail corridor safety concerns in the city including throughout the Union Pacific Corridor and at the highway-rail crossings along 5th Street. The Study recommends improvements to existing freight corridors in the City at the US 101 and Del Norte interchange, and in addition, outlines Rice Avenue and Hueneme Road Access as areas of focus for strengthening port access.

State Agency Plans & Studies

2.26 California Freight Mobility Plan

The California Freight Mobility Plan (2020) is a policy document that governs California's immediate and long-range freight planning activities and capital investments. The Plan goals were developed under three overarching themes: economic vitality, environmental stewardship, and social equity. The Plan outlines freight's impact and contribution to the California economy and includes an inventory of California's major freight

facilities. Additionally, through public engagement efforts, the Plan identifies issues and concerns related to:

- Statewide freight including competitiveness
- Regulatory burdens
- Congestion
- Technology adaptation
- Workforce and sustainability

Opportunities for improvement are also identified including strategies related to clean truck programs, alternative and renewable fuels, emerging technology for freight activities, and port and waterway improvements. The City of Oxnard supports freight mobility through the various truck routes that traverse the city and connect to Port Hueneme. This Plan sets standards for freight movement in Oxnard and provides strategies to support freight planning activities in the city while focusing on environmental stewardship and equity.

2.27 Caltrans District 7 Active Transportation Plan

The Caltrans District 7 Active Transportation Plan (in progress) will identify pedestrian and bicycle improvements on, across, along, or parallel to the State Highway system throughout the District. The Plan will focus on strengthening local active transportation networks, as well as improving safety for pedestrians and bicyclists. The Plan will also address social equity, partnerships, and will incorporate thorough community engagement efforts, including a public facing online mapping survey where community members can share where they have bicycling or pedestrian concerns along or near state highways.





03





Chapter 03

Map Atlas of Existing Conditions

Chapter 03

Map Atlas of Existing Conditions

Where are things happening in Oxnard?

The Map Atlas visualizes existing conditions in the City of Oxnard to provide background and context that will inform engagement and the development of project ideas.

The following data were reviewed during the development of the Map Atlas of Existing Conditions. The data will be referenced throughout the development of the STP to support ongoing community engagement, priority location identification, and project development. Many of the data sets were mapped in the pages that follow. The data that do not have corresponding maps are noted in the list below with an asterisk(*).

3.1 Population

Characteristics: Income, transportation, and health

- Median Household Income
- Household Automobile Access
- Work Trips by Mode
- Determinants of Health (Concentrations of Diesel PM, Water Contaminants, and Access to Food/Supermarket/Retail)
- Health Status (ER Admissions, Cardiovascular Disease, and Low Birth Weight)

3.2 Built Environment

and Transportation Characteristics: Active transportation demand, transit demand, and vehicle collisions

(Note: some of these data sources are shown on the same map to provide context.)

- Estimated Pedestrian Demand
- Estimated Bicyclist Demand
- Existing & Proposed Bicycle Facilities
- Pedestrian Collisions
- Bicycle Collisions
- All Injury Collisions (2016-2020)
- Transit Ridership
- Transit Stops & Routes
- Pavement Condition Index
- Oxnard ITS Master Plan Deployment Locations
- Noise-Generating Transportation Facilities
- Truck Routes
- Inter-Agency Charette Input
- Roadway Classification*
- Railroads*
- Average Annual Daily Traffic Counts (2019)*



3.3 Community Points of Interest: Parks, open space, and community facilities

(Note: some of these data sources are shown on the same map to provide context.)

- Open Space and Parks
- Tree Canopy Coverage
- Beaches and Harbors
- Community Facilities: Library, Senior Center, Community Center and Schools
- Historic Sites

3.4 Land Use: Development sites, redevelopment sites, and General Plan land use designations

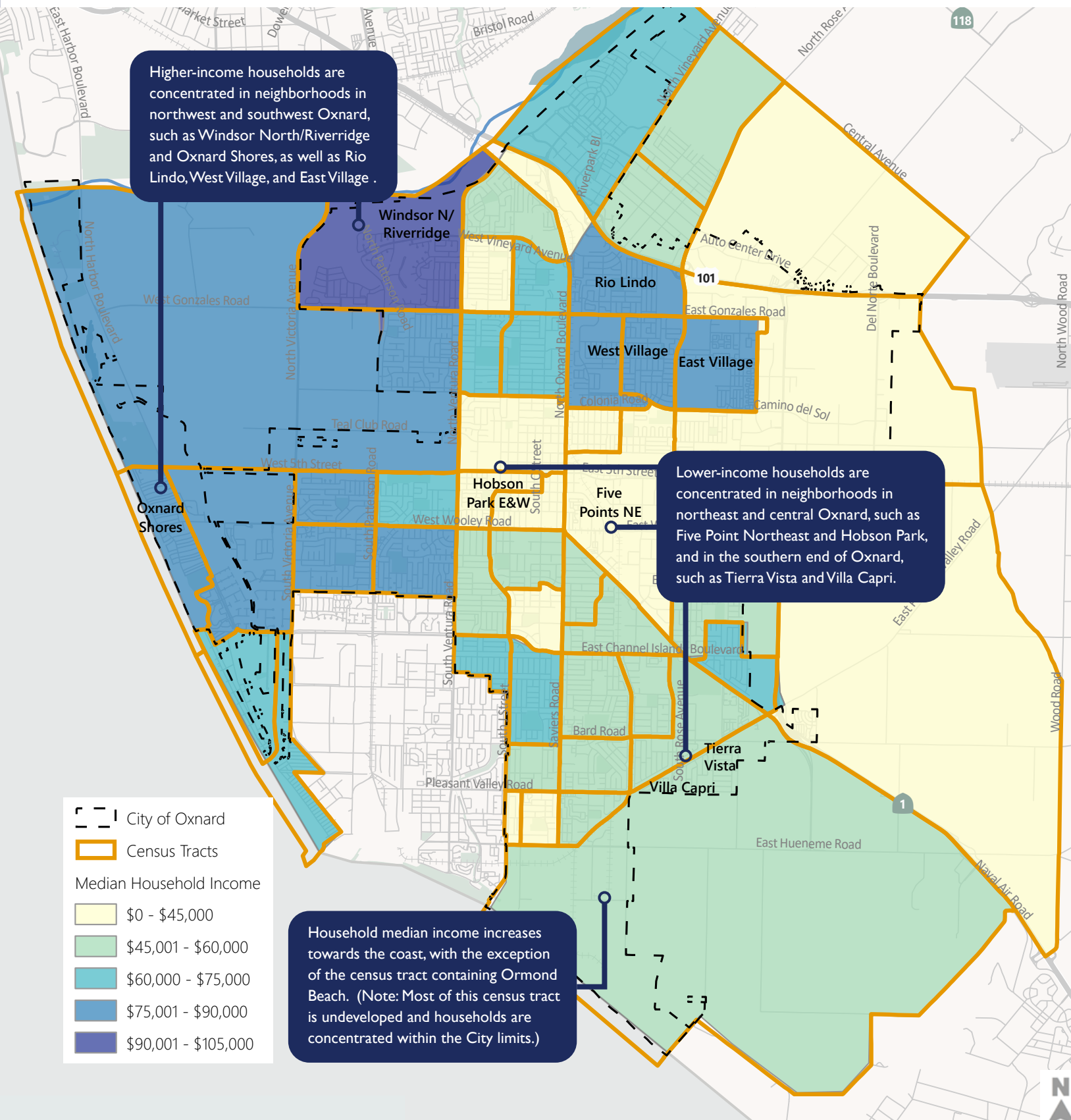
- General Plan Land Use Designation
- Major Development Projects in Entitlement Process (April 2021)
- 2021 – 2029 Oxnard Housing Element Update Candidate Housing Sites
- Major Employers

3.5 Climate and Environmental Hazards: Wetland locations, biological resources, and hazardous site location

- Tidal, Storm, and Wave Flooding and Erosion with Sea-Level Rise (2030, 2060, 2100)
- Tsunami Hazards with Sea-level Rise (2030, 2060, 2100)
- FEMA Floodplain (100 and 500 year)
- Tsunami Evacuation Routes
- Critical Species' Habitats
- Wetlands

