

Walk Audit Summary

OVERVIEW

Walk audits along segments of the Sustainable Transportation Plan (STP) priority corridors were conducted over the course of two days in June 2022 by engineering and planning staff from the Oxnard Public Works Department and Fehr & Peers on the STP project team. Members of the STP Advisory Committee and Focus Group were invited to participate, and representatives from the Mixteco Indigena Community Organizing Project (MICOP) and the Central Coast Alliance United for a Sustainable Economy (CAUSE) joined the walk audit. The purpose of the walk audits was to evaluate the existing conditions of the priority corridors and inform recommendations that encourage and improve multimodal transportation in Oxnard as part of the City of Oxnard's *Sustainable Transportation Plan*.

The walk audit segments were selected to reflect a representative set of land use and transportation contexts. During the audits, participants noted existing conditions, observed people's behaviors, and identified opportunities for improvement at specific locations. In addition, participants completed surveys to rate their experience, focusing on safety, accessibility, and greening/sustainability conditions along the corridor.

WALK AUDIT LOCATIONS

Wooley Road

Escalon Drive to E Street

Gisler Avenue

Channel Islands Boulevard to California Street/Date Street

C Street

Channel Islands Boulevard to Guava Street

Channel Islands Boulevard

Wheelhouse Avenue to Peninsula Road

Vineyard Avenue

Oxnard Boulevard to River Park Boulevard



Discussion around opportunities to improve transit information, such as real-time information and bilingual information.



Families walking in neighborhood, particularly around commercial areas.



Signage near Channel Islands Boulevard & Victoria Avenue illustrates a long history of biking and an opportunity to modernize wayfinding and signage.

Key Themes at all Locations

The following conditions were observed across multiple corridors. Location-specific observations and recommendations are noted on the following pages.



Pedestrians & Bicycles

- Narrow sidewalks
- Limited number of upgraded curb ramps
- High pedestrian activity around transit stops, commercial areas, and residential areas
- Opportunity to extend crossing time
- Sidewalk and bike facility gaps
- Limited number of bike racks around commercial land uses
- Bicyclists observed riding on sidewalk adjacent to bike lane



Transit

- Opportunity to add real-time and bilingual information
- Inconsistent provision of bus stop amenities, such as bus shelters, trash receptacles, and benches with backs



Vehicles

- Potential conflict points at locations with short merge lengths
- Vehicles traveling over posted speed limit
- Potential opportunity to repurpose vehicle space to improve multimodal access and safety



Urban Greening

- Limited shade
- Opportunities to add mulch and drought-tolerant native vegetation to medians and next to sidewalks
- Opportunities to convert excess right-of-way into green infrastructure, such as bioswales or permeable concrete



Observed high-visibility crosswalks and flashing beacons near key school entrances to enhance pedestrian visibility around schools.



Many bus stops would benefit from bus shelters.



Observed people crossing near Centerpoint Mall who may need more crossing time.

Vineyard Avenue

from Oxnard Boulevard
to Riverpark Boulevard

CORRIDOR OVERVIEW

Number of Lanes	5 - 6	
Posted Speed Limit	35 mph	
AADT Estimate (2019)	15,000	
Collision Trends (2016 - 2020)	Top Violations: <ul style="list-style-type: none"> • 32% Unsafe Speed • 16% Traffic Signals and Signs • 11% Vehicle Right of Way Violation 	Top Crash Types: <ul style="list-style-type: none"> • 47% Rear End • 32% Broadside
Local Road Safety Plan Collision Profiles	<ul style="list-style-type: none"> • Nighttime Collisions on 4-5 Lane Roadways 	



Observed people walking and biking using the medians around the railroad to cross the Vineyard Boulevard.

CORRIDOR FOCUS

- Improve low cost, sustainable access to shopping centers, especially along Esplanade Drive and The Collection, a major retail and employment hub, for more Oxnard residents
- Improve bicycle and pedestrian safety, particularly around railroad and freeway on/off ramps

EXISTING CONDITIONS

- Bus stops with shelters
- High bicycle and pedestrian activity
- Sidewalk gaps
- Pedestrians crossing mid-block across railroad
- Short pedestrian crossing time at Vineyard Avenue & Riverpark Boulevard intersection
- Limited landscaping and few shade trees

LAND USE & MOBILITY CATEGORIES



Residential Access Barriers



Major Commercial



Micro-mobility Hub (The Collection)



Safety

KEY OPPORTUNITIES FOR IMPROVEMENT



- Upgrade existing crosswalks with high-visibility striping
- Fill sidewalk gaps
- Explore adding mid-block pedestrian crossing opportunities
- Explore adding curb extensions at crosswalks to shorten pedestrian crossing distances
- Lengthen pedestrian crossing times at Oxnard Boulevard & Vineyard Avenue and Vineyard Avenue & Riverpark Boulevard
- Upgrade curb ramps



