



Meeting Date: 10/14/2008

ACTION	TYPE OF ITEM
<input type="checkbox"/> Approved Recommendation	<input type="checkbox"/> Info/Consent
<input type="checkbox"/> Res. No(s).	<input checked="" type="checkbox"/> Report
<input type="checkbox"/> Ord. No(s).	<input type="checkbox"/> Public Hearing (Info/consent)
<input type="checkbox"/> Other	<input type="checkbox"/> Other

Prepared By: Christopher Williamson, Senior Planner Agenda Item No. **0-1**

Reviewed By: City Manager *[Signature]* City Attorney *Rupp* Finance *[Signature]* N/A Other (Specify) N/A

**DATE:** October 6, 2008

**TO:** City Council

**FROM:** Matthew G. Winegar, AICP, Development Services Director *[Signature]*

**SUBJECT:** Traffic Mitigation Plan

**RECOMMENDATION**

That City Council receive a report on the Traffic Mitigation Plan consisting of the draft 2030 General Plan Update Circulation Element, the Final General Plan Update Traffic Circulation Study, and the proposed Intelligent Transportation Systems Master Plan.

**DISCUSSION**

This report focuses on future traffic and Levels of Service (LOS) associated with development anticipated by the proposed 2030 General Plan Update Alternative B. The report is organized around three documents: Attachment 1, 2030 General Plan Update Circulation Element; Attachment 2, Final General Plan Update Traffic Circulation Study; and Attachment 3, proposed Intelligent Transportation Systems Master Plan (attached to a concurrently scheduled agenda item).

1. 2030 General Plan Update Circulation Element

Phase I of the 2030 General Plan Update, the public outreach component, was completed in 2002 and 2003 and included statements of concern regarding more public transit options, growing congestion, traffic signal synchronization, repair and improvement of roads, and add and expansion of bicycle paths. Phase II began in late 2005 after the selection of the consulting team. The 2030 General Plan Update consists of four documents: 1) Background Report, 2) Goals and Policies, 3) Environmental Impact Report (EIR), and 4) the Land Use Map. The Background Report was completed in June 2006. The Goals and Policies, EIR, and Land Use Map are drafted and expected to be released for public review in December, 2008.

Chapter 4 of the draft 2030 General Plan (Attachment 1) includes section 4.2, Circulation. This section is comparable to the Circulation Element (Chapter VI) of the current 2020 General Plan. The Circulation Section includes draft goals and policies for Level of Service (LOS), goods

## Traffic Mitigation Plan

October 6, 2008

Page 2

movement, passenger and freight railroad, transit, transportation demand and system management, bicycles, and bicycles and pedestrians, parking, and air transportation. These goals and policies will be discussed at upcoming Planning Commission and City Council hearings as part of the update process.

### 2. Final 2030 General Plan Update Traffic Circulation Study

The Final 2030 General Plan Update Traffic Study (Attachment 2) presents current (2007) traffic conditions and future LOS calculations for full development under the current 2020 General Plan, and under 2030 General Plan Update Alternatives A, B, and C. Based on the 2005 traffic count data, 19 intersections operated below LOS C in either the AM and/or PM peak travel hours. New traffic counts were taken in September, 2007 and LOS calculations were made that result in only three intersections operating below LOS C: 1) Five Points, 2) Rose Avenue at Gonzales Road, and 3) Auto Center Drive at Rice/Santa Clara Avenue. The Auto Center Drive at Rice/Santa Clara Avenue intersection will improve to LOS C or better once the freeway interchange is completed.

If full development occurs under the current 2020 General Plan (adopted in 1990), 23 intersections would operate at below LOS C until various improvements that are anticipated for these intersections (i.e. adding lanes, ITS, and grade separation) are completed.

If full development occurs under either 2030 General Plan Update Alternatives A or B and all recommended mitigations are developed, five intersections would operate at below LOS C: 1) Wooley Road and C Street, 2) Five Points, 3) Rose Avenue and Third Street, 4) Rose Avenue and Pleasant Valley Road, and 5) Rice Avenue and Gonzales Road. The mitigations needed to improve these five intersections involve considerable expense and possible condemnation of homes and businesses. An alternative to maintaining at least LOS C for all intersections at all times is to modify the General Plan's LOS policy to allow these five intersections to operate at LOS D during peak AM and PM travel periods. If full development occurs under Alternative C, 45 intersections would operate at below LOS C. No mitigation analysis has been completed for Alternative C.

### 3. Proposed Intelligent Transportation Systems Master Plan

The Intelligent Transportation System (ITS) Master Plan is intended to maximize traffic flow and improve public safety and response by constant communication between traffic signals and a centralized control office in which software and/or city staff change the amount of time a signal light is green in a given direction depending on real-time need. With the use of closed circuit television (CCTV) cameras, operators will be able to provide manual intervention and, if required, dispatch equipment and personnel to repair equipment failures or assist in incident removal. The images can also be shared with other departments (e.g., fire department, police department, public works, etc.) and the potential exists for integration with the City of Port Hueneme, Ventura County, and Caltrans.

The ITS Master Plan (attached to the concurrently scheduled agenda item) spells out how best to

000086

**Traffic Mitigation Plan**

**October 6, 2008**

Page 3

implement, operate and maintain an ITS. The City will need to construct a Traffic Management Center (TMC) to house the ITS equipment and operator. There are 179 ITS Master Plan intersections, including 13 owned by Caltrans that will be relinquished to the City in the near future. ITS is critical to improving 11 intersections identified in the 2030 General Plan Update Alternative B as operating below LOS C without mitigations. The geographic sections, the number deficient intersections, and the expected improvements are listed below.

	Master Plan	Below LOS C 2030 General Plan Update Alternative B	Improved by ITS	% Improved
Section 1	44	7	3	43%
Section 2	36	8	3	38%
Section 3	30	1	0	0%
Section 4	18	6	5	83%
Section 5	28	2	0	0%
Section 6	23	1	0	0%
<b>Total</b>	<b>179</b>	<b>25</b>	<b>11</b>	<b>41%</b>

The ITS Master Plan is an attachment to the concurrently scheduled ITS agenda staff report that includes a more detailed discussion of ITS and its financing.

**FINANCIAL IMPACT**

There is no direct financial impact from presenting the report.

Attachments:

1. Chapter 4, Draft 2030 General Plan Update
2. Final General Plan Update Traffic Circulation Study

Note: Attachments 1 and 2 have been provided to the City Council. Copies are available for review at the Circulation Desk in the Library after 6:00 p.m. on the Thursday prior to the Council meeting and at the City Clerk's Office after 8:00 a.m. on Friday. Note that Attachment 2 includes a large technical appendix that is available at the Library and on the Internet at <http://publicworks.cityofoxnard.org>.