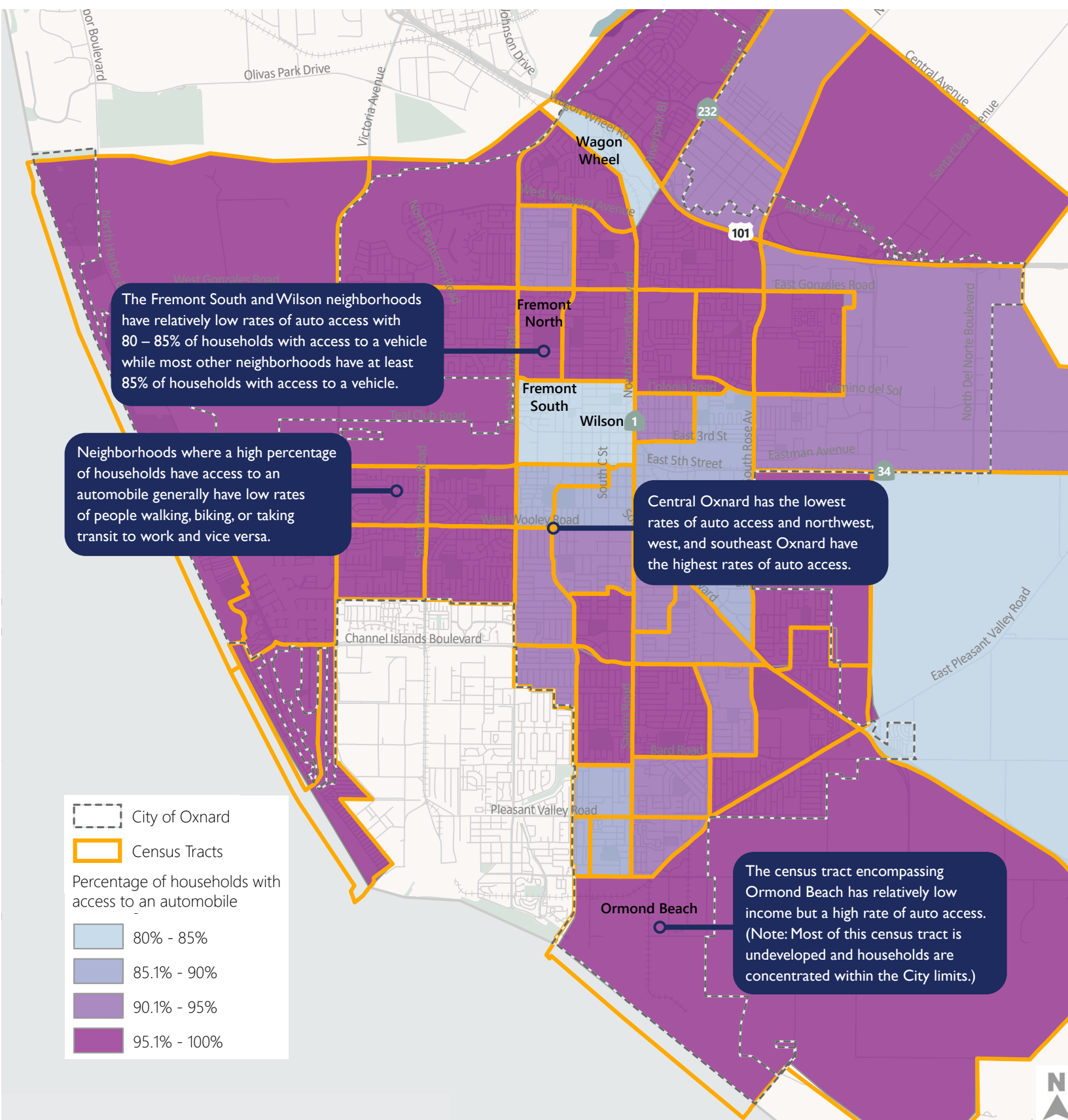


3.1 Population Characteristics



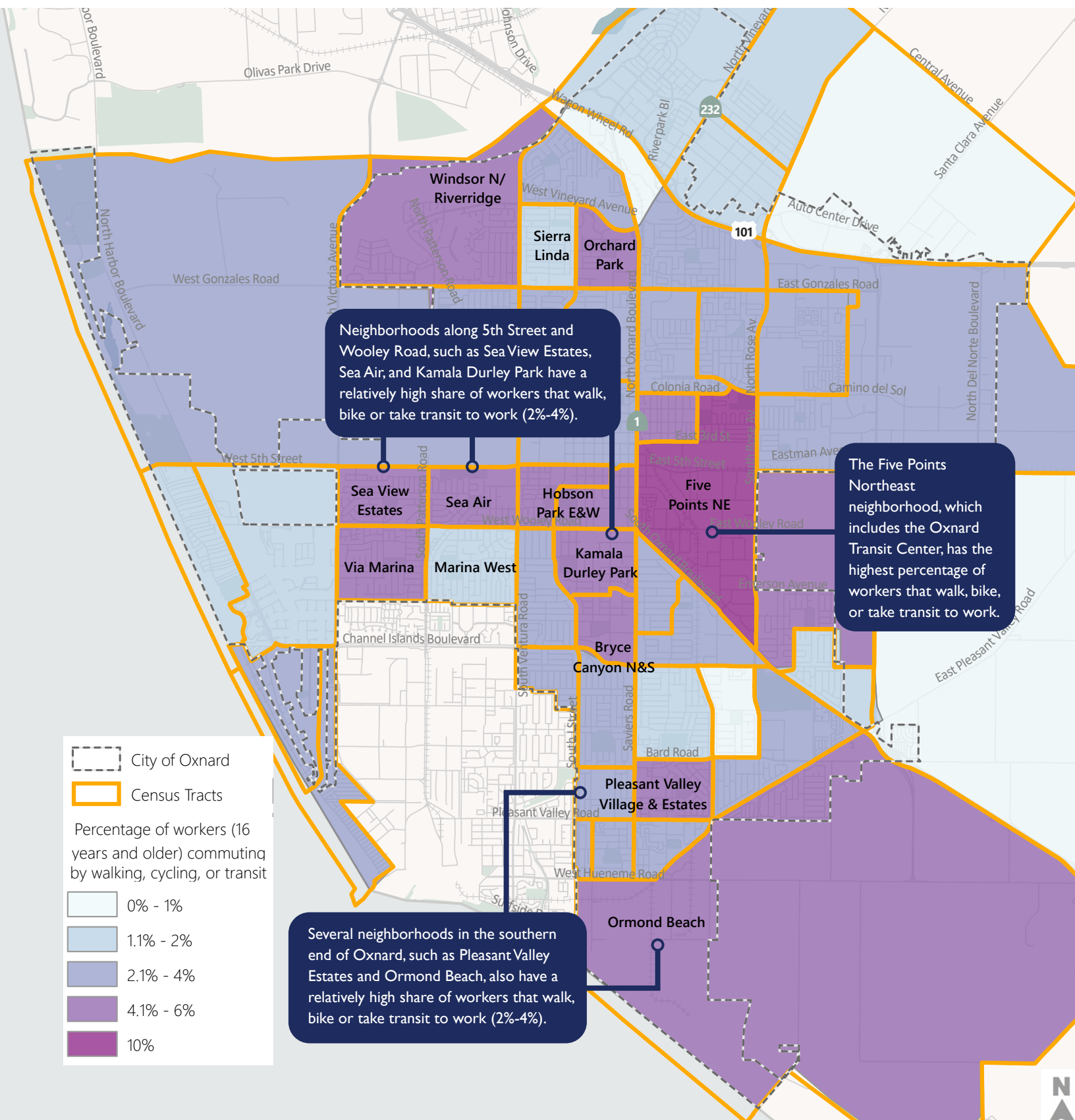
3.1.1 Median Household Income

This figure identifies the median household income for census tracts in or partly within the Oxnard city limits. Highlighted findings are noted in the callouts above.



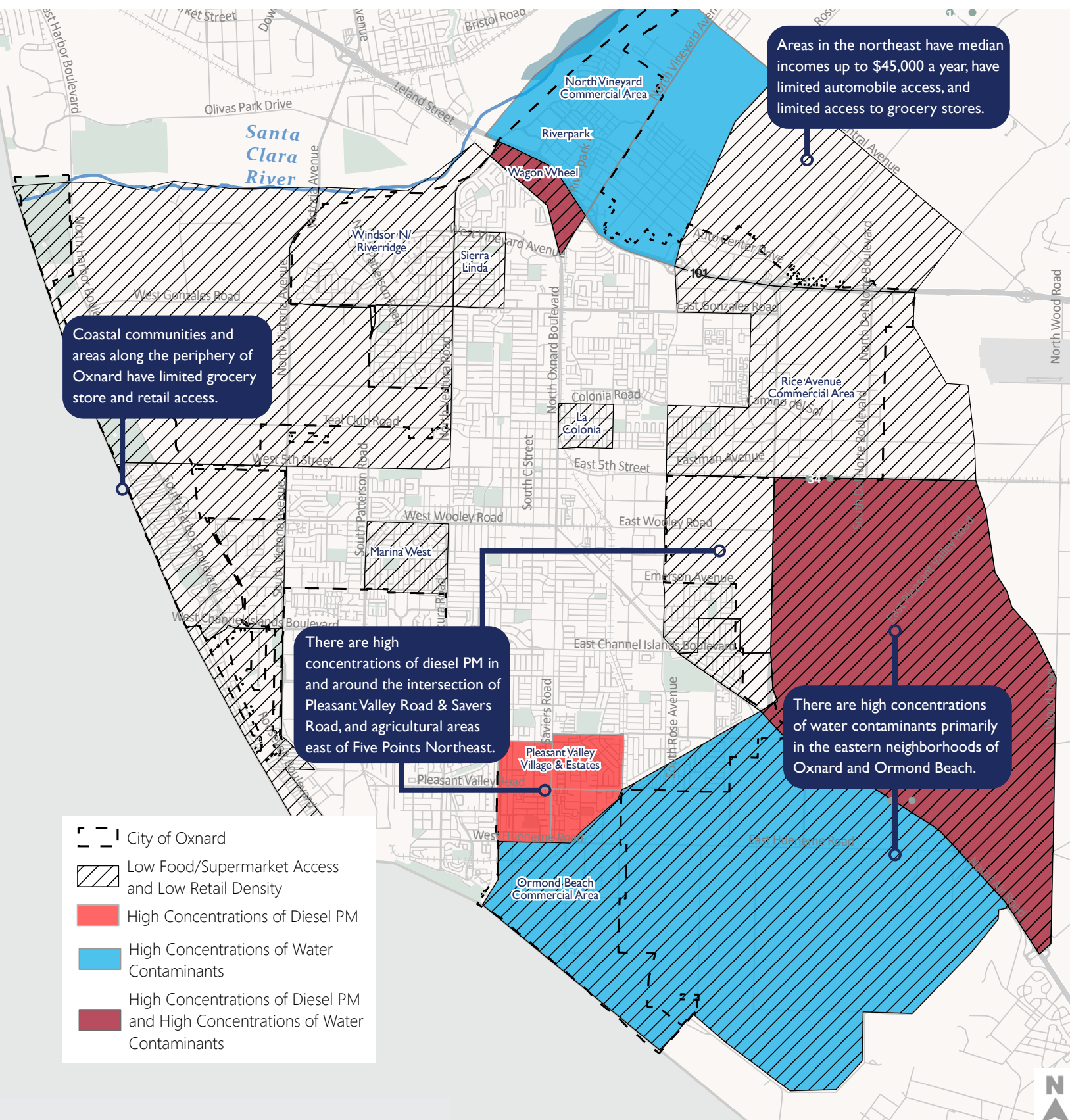
3.1.2 Household with Automobile Access

This figure identifies the percentage of households with access to an automobile for all census tracts in or partly within the Oxnard city limits. Highlighted findings are noted in the callouts above.



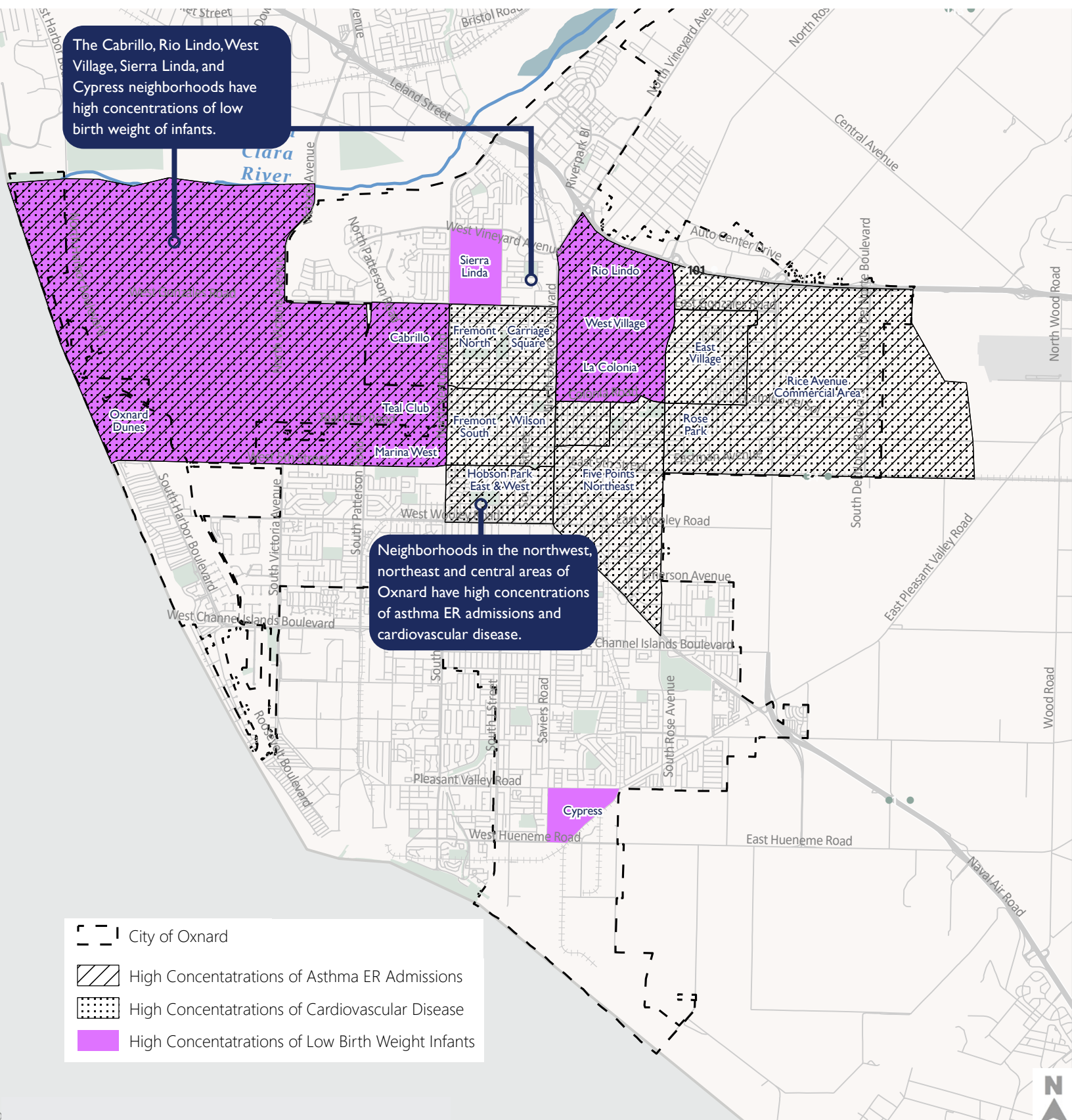
3.1.3 Work Trips by Walking, Cycling, and Transit

This figure identifies the percentage of workers (16 years and older) who walk, bike, or take transit to work for all census tracts in or partly within the Oxnard city limits. Highlighted findings are noted in the callouts above.



3.1.4 Determinants of Health

This figure identifies census tracts in or partly within the Oxnard city limits that have low access to supermarkets and retail services, high concentrations of diesel particulate matter (PM) and/or high concentrations of water contaminants. Highlighted findings are noted in the callouts above.