- Fill in bike facility gap on Vineyard Boulevard between Oxnard Boulevard and Riverpark Boulevard to connect to The Collection
- Install green conflict striping at intersections and driveways



- Plant and maintain trees and landscaping on medians and next to sidewalks
- Explore opportunities to add bioswales at spaces adjacent to the freeway entrance ramps and railroad right of way

CORRIDOR OVERVIEW

Number of Lanes	2	
Posted Speed Limit	30 mph	
AADT Estimate (2019)	13,000	
Collision Trends (2016 - 2020)	Top Violations: <ul style="list-style-type: none"> • 18% Vehicle Right of Way Violation • 18% Traffic Signals and Signs • 17% Unsafe Speed 	Top Crash Types: <ul style="list-style-type: none"> • 41% Broadside • 29% Rear End
Local Road Safety Plan Collision Profiles	<ul style="list-style-type: none"> • Broadside Collisions at Signals without Fully Protected Left Turns • Pedestrian or Bicycle-Involved Collisions at Major Non-Signalized Intersections 	



High pedestrian activity around transit stops at Centerpoint Mall.

CORRIDOR FOCUS

- Improve connections to major transit hubs: Centerpoint Mall, located along C Street, and Oxnard Transit Center, located a quarter mile east of C Street
- Parallel route to Oxnard Boulevard for slower modes

LAND USE & MOBILITY CATEGORIES

- Slow Streets
- Future Residential
- First/Last Mile to Transit
- Transit Opportunity Corridor
- Micro-mobility Hub (Centerpoint Mall)

EXISTING CONDITIONS

- Real time transit information at bus stops
- High bicycle and pedestrian activity
- Flashing beacons for crosswalks with high pedestrian activity
- Bike lanes along corridor
- Sidewalk gaps
- Obstructions, such as utility poles and signage, along sidewalk
- Segments with narrow sidewalks
- Many people with additional mobility needs near Centerpoint Mall

KEY OPPORTUNITIES FOR IMPROVEMENT

- | | | |
|--|---|--|
| <ul style="list-style-type: none"> • Upgrade existing crosswalks with high-visibility striping • Increase sidewalk widths • Explore adding curb extensions at crosswalks to shorten pedestrian crossing distances • Lengthen pedestrian crossing times at C Street & Channel Islands Boulevard | <ul style="list-style-type: none"> • Extend bike lane facilities • Install green conflict striping at intersections and driveways • Install bike racks around commercial areas and bus stops | <ul style="list-style-type: none"> • Install bus shelters and benches at transit stops • Consider lowering speed limit to 25 mph to improve bike and pedestrian safety |
| | | <ul style="list-style-type: none"> • Plant and maintain trees and landscaping on medians and next to sidewalks |

Gisler Avenue

from Channel Islands Boulevard to California/Date Street

CORRIDOR OVERVIEW

Number of Lanes	2	
Posted Speed Limit	25 mph	
AADT Estimate (2019)	6,000	
Collision Trends (2016 - 2020)	Top Violations: <ul style="list-style-type: none"> • 28% Unsafe Speed • 28% Vehicle Right of Way Violation 	Top Crash Types: <ul style="list-style-type: none"> • 38% Rear End • 30% Broadside
Local Road Safety Plan Collision Profiles	<ul style="list-style-type: none"> • Pedestrian or Bicycle-Involved Collisions on Roadways with 2 - 3 Lanes and ≤ 25 mph Posted Speed Limit 	



Opportunity for traffic calming so bicyclists feel comfortable biking on road.

CORRIDOR FOCUS

- Parallel route to Saviers Road for slower modes
- Neighborhood identified through community engagement with Safe Routes to School and speeding concerns

LAND USE & MOBILITY CATEGORIES



Wide Residential Streets



Safe Routes to School



Slow Streets

EXISTING CONDITIONS

- High pedestrian activity around neighborhood commercial
- High visibility crosswalks near school and transit stops
- Narrow sidewalks
- Obstructions, such as utility poles and signage, along sidewalk
- Limited street lighting

KEY OPPORTUNITIES FOR IMPROVEMENT



- Upgrade existing crosswalks with high-visibility striping
- Explore adding curb extensions at crosswalks to shorten pedestrian crossing distances
- Upgrade curb ramps
- Install streetlights at intersections



- Enhance bike facilities along Gisler Avenue to connect with planned bike lanes on Cloyne Street, south of Channel Islands Boulevard & Gisler Avenue



- Add advance stop bars and explore adding protected left turns at Channel Islands Boulevard & Gisler Avenue
- Add traffic calming elements, such as speed humps or mini-roundabouts