3.1.5 Health Status

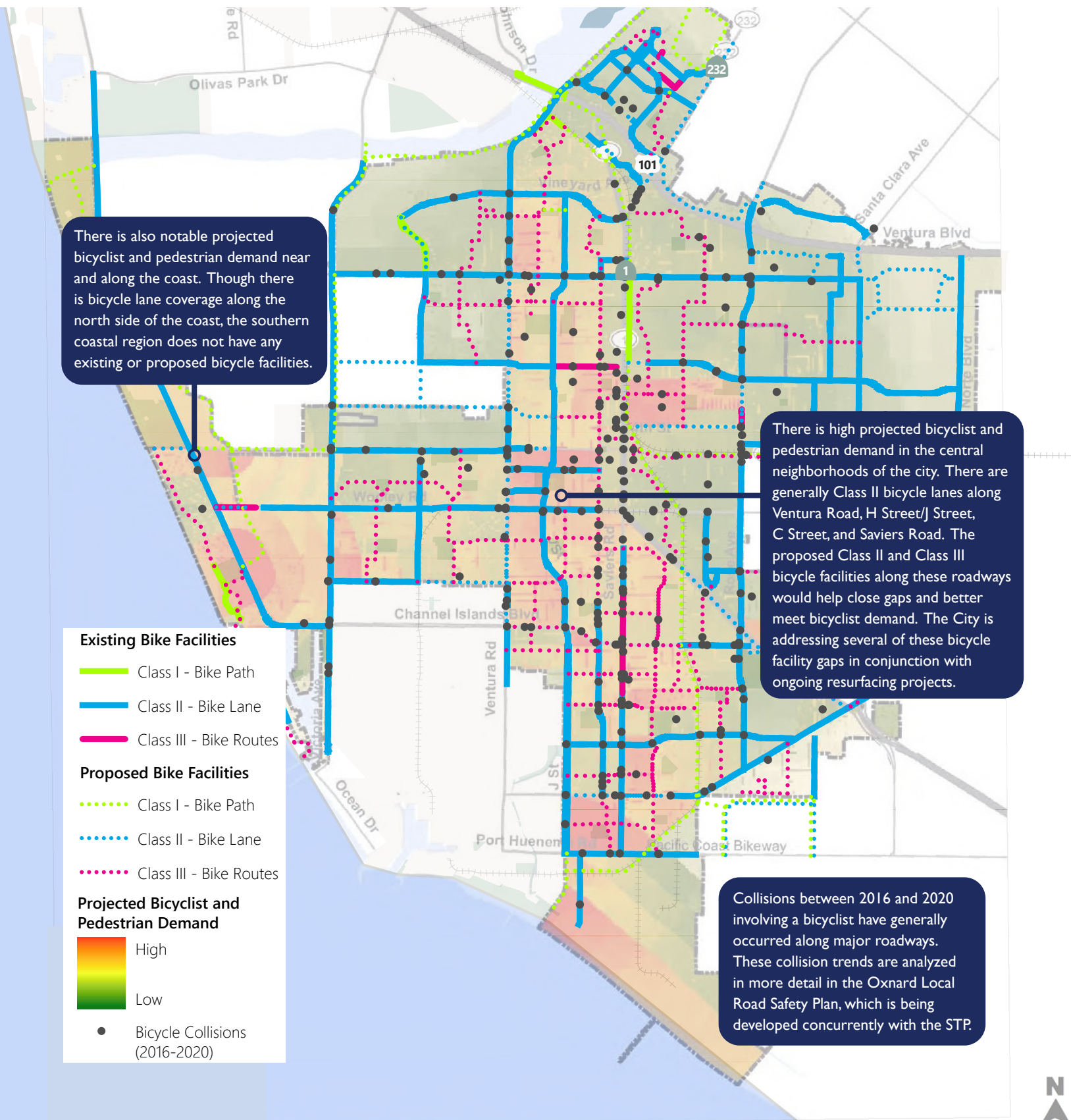
This figure identifies areas where there are high concentrations of asthma emergency room (ER) admissions, high concentrations of cardiovascular disease, and high concentrations of low birth weight of infants for all census tracts in or partly within the Oxnard city limits. Highlighted findings are noted in the callouts above.

3.2 Built Environment and Transportation Characteristics



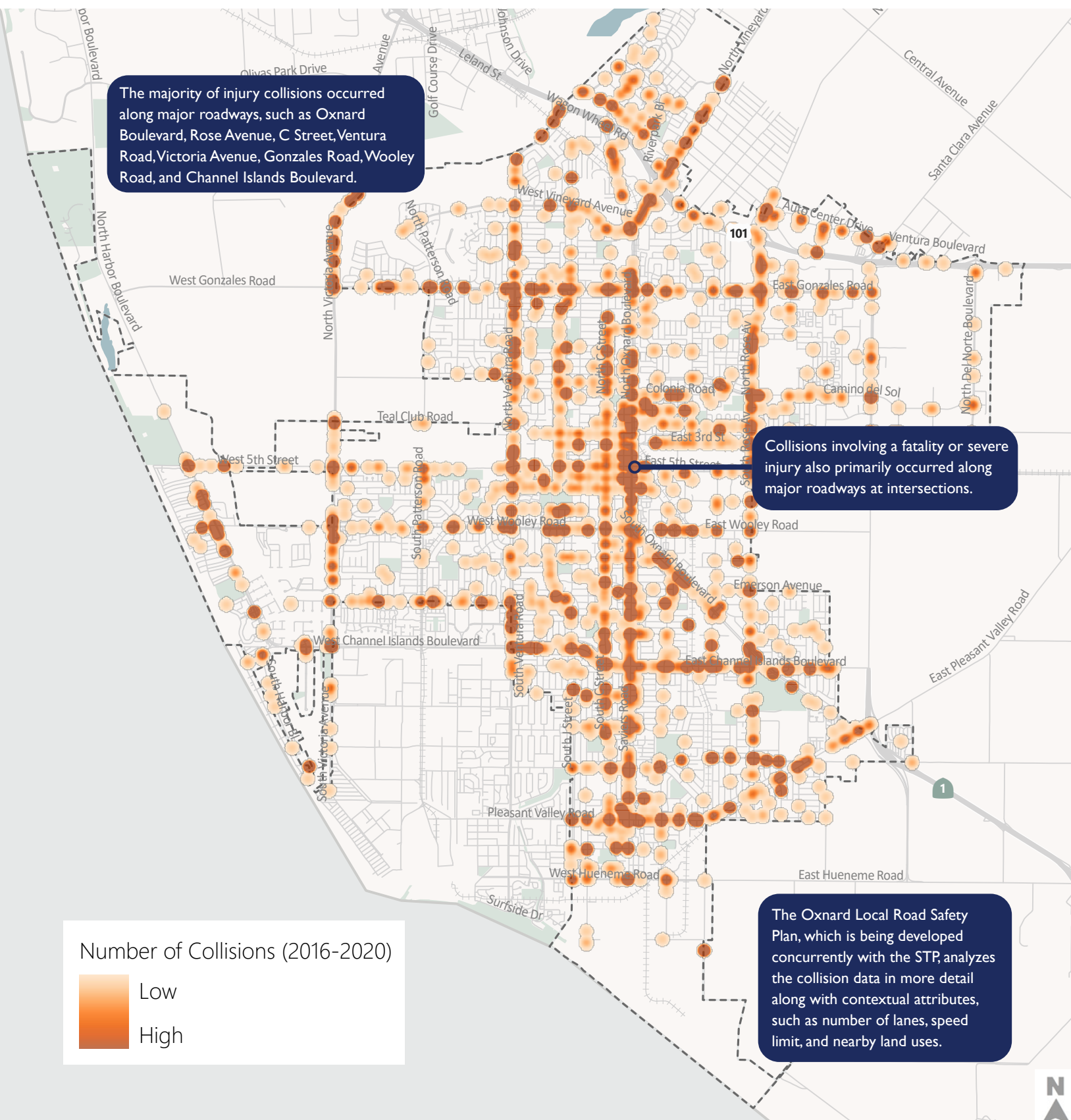
3.2.1 Estimated Pedestrian Demand & Pedestrian Collisions

This figure shows relative pedestrian demand (estimated through the Sidewalk Survey study) with collisions involving a pedestrian (2016 – 2020). Highlighted findings are noted in the callouts above.



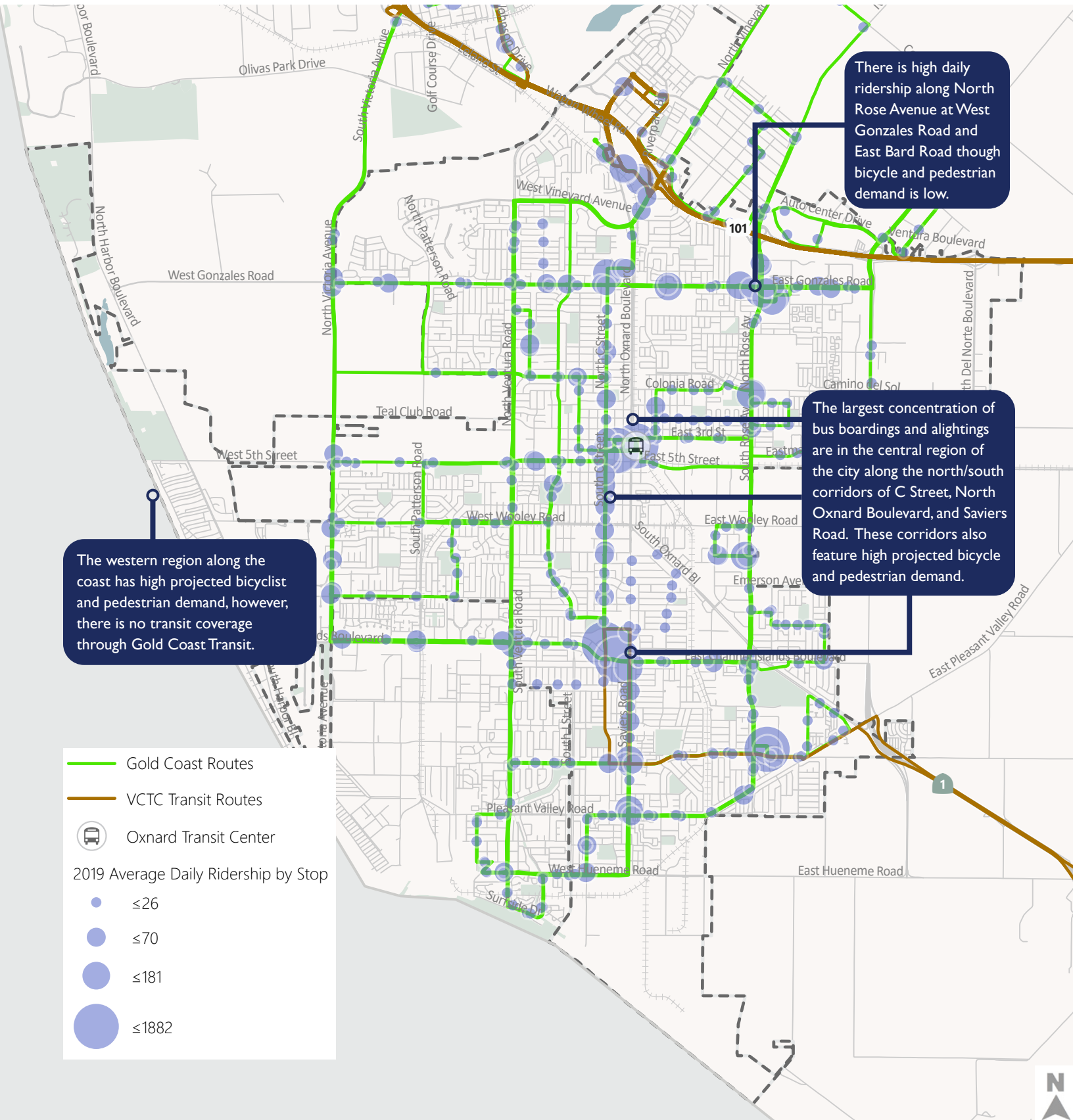
3.2.2 Existing & Proposed Bicycle Facilities with Bicycle Collisions and Projected Bicyclist and Pedestrian Demand

This figure shows bicyclist and pedestrian demand (estimated through the Bicycle and Pedestrian Master Plan) with bicycle collisions (2016 – 2020) and existing and proposed bicycle facilities in Oxnard. Highlighted findings are noted in the callouts above.



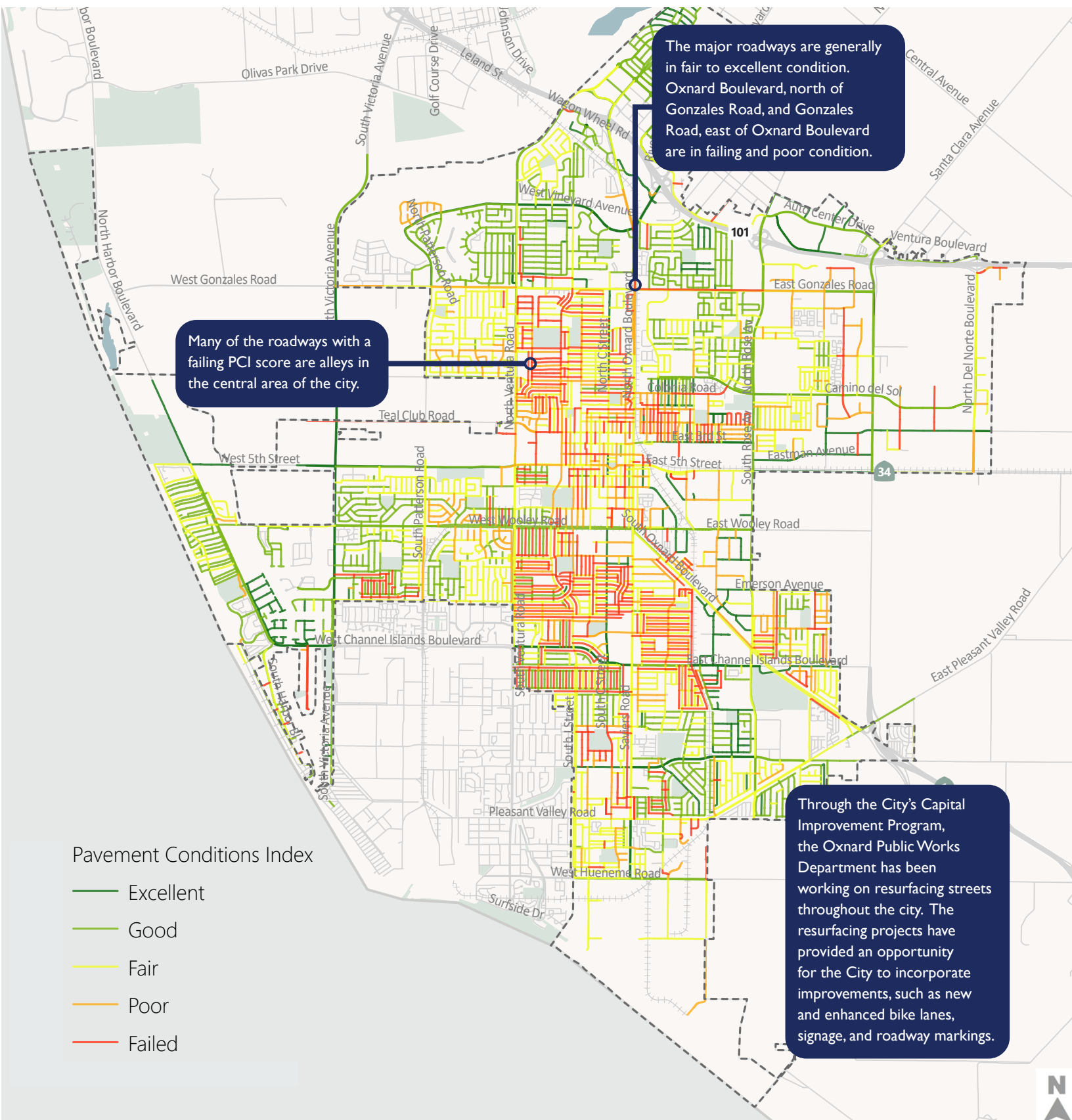
3.2.3 All Injury Collisions

This figure shows all injury collisions that occurred in Oxnard between 2016 and 2020. Highlighted findings are noted in the callouts above. Highlighted findings are noted in the callouts above.



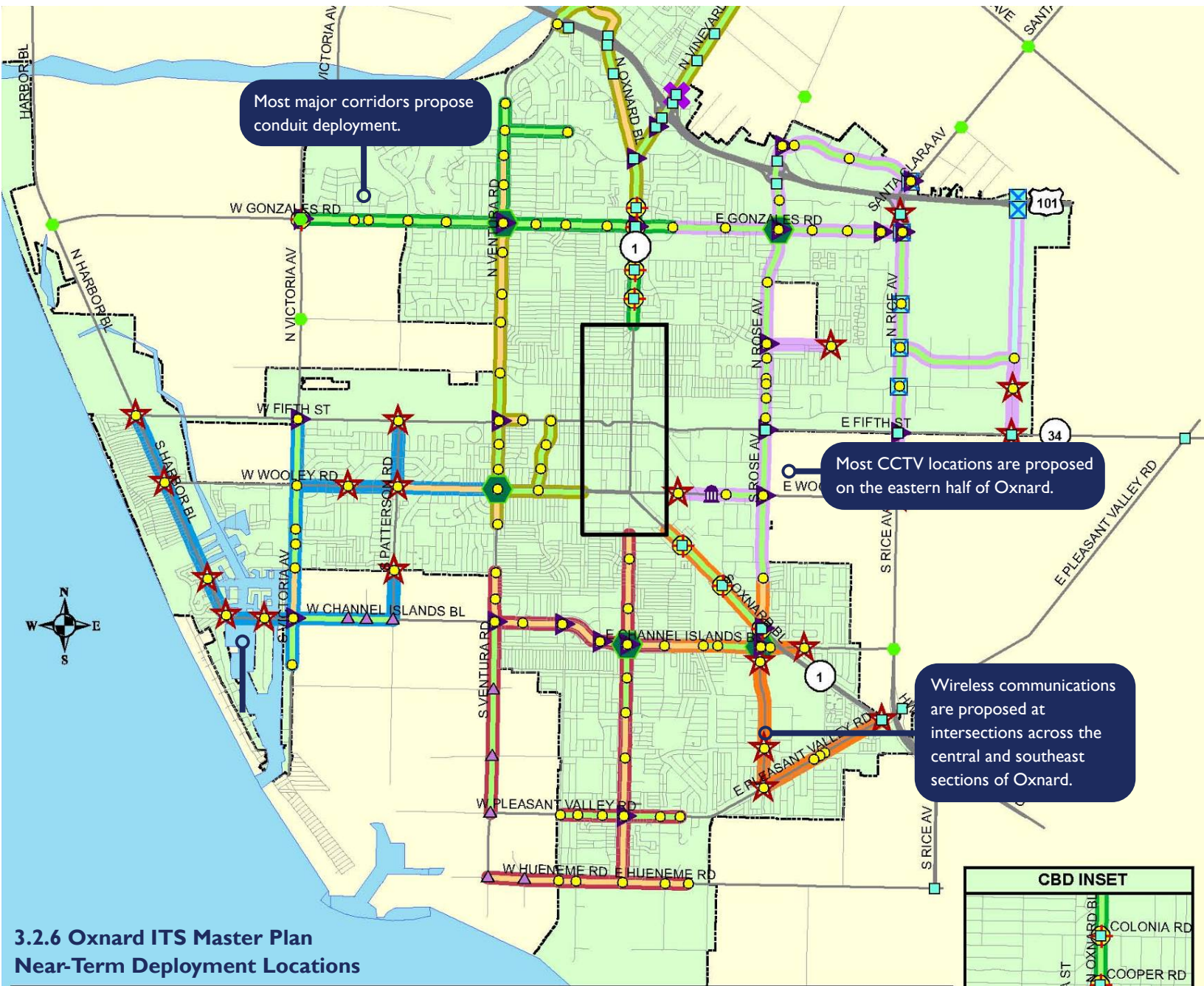
3.2.4 Transit Stops and Ridership

This figure shows the average daily ridership by stop for Gold Coast Transit District (2019), VCTC Transit stops, and the Oxnard Transit Center. Highlighted findings are noted in the callouts above.



3.2.5 Pavement Conditions Index

This figure shows the pavement conditions index (PCI) for streets maintained by the City of Oxnard. Highlighted findings are noted in the callouts above.



3.2.6 Oxnard ITS Master Plan
Near-Term Deployment Locations

LEGEND

Maintaining Agency

- Caltrans
- City of Port Hueneme
- City of Oxnard
- City of Ventura
- Ventura County
- Future Caltrans
- Future City of Oxnard
- Existing Field Master

Deployment Phasing

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase 6

Interconnect

- Proposed Conduit
- Proposed Conduit & Fiber
- Existing Conduit, Proposed Fiber

Highlighted findings are noted in the callouts above.

Facilities

- Proposed CCTV Location
- Proposed City Ethernet Hub
- Proposed Wireless Location
- Caltrans/VCTC
- Oxnard Police Department
- Oxnard Maintenance Yard
- Oxnard City Hall/EOC/Traffic Control Room

*Near-term is defined as projects that can be deployed within five years with minimal development of new technologies.





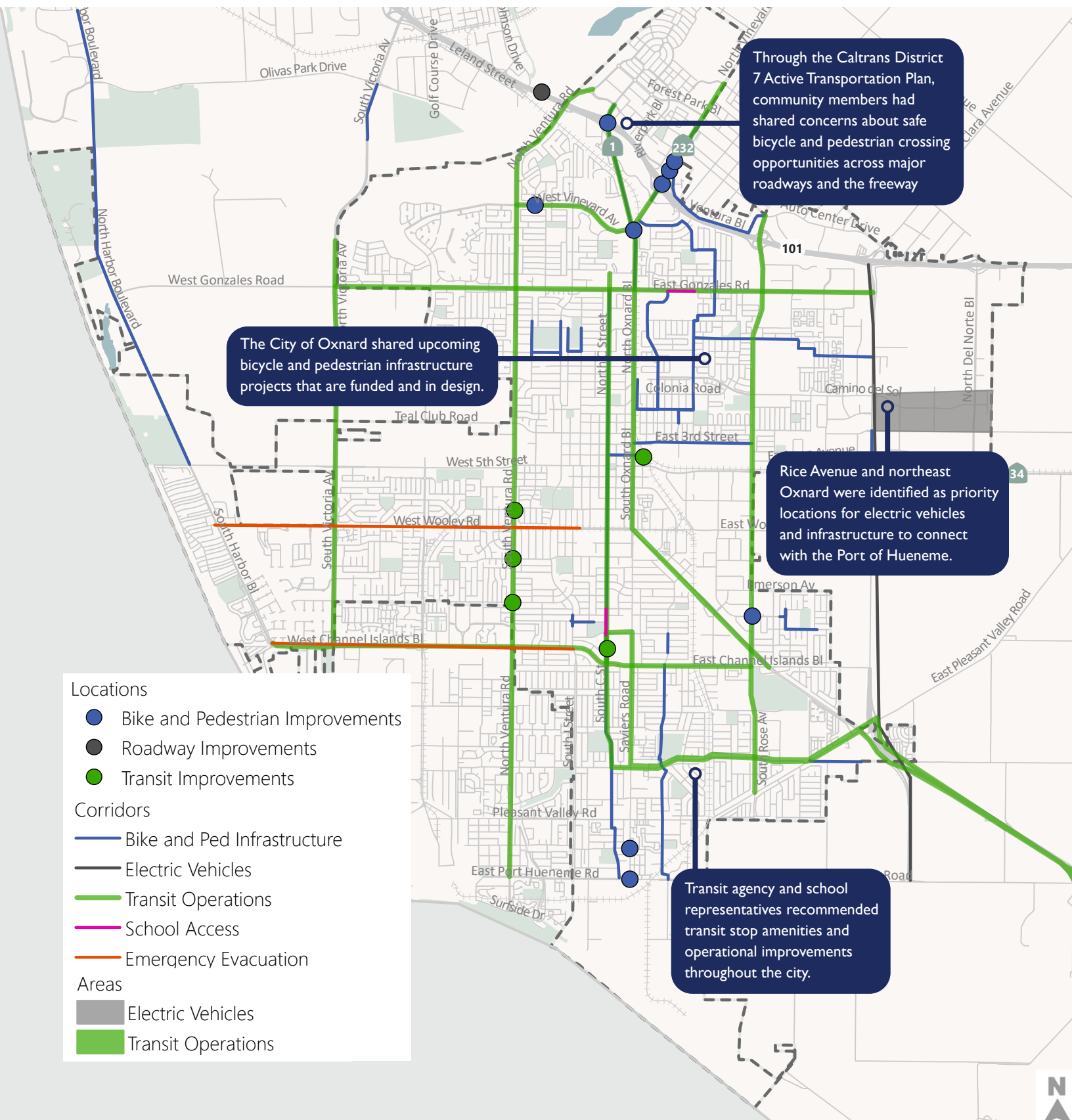
3.2.7 Noise Generating Transportation Facilities

This figure depicts transportation facilities within Oxnard that contribute to noise pollution. Highlighted findings are noted in the callouts above.