CORRIDOR OVERVIEW

Number of Lanes	4 (Chan. Is.), 4 (Victoria)	
Posted Speed Limit	45 mph (Chan. Is.), 50 mph (Victoria)	
AADT Estimate (2019)	11,000 (Chan. Is.), 13,000 (Victoria)	
Collision Trends (2016 - 2020)	Top Violations: <ul style="list-style-type: none"> • 41% Vehicle Right of Way Violation • 16% Unsafe Speed • 16% Traffic Signals and Signs 	Top Crash Types: <ul style="list-style-type: none"> • 49% Broadside

Local Road Safety Plan Collision Profiles	<ul style="list-style-type: none"> • Unsafe Speed Collisions Along Roadways with 4-5 Lanes • Nighttime Collisions on 4-5 Lane Roadways • Hit Object Collisions at Major Intersections
---	--



Many cyclists using sidewalk.



CORRIDOR FOCUS

- Improve access to the beach for pedestrians, bicyclists, and transit users repeatedly identified through community engagement
- Wayfinding opportunities

EXISTING CONDITIONS

- High bicycle and pedestrian activity
- Good tree coverage on Channel Islands Boulevard, east of Victoria Avenue, near bus stop
- Sidewalk gaps
- Short pedestrian crossing times
- Degraded wayfinding signage
- Gaps in bicycle facilities

LAND USE & MOBILITY CATEGORIES

-  Access to Recreation
-  Micro-mobility Hub
-  Safety

KEY OPPORTUNITIES FOR IMPROVEMENT

 <ul style="list-style-type: none"> • Explore designs for a protected intersection • Upgrade existing crosswalks with high-visibility striping • Upgrade curb ramps • Lengthen pedestrian crossing times • Upgrade and add wayfinding signage 	 <ul style="list-style-type: none"> • Explore designs for a protected intersection • Install green conflict striping at intersections and driveways • Stripe buffer for bike lanes on all approaches • Improve bicycle facility for cyclists traveling southbound on Victoria Avenue towards the intersection of Channel Islands Boulevard & Victoria Avenue • Explore coordination with property owner(s) to pilot or install a micro-mobility hub (e.g., bikeshare/scootershare parking) near the transit stop 	 <ul style="list-style-type: none"> • Install bus shelters and benches at transit stops • Install advance stop bars at each intersection approach • Narrow travel lanes and reallocate space to enhance bike lanes
---	--	--

CORRIDOR OVERVIEW

Number of Lanes	4	
Posted Speed Limit	40 mph	
AADT Estimate (2019)	15,000	
Collision Trends (2016 - 2020)	Top Violations: <ul style="list-style-type: none"> • 23% Unsafe Speed • 20% Vehicle Right of Way Violation • 19% Traffic Signals and Signs 	Top Crash Types: <ul style="list-style-type: none"> • 36% Broadside • 34% Rear End
Local Road Safety Plan Collision Profiles	<ul style="list-style-type: none"> • Nighttime Collisions on 4-5 Lane Roadways • Hit Object Collisions at Major Intersections • Pedestrian or Bicycle-Involved Collisions at Major Non-Signalized Intersections • Bicycle-Involved Collisions with Vehicles Proceeding Straight at Signals 	



Opportunity for greening and trees along sidewalk.

CORRIDOR FOCUS

- Improve bicyclist and pedestrian safety, particularly at railroad crossings
- Enhance pedestrian crossings
- Build on City's CIP project to add bike lanes

EXISTING CONDITIONS

- Many people walking and bicycling around residential neighborhoods
- Narrow sidewalks
- Obstructions, such as utility poles and signage, along sidewalk
- Limited pedestrian crossing opportunities due to railroad in median

LAND USE & MOBILITY CATEGORIES

- Safety
- Safe Routes to School
- Transit Opportunity Corridor
- First/Last Mile to Transit

KEY OPPORTUNITIES FOR IMPROVEMENT

<ul style="list-style-type: none"> • Upgrade existing crosswalks with high-visibility striping to encourage crossing at designated crosswalks • Increase sidewalk widths east of Wooley Road & Ventura Road • Explore adding pedestrian crossing opportunities to encourage crossing at designated crosswalks • Explore adding curb extensions at crosswalks to shorten pedestrian crossing distances 	<ul style="list-style-type: none"> • Stripe buffer for bike lanes • Add bike racks at commercial areas 	<ul style="list-style-type: none"> • Coordinate with Gold Coast Transit District to upgrade bus stops with seating and shade • Narrow travel lanes and reallocate space to enhance bike lanes
		<ul style="list-style-type: none"> • Add vegetation along south side of Wooley Road for cooling • Explore opportunities to create a more permeable and/or cooler surface