3.2.8 Truck Routes

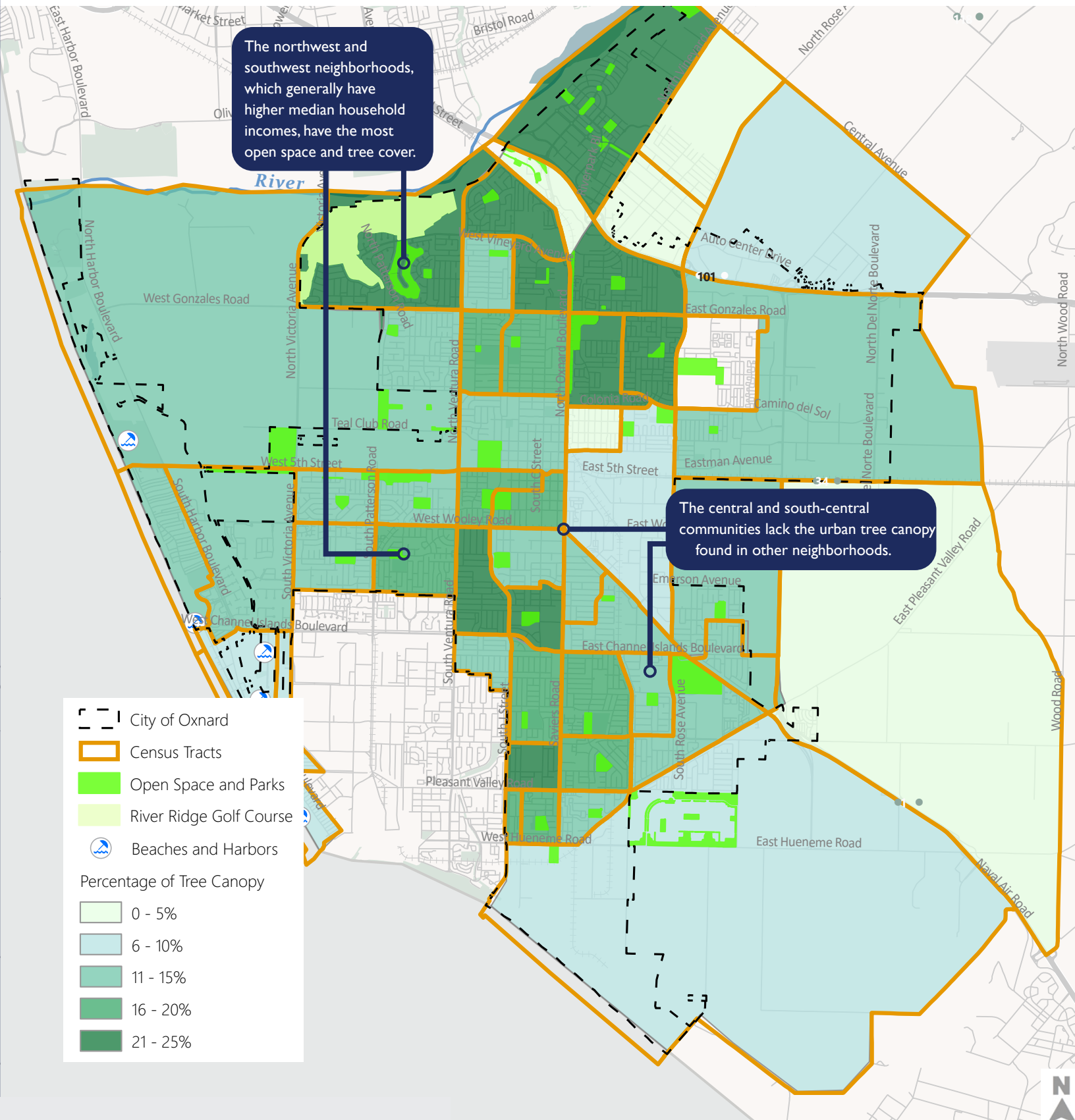
This figure shows the truck routes in and around the City of Oxnard. Highlighted findings are noted in the callouts above. Highlighted findings are noted in the callouts above.



3.2.9 Inter-Agency Charette Input

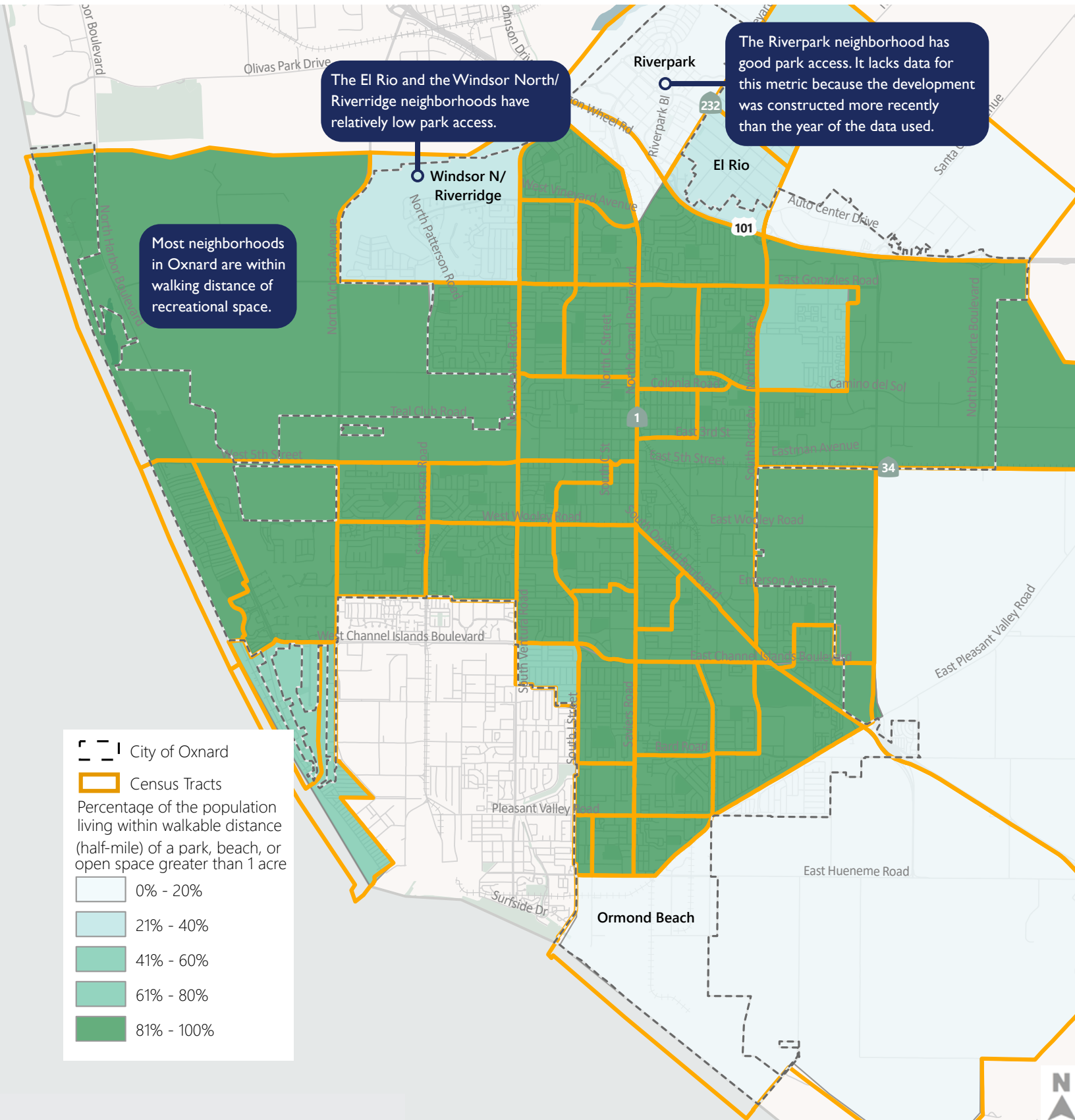
This figure categorizes the intersections, roadway corridors, and areas the Inter-Agency Charette attendees highlighted for opportunities for improvement and ongoing projects during an interactive mapping activity. Highlighted findings are noted in the callouts above.

3.3 Community Points of Interest



3.3.1 Open Space and Coastal Amenities

This figure identifies the location of public parks, open space, public beaches, and harbors. It also identifies areas with dense urban tree canopy. Highlighted findings are noted in the callouts above.



3.3.2 Park Access

This figure identifies the percentage of the population that lives within walkable distance (half-mile or approximately 10-minute walk) of recreational space, including a park, beach, or open space greater than 1 acre in size, for all census tracts in or partly within the Oxnard city limits. Highlighted findings are noted in the callouts above.



3.3.3 Community Facilities

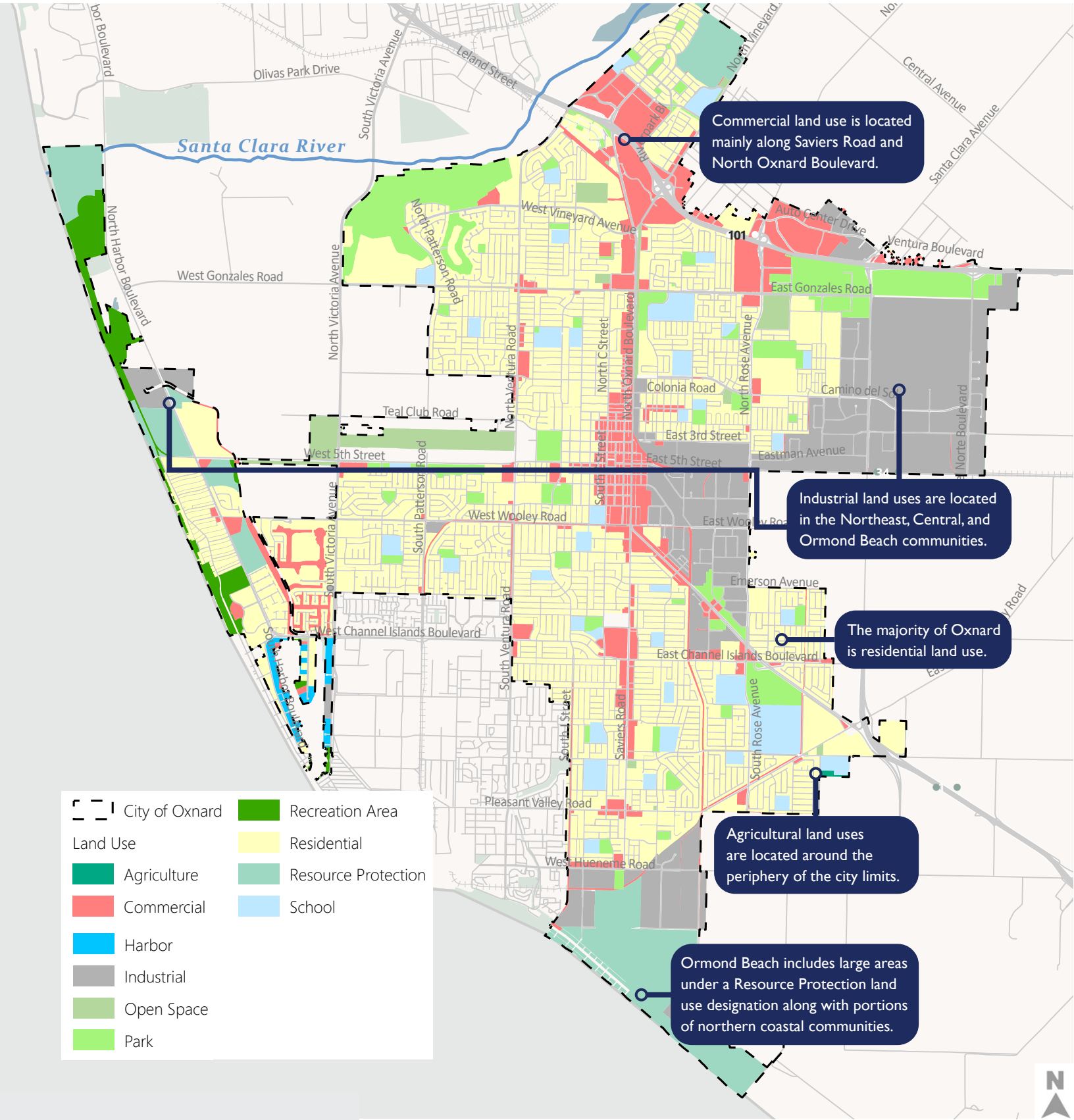
This figure identifies the location of public facilities in Oxnard, including libraries, senior centers, schools and community centers. Highlighted findings are noted in the callouts above.



3.3.4 Historic Sites

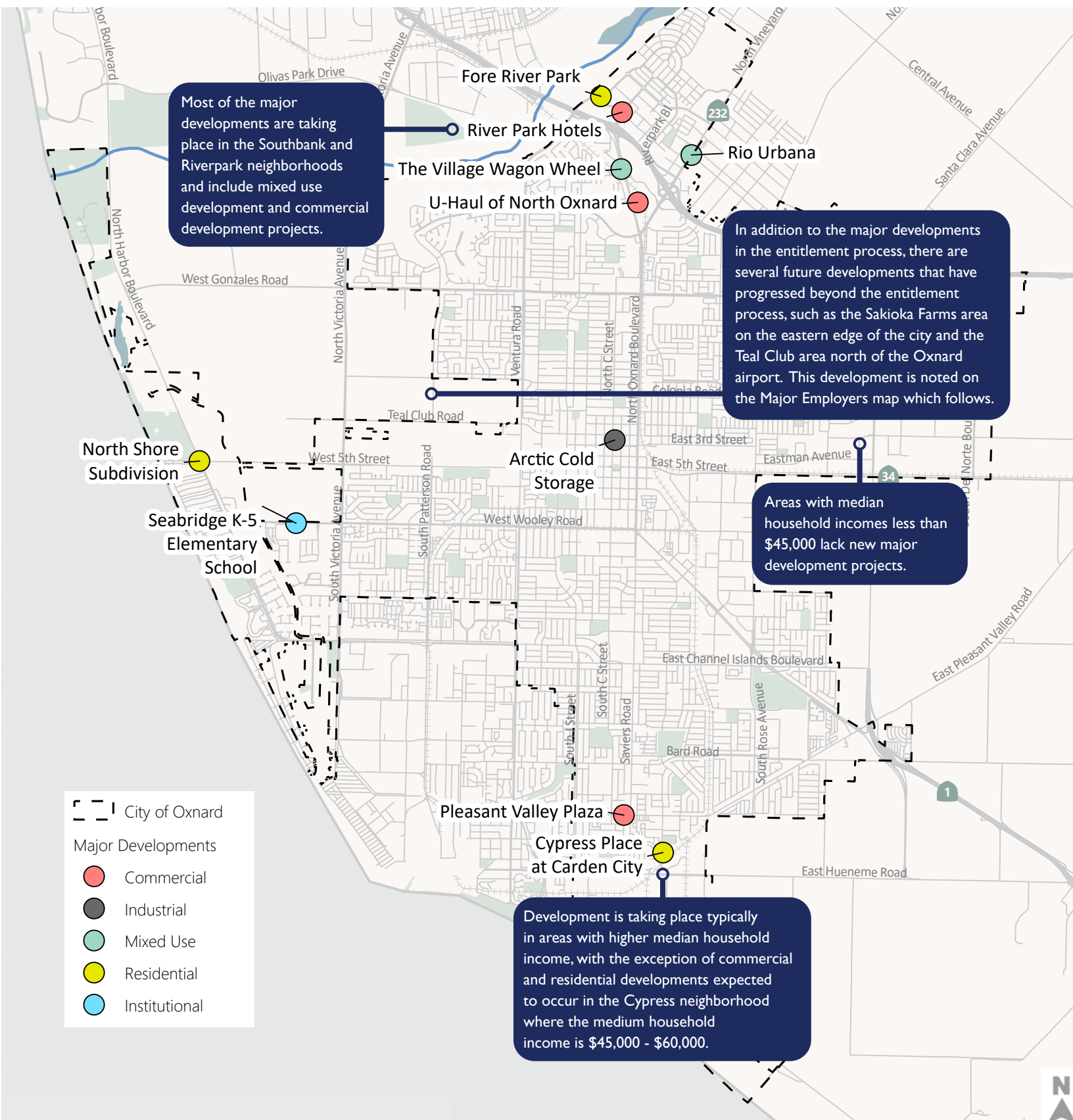
This figure depicts historic sites within Oxnard. Highlighted findings are noted in the callouts above.

3.4 Land Use



3.4.1 General Plan Land Use

This figure shows the major General Plan Land Use Designations in Oxnard. Highlighted findings are noted in the callouts above.



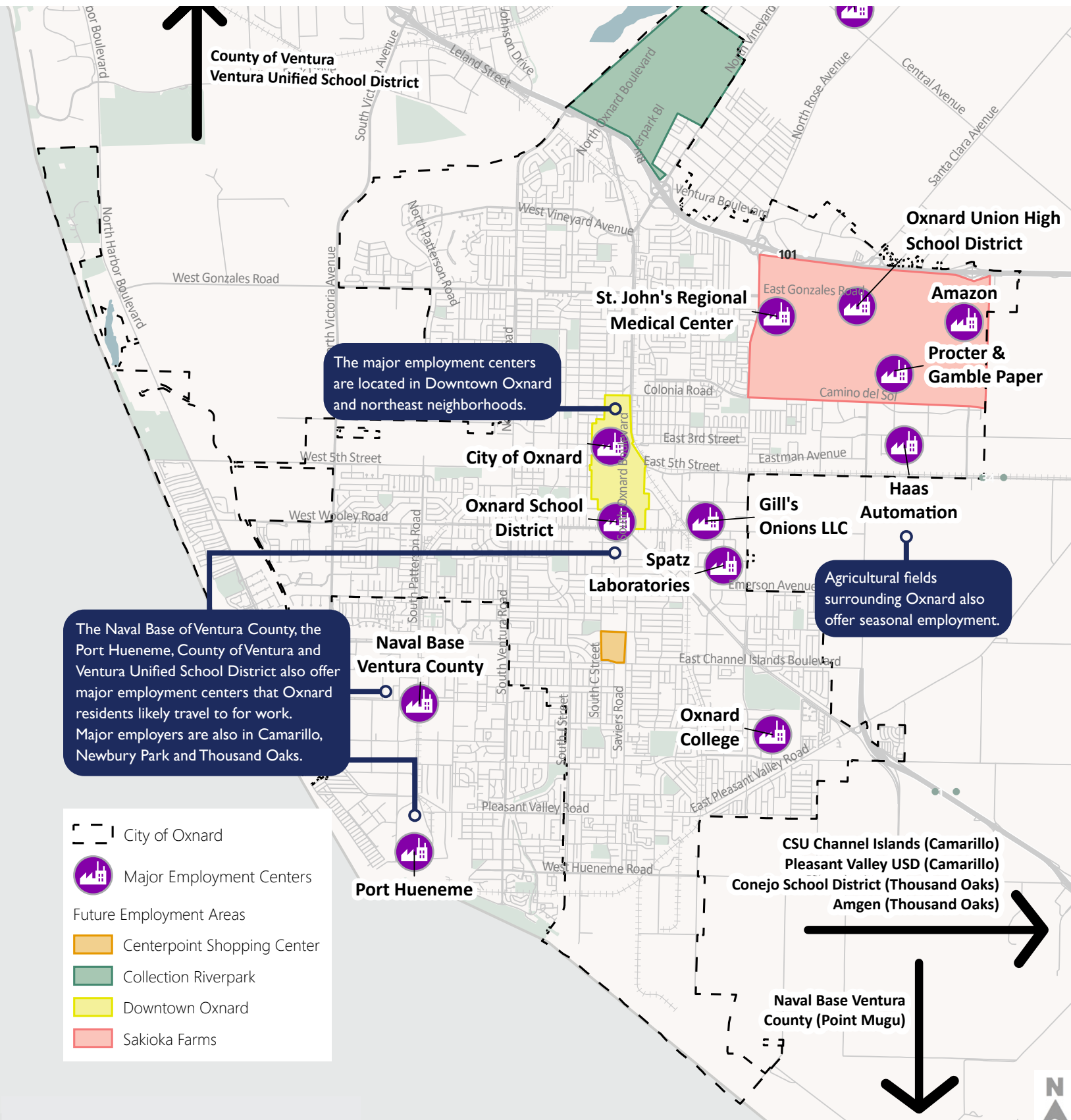
3.4.2 Major Developments in Entitlement Process (Updated April 2021)

This figure identifies major development projects in the City's permit entitlement process, as of April 2021. Highlighted findings are noted in the callouts above.



3.4.3 2021-2029 Oxnard Housing Element Update Housing Sites

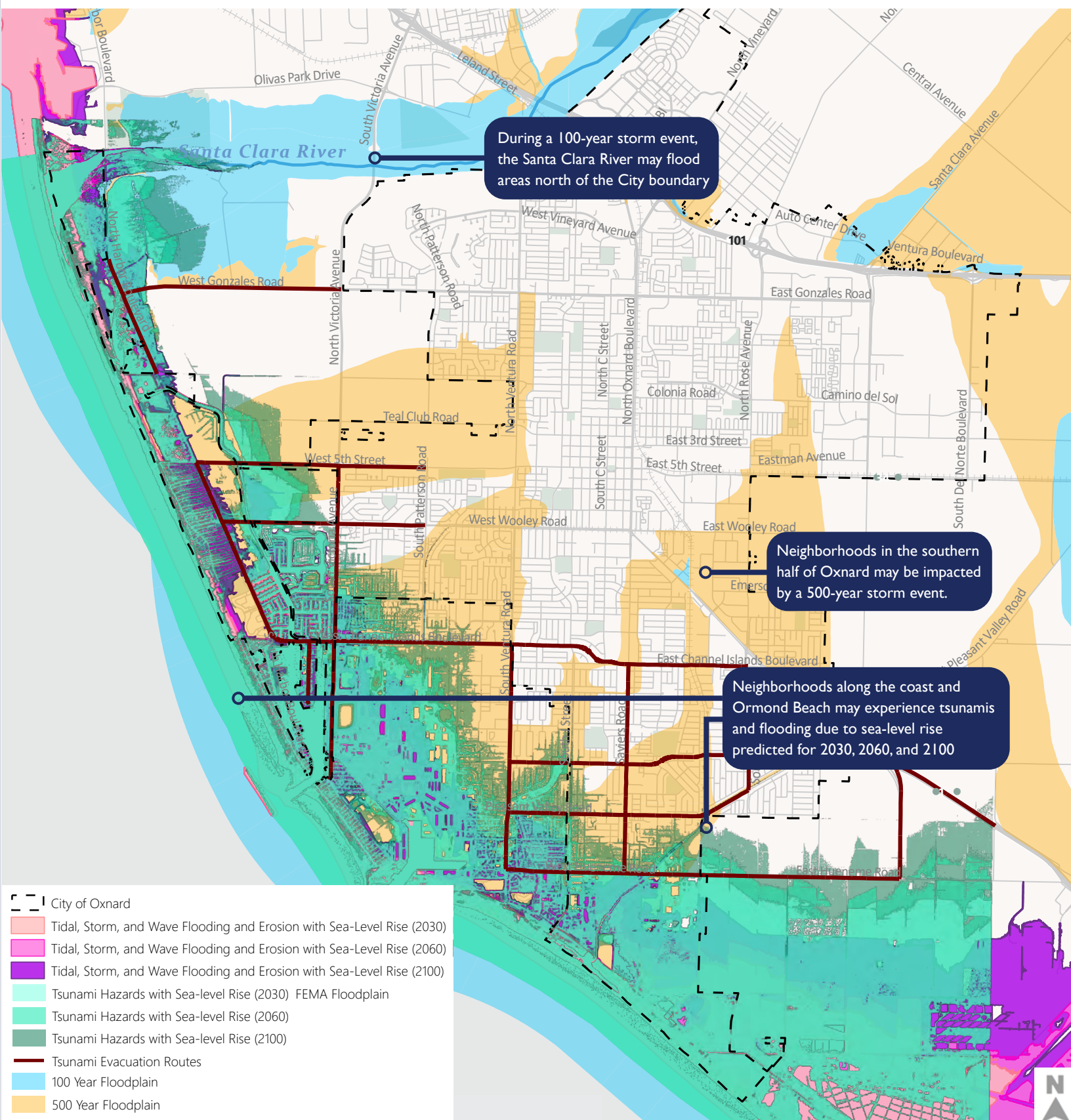
This figure depicts properties that are potential candidate sites for future housing as part of the 2021- 2029 Oxnard Housing Element update. Highlighted findings are noted in the callouts above.



3.4.4 Major Employers

This figure depicts the major employment centers and future employment areas in Oxnard as well as major employment centers in the region. Highlighted findings are noted in the callouts above.

3.5 Climate and Environmental Hazards



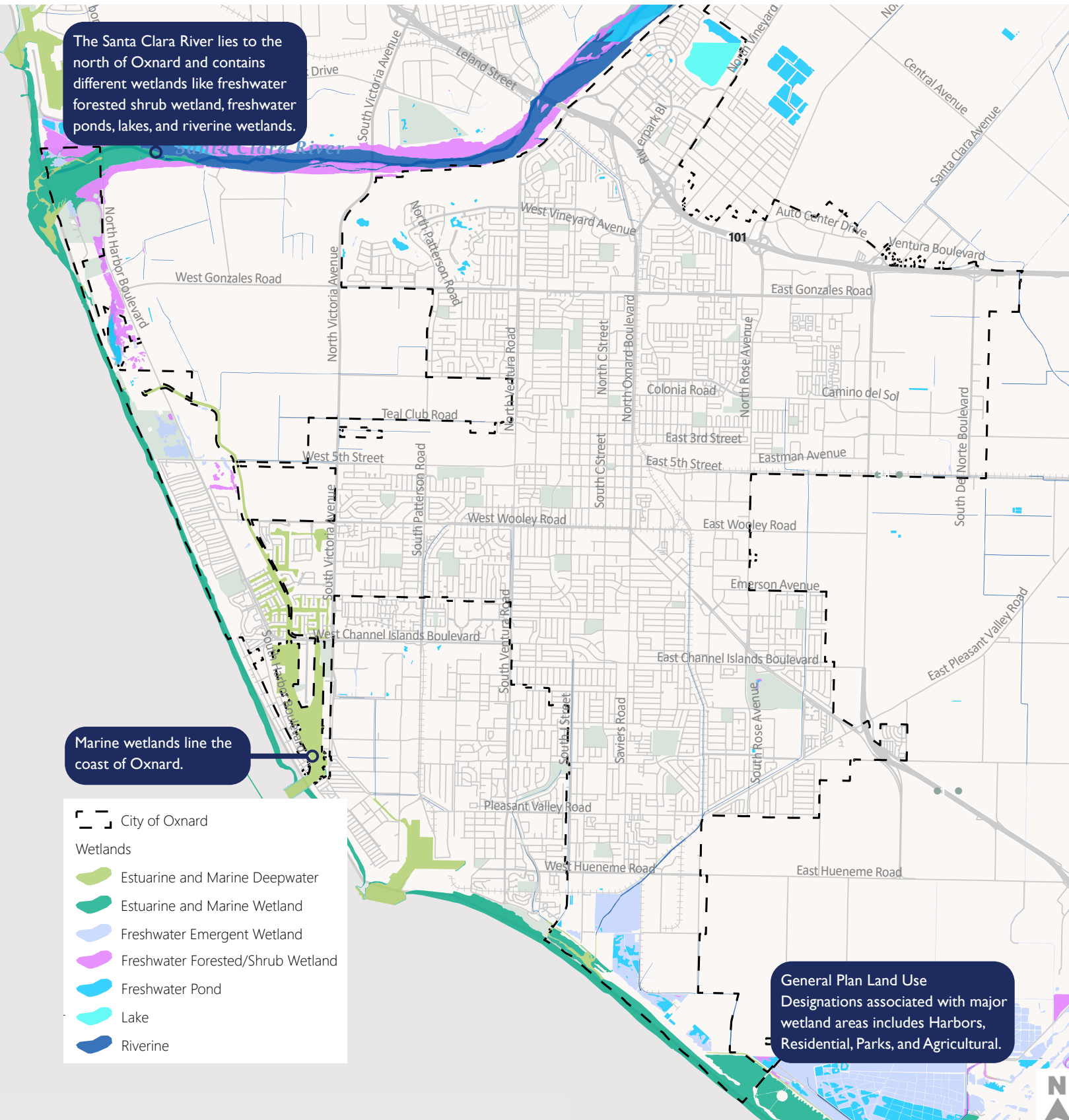
3.5.1 Climate Hazards: Sea-level Rise and Flood Hazards

This figure shows flood and sea-level rise hazards that could impact Oxnard. Although not depicted on the map, Oxnard is also at risk from extended drought conditions and extreme heat days associated with climate change. Highlighted findings are called out on the map above. Highlighted findings are noted in the callouts above.



3.5.2 Biological Resources

This figure depicts biological resources, such as critical habitats and species habitats, within Oxnard. Highlighted findings are noted in the callouts above.



3.5.3 Wetlands

This figure depicts wetland areas within and around Oxnard, including coastal wetlands and freshwater wetlands associated with the Santa Clara River. Highlighted findings are noted in the callouts above.



04





Chapter 04

Planning Approach & Project Idea Matrix



Chapter 04

Planning Approach & Project Idea Matrix

What Can We Do?

The following planning approach and project idea matrix pairs various types of land use patterns and mobility needs in Oxnard with applicable sustainable transportation strategies to serve as a tool kit for priority locations that will be identified through upcoming community engagement. Development of land use and mobility categories was informed by the existing conditions summarized in the Map Atlas and input from the STP project team, inter-agency charette and community-based organization focus group. The land use and mobility categories are paired with sustainable transportation

projects and policies informed by best practices research and application. The project idea matrix is intended to be a living document that will have additional categories and strategies added and refined based on community input.

4.1 Land Use and Mobility Categories

Fifteen land use and mobility categories have been developed for the City of Oxnard and are described in the table on the next page.



Table 1: Land Use & Mobility Categories

Categories	Definition
Transit-Related:	
 First/Last Mile to Transit	Generally within a quarter-mile of transit stations and major transit stops.
 Transit Opportunity Corridor	Corridor with adjacent land uses (existing or planned) and existing built environment characteristics that would support transit operations and infrastructure improvements.
Safety-Related:	
 Slow Streets	Corridors with adjacent land uses (existing or planned) and existing built environment characteristics that would benefit from treatments to reduce traffic volumes and speeds.
 Safe Routes to School	Generally within a quarter-mile of schools.
 Safety Opportunity Corridor or Intersection	Road segments or intersections with a high number of collisions.
Residential Development:	
 Wide ROW	Existing residential neighborhoods with wide rights-of-way.
 No Sidewalks	Existing residential neighborhoods with limited or no sidewalks.
 Major Access Barriers	Existing residential neighborhoods with access barriers, including limited connections to major roadways and limited access due to freeways.
 Future Development	Areas with future planned residential development.
Commercial Development:	
 Major Commercial District	Clustered retail with small and large shops. Examples include Downtown Oxnard, Centerpoint Mall, and The Collection.
 Neighborhood Corridor	Smaller shops in a plaza or along a smaller arterial or collector street.
 Future Development	Areas with future planned commercial development.
Other:	
 Access to Recreation	Corridors that provide a connection to parks, beaches, recreation centers, and performing art centers.
 Micro-mobility Hub	Generally at transit stations, major bus transfer stops, recreational destinations, and commercial destinations.
 Regional Active Transportation Corridor	Corridors with adjacent land uses (existing or planned) and existing built environment characteristics that offer opportunities to install active transportation improvements that connect to adjacent jurisdictions.

The following planning approach and project idea matrix pairs various types of land use patterns and mobility needs in Oxnard with applicable sustainable transportation strategies to serve as a tool kit for priority locations that will be identified through upcoming community engagement. Development of land use and mobility categories was informed by the existing conditions summarized in the Map Atlas and input from the STP project team, inter-agency charette and community-based organization focus group. The land use and mobility categories are paired with sustainable transportation projects and policies informed by best practices research and application. The project idea matrix is intended to be a living document that will have additional categories and strategies added and refined based on community input.

4.2 Sustainable Mobility Strategies

The following strategies support safe, accessible and sustainable mobility for the City of Oxnard. Strategies reflect best practices for identified land use and mobility categories and include options that allow for short-term and long-term solutions.

4.2.1 Infrastructure Strategies



ADDITIONAL COMMUNITY/ NEIGHBORHOOD ACCESS POINTS

New vehicle, pedestrian, and/or bicycle access points to improve connectivity to a neighborhood with limited access.



BICYCLE INFRASTRUCTURE IMPROVEMENTS

Bike lane/path: New and upgraded bike lanes and/or bike paths. These bike facilities can range from paths

separated from the roadway (Class I) to lanes on the roadway with vertical elements separating bicyclists from vehicles (Class IV).

Intersection bicycle infrastructure: Enhanced safety elements to facilitate bicycle crossings at intersections such as bike boxes, bike signals, bike detection at signals, protected intersections, and coordinated signal timing.



CLIMATE RESILIENCE INFRASTRUCTURE

Infrastructure that improves community resilience and adaptation to climate change by incorporating flexible design features (such as wider active transportation paths to accommodate emergency vehicles during emergency evacuation events), signs and signal modifications, and co-located mobility/ resilience hubs. This is also relevant to the “user experience improvements” category above and the “greening” category below.



GREENING

New and expanded green infrastructure such as trees, landscaping, bioswales, and permeable pavement.



NEW AND UPDATED ROADWAY SIGNAGE

New and updated roadway signage including but not limited to speed limit, school zone, and parking restrictions signs.



NEW TECHNOLOGY

Neighborhood Electric Vehicle (NEV) and Micromobility Lane: Lanes dedicated for the sole use of NEVs and micromobility.

Micromobility station: Locations where residents can access shared micromobility such as scooter chargers, e-bike chargers, and parking corrals.

Electric Vehicle (EV) charging infrastructure in the Public Right of Way (PROW): Expanded access to charging stations for electric vehicles along the curb and in public parking lots.



PARKLETS

Sidewalk extensions that allow for parking spaces to be converted to micro-parks that expand use of public space.



PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS

Sidewalks: New and upgraded sidewalks. Sidewalk upgrades can include widening and repairs and curb ramp improvements.

Signalized Intersection Pedestrian Crossing Infrastructure: Enhanced safety elements to facilitate crossings at signalized intersections including but not limited to high-visibility crosswalks, curb extensions, pedestrian refuge islands, leading pedestrian intervals, accessible pedestrian signals, pedestrian push buttons, pedestrian scrambles (pedestrian-only phase), and pedestrian countdowns.

Mid-Block and Unsignalized Pedestrian Crossing Infrastructure: Enhanced safety elements to facilitate mid-block and unsignalized intersection crossings including Pedestrian Hybrid Beacons (PHB), Rectangular Rapid-Flashing Beacons (RRFBs), high-visibility crosswalks, pedestrian refuge islands, and curb extensions.

Landscaped Parkways: Located between the sidewalk and the street, landscaped parkways can provide a

variety of benefits for pedestrians including a buffer from traffic and shade. Pedestrian navigation and ADA accessibility can also be improved as it provides sidewalk-adjacent space for signage, street lighting, utilities, and driveway ramps. The buffers also facilitate the installation of dual or “directional” curb ramps at corners. This is also relevant to the “user experience improvements” and “greening” categories described below.



TRAFFIC CALMING AND SAFETY IMPROVEMENTS

Intersection signal improvements: Enhanced safety elements such as protected left turns and no-right-turn-on-red (NRTOR) restrictions.

Traffic calming: Strategies to limit high speeds including lane narrowing, repurposing excess right-of-way, speed humps, speed tables, traffic circles, and reduced corner radii.



TRANSIT INFRASTRUCTURE

Infrastructure that supports transit use such as bus only lanes, bus landing pads, transit signal priority, and bus shelters.



USER EXPERIENCE IMPROVEMENTS

New and upgraded facilities in the public realm such as street furniture, increased shade, wayfinding, and lighting.

4.2.2 Policy and Program Strategies



CURB SPACE MANAGEMENT

Facilitating the use of the curb by identifying zones and standards for

the multiple users. Uses can include commercial loading, general parking, transit, and micromobility.



EMERGENCY MANAGEMENT

Facilitating the use of the right-of-way for emergency access and/or evacuation through operational or programmatic improvements such as reversible lanes and flexible signal operations, to improve community resilience.



EV CHARGING STANDARDS

Charging infrastructure standards for charging stations at new and existing developments to enable EV fleet transition.



FRONTAGE STANDARDS FOR NEW DEVELOPMENTS

Standards that require new development to adhere to the local community context and preference, including elements that improve walkability (e.g. sidewalk furniture/landscaping zones, transparent windows and doors adjacent to the sidewalk, maintenance of a primary entrance along the sidewalk, and location of parking behind the building).



MICROMOBILITY

Implementation of shared micromobility options and policies for programs such as bikeshare and scooter share.



MICROMOBILITY RESTRICTIONS

Implementation of restrictions based on safety and community need such

as setting speed limits and restricting micromobility access in public where use may cause conflicts.



PEDESTRIAN AND BIKE ACCESS STANDARDS

Design standards for new developments that ensure safe and convenient access for people walking and biking.



REVISED DESIGN STANDARDS TO ACCOMMODATE MICROMOBILITY

Updated design standards in the public right of way that allow for use of micromobility options.



SCHOOL ROUTE MAP

This program identifies preferred routes in the neighborhood for students who walk or bike to school based on the location of signalized or enhanced crossings, bike lanes, and sidewalks. Schools, the City, and local community members work to develop a map that can be shared with students and families.



TRANSIT ORIENTED DEVELOPMENT (TOD)

Strategies that set standards for new development for improved access and connection to transit and active transportation, and/or zoning modifications to allow higher densities near transit corridors.



TRANSPORTATION DEMAND MANAGEMENT (TDM)

Programmatic strategies and incentives to reduce vehicle travel demand, with an emphasis during peak periods of travel.





4.3 Project Idea Matrix












The land use and mobility categories and sustainable transportation strategies were combined into two matrices that will serve as a project idea toolkit for locations that will be identified through community input. Strategies for each land use and mobility category were identified by referencing best practice reports by the National Association of City Transportation Officials (NACTO), Caltrans, National Highway Transportation Safety Administration (NHTSA), and Federal Highway Administration. Each location will fall under one or more categories. Two project idea matrices have been developed: infrastructure strategies (**Table 2**) and planning strategies (**Table 3**). Each row is a land use or mobility category, and the applicable strategies are marked with check mark in the columns.

The matrices are intended to be a starting point for project ideas, as context is critical to develop relevant and feasible sustainable transportation projects. Although a location may fall under a certain land use or mobility category, the viability of corresponding strategies will depend on the local roadways, existing conditions, and community feedback. Therefore, once locations are identified, the STP project team will work with the City and community to determine the strategies that best fit the local community. Although the matrices were developed for the STP, the intent is that they can also serve as a resource for projects in the City that are identified outside the STP process.

Table 2: Project Idea Matrix: Infrastructure Strategies

LAND USE AND MOBILITY CATEGORIES	Additional community/ neighborhood access points	Bicycle infrastructure improvements	Climate resilience infrastructure	Greening	New technology	New and updated roadway signage	Parklets	Pedestrian infrastructure improvements	Traffic calming and safety improvements	Transit infrastructure	User experience improvements
											
Transit-Related:											
First/Last Mile to Transit	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓
Transit Opportunity Corridor		✓	✓	✓				✓	✓	✓	✓
Safety-Related:											
Slow Streets		✓		✓	✓	✓	✓	✓	✓		
Safe Routes to School	✓	✓	✓	✓		✓		✓	✓		✓
Safety Opportunity Corridor or Intersection		✓						✓	✓		✓
Residential Development:											
Wide ROW		✓		✓	✓		✓	✓	✓		
No Sidewalks		✓		✓	✓			✓	✓		
Major Access Barriers	✓	✓			✓			✓	✓		
Future Development		✓	✓	✓	✓			✓	✓	✓	✓
Commercial Development:											
Major Commercial District		✓	✓	✓	✓		✓	✓	✓	✓	✓
Neighborhood Corridor		✓	✓	✓	✓		✓	✓	✓	✓	✓
Future Development		✓	✓	✓	✓		✓	✓	✓	✓	✓
Other:											
Access to Recreation	✓	✓	✓	✓			✓	✓	✓	✓	
Micro-mobility Hub		✓	✓	✓	✓		✓	✓	✓	✓	✓
Regional Active Transportation Corridor		✓	✓	✓	✓	✓		✓	✓		✓

Table 3: Project Idea Matrix: Policies and Programs

LAND USE AND MOBILITY CATEGORIES	Curb space management	Emergency management	EV charging standards	Frontage standards for new developments	Micromobility	Micromobility Restrictions	Pedestrian and bike access standards	Revised design standards to accommodate micromobility	School Route Map	Transit-Oriented Development (TOD)	Transportation demand management (TDM)
											
Transit-Related:											
First/Last Mile to Transit			✓		✓	✓	✓	✓		✓	
Transit Opportunity Corridor	✓	✓					✓			✓	
Safety-Related:											
Slow Streets					✓	✓					
Safe Routes to School	✓				✓	✓	✓	✓	✓		
Safety Opportunity Corridor or Intersection		✓				✓	✓		✓		
Residential Development:											
Wide ROW									✓		
No Sidewalks							✓		✓		
Major Access Barriers							✓		✓		
Future Development		✓		✓			✓		✓	✓	✓
Commercial Development:											
Major Commercial District	✓	✓	✓		✓	✓	✓			✓	✓
Neighborhood Corridor	✓		✓		✓		✓				✓
Future Development	✓	✓	✓	✓	✓		✓	✓		✓	✓
Other:											
Access to Recreation			✓		✓	✓	✓				
Micro-mobility Hub	✓		✓		✓	✓		✓		✓	
Regional Active Transportation Corridor		✓					✓	✓			

Example Location: Gonzales Road & Rose Avenue

Relevant Land Use & Mobility Categories for this location:

- First last mile to transit
- Transit opportunity corridor
- Safety opportunity intersection
- Major commercial district
- Future commercial development
- Micro-mobility hub

Primary Infrastructure Strategies- applicable at all related land use categories:

- Bicycle infrastructure improvements
- Pedestrian infrastructure improvements
- Traffic calming & safety improvements
- User experience improvements (shade, street furniture)












Secondary Infrastructure Strategies- applicable at a subset of related land use categories:

- Additional access points
- Climate resilience infrastructure
- Greening
- New technology
- New & upgraded roadway signage
- Parklets
- Transit Infrastructure



Table 4: Example Application of Infrastructure Matrix at Gonzales Rd. & Rose Ave

✓ sustainable transportation strategies relevant to this location

LAND USE AND MOBILITY CATEGORIES	Additional Community/ Neighborhood Access Points	Bicycle Infrastructure Improvements	Climate Resilience Infrastructure	Greening	New Technology	New and Updated Roadway Signage	Parklets	Pedestrian Infrastructure Improvements	Traffic Calming and Safety Improvements	Transit Infrastructure	User Experience Improvements
											
Transit-Related:											
First/Last Mile to Transit	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓
Transit Opportunity Corridor		✓	✓	✓				✓	✓	✓	✓
Safety-Related:											
Slow Streets		✓		✓	✓	✓	✓	✓	✓		
Safe Routes to School	✓	✓	✓	✓		✓		✓	✓		✓
Safety Opportunity Corridor or Intersection		✓						✓	✓		✓
Residential Development:											
Wide ROW		✓		✓	✓		✓	✓	✓		
No Sidewalks		✓		✓	✓			✓	✓		
Major Access Barriers	✓	✓			✓			✓	✓		
Future Development		✓	✓	✓	✓			✓	✓	✓	✓
Commercial Development:											
Major Commercial District		✓	✓	✓	✓		✓	✓	✓	✓	✓
Neighborhood Corridor		✓	✓	✓	✓		✓	✓	✓	✓	✓
Future Development		✓	✓	✓	✓		✓	✓	✓	✓	✓
Other:											
Access to Recreation	✓	✓	✓	✓			✓	✓	✓	✓	
Micro-mobility Hub		✓	✓	✓	✓		✓	✓	✓	✓	✓
Regional Active Transportation Corridor		✓	✓	✓	✓	✓		✓	✓		✓

Example Location: C Street Corridor (Gonzales Rd to Pleasant Valley Rd)

Relevant Land Use & Mobility Categories for this location:

- First/last mile to transit
- Slow streets
- Safe routes to school
- Future residential development
- Neighborhood corridor
- Access to recreation

Primary Infrastructure Strategies- applicable at all related land use categories:

- Bicycle infrastructure improvements
- Greening
- Pedestrian infrastructure improvements
- Traffic calming & safety improvements












Secondary Infrastructure Strategies- applicable at a subset of related land use categories:

- Additional community/ neighborhood access points
- Climate resilience infrastructure
- New & upgraded roadway signage
- New technology
- Parklets
- Transit infrastructure
- User experience improvements (shade, street furniture)



Table 5: Example Application of Infrastructure Matrix at C Street Corridor

✓ sustainable transportation strategies relevant to this location

LAND USE AND MOBILITY CATEGORIES	Additional Community/Neighborhood Access Points	Bicycle Infrastructure Improvements	Climate Resilience Infrastructure	Greening	New and Updated Roadway Signage	New Technology	Parklets	Pedestrian Infrastructure Improvements	Traffic Calming and Safety Improvements	Transit Infrastructure	User Experience Improvements
											
Transit-Related:											
First/Last Mile to Transit	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓
Transit Opportunity Corridor		✓	✓	✓				✓	✓	✓	✓
Safety-Related:											
Slow Streets		✓		✓	✓	✓	✓	✓	✓		
Safe Routes to School	✓	✓	✓	✓		✓		✓	✓		✓
Safety Opportunity Corridor or Intersection		✓						✓	✓		✓
Residential Development:											
Wide ROW		✓		✓	✓		✓	✓	✓		
No Sidewalks		✓		✓	✓			✓	✓		
Major Access Barriers	✓	✓			✓			✓	✓		
Future Development		✓	✓	✓	✓			✓	✓	✓	✓
Commercial Development:											
Major Commercial District		✓	✓	✓	✓		✓	✓	✓	✓	✓
Neighborhood Corridor		✓	✓	✓	✓		✓	✓	✓	✓	✓
Future Development		✓	✓	✓	✓		✓	✓	✓	✓	✓
Other:											
Access to Recreation	✓	✓	✓	✓			✓	✓	✓	✓	
Micro-mobility Hub		✓	✓	✓	✓		✓	✓	✓	✓	✓
Regional Active Transportation Corridor		✓	✓	✓	✓	✓		✓	✓		✓

4.4 What Comes Next?

This Framework Report documents the background and existing conditions within Oxnard, and sets the approach for developing the STP. The Framework Report incorporates:

- Input from an Inter-Agency Charette to gather information from agency stakeholders at the city, county, and regional level
- Map atlas development and review of spatial trends across the City
- Review and summary of all relevant City of Oxnard, County of Ventura, transit agency, and regional plans
- Development of Framework Matrices

The forthcoming STP will build from this Framework Report and describe a vision for the future of sustainable transportation in Oxnard. In the coming year, extensive community engagement will be conducted to help shape this vision, identify key locations, and articulate which types of projects will help make progress towards the vision.

Community engagement in support of the STP will include:

- **Advisory committee meetings:** City departments and agency representatives share input received from their engagement activities and provide input on preliminary project ideas, project alternatives, and draft plan.

- **Demonstration projects:** temporary installation of a potential project with a virtual walking tour.
- **Focus group meetings:** community-based organizations provide input on project goals, outreach methods, and priority locations.
- **Virtual Workshops:** additional community-based organizations, identified through the focus group, provide input on project goals, priority locations, and priority concerns through in-depth conversations.

In addition to this Framework Report, the STP will include additional resources to help build momentum for the City to implement sustainable transportation projects. The STP will include:

- A catalogue of sustainable transportation strategies that can be implemented across the City
- Project ideas and concept designs for priority locations
- An implementation and funding strategy to support the priority locations and projects

The development of the STP is currently underway and will be completed by early 2023. Once adopted, the STP will guide the City’s investment in sustainable transportation for years to come.

