Local Road Safety Plan

Final Document

City of Camarillo

July 13, 2022

Acknowledgements

A special thanks to all the Safety Partners that contributed to this plan.

City of Camarillo

Mayor and Councilmembers

Public Works Department

Transportation & Infrastructure Committee

County of Ventura

Public Works Agency

Sheriff's Office

Fire Department

Public Health Department

Caltrans, District 7

Ventura County Transportation Commission

Boys and Girls Club of Camarillo

Channel Islands Bike Club

Camarillo Health Care District

Pleasant Valley School District

California State University, Channel Islands

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Rancho Campana High School

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Executive Summary

In 2020, the City of Camarillo was awarded a State funded grant administered by Caltrans to develop a Local Road Safety Plan (LRSP). The Camarillo Local Road Safety Plan (LRSP) provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety needs, taking a proactive approach to roadway safety to develop achievable and measurable countermeasures to strive to eliminate traffic collisions.

The LRSP development began by establishing the leadership team. Andrew Grubb, Principal Civil Engineer was assigned as the Safety Champion and lead Project Manager for the City of Camarillo, Jason Samonte led the traffic safety analysis as the City's Traffic Engineer, and Kathryn Kleinschmidt as the Project Manager from GHD, the City's consultant preparing the LRSP. The leadership team then formed the Stakeholder Working Group (Working Group) with local agencies and community organizations representing the 5 E's of traffic safety (Engineering, Enforcement, Education, Emergency Services, and Emerging Technologies), including the County, law enforcement, schools, emergency response, non-profits, and the general public.

The Working Group met to discuss the overall collision analysis, goals, priorities, safety recommendations, and assist in the plan's development. The Working Group assisted in establishing the vision, mission statement, and goals that would guide the development of the LRSP. The Working Group formed with local stakeholders was key in creating a comprehensive safety plan tailored to address traffic safety needs specific to Camarillo, while contributing to the overall statewide goals outlined in California's Strategic Highway Safety Plan.

The next step in developing the plan was analyzing Camarillo's traffic safety data, systemically reviewing collision patterns and high-risk roadway characteristics. For this analysis, the five-year period between 2015 and 2019 was used to account for pre-pandemic traffic patterns. The Working Group then determined the following Challenge (Emphasis) Areas for the LRSP specific to Camarillo's safety needs:

1. Distracted Driving
2. Bicyclists
3. Pedestrians
4. Aggressive Driving / Speed Management
5. Aging Drivers
6. Intersections

The next step was to identify safety countermeasures to help mitigate the City's primary crash type trends and reduce the overall collision severity. Data analysis, public input, and City feedback helped to determine the priority locations in the City. Improvement strategies to achieve these countermeasures were then categorized and prioritized, identifying the responsible stakeholders for implementation. This systemic approach to traffic safety considers areas of concern that may not otherwise be considered if focused only on locations with the highest collision frequency. This more holistic approach also fosters partnerships between stakeholders to advance local road safety.

The LRSP is intended to be a living document. Once adopted and implemented, the Plan outlines steps to evaluate these strategies to determine their effectiveness, update the Plan as the recommended improvements are installed, and re-prioritize strategies to maximize resources as new traffic safety data is analyzed. The Plan is intended to be comprehensively updated every five (5) years once new traffic data is available that can be systemically analyzed and evaluated through the LRSP process, encouraging ongoing participation from local stakeholders. The next update will include 2022 to 2026 collision data to reflect post-pandemic conditions.

Contents

1. Introduction **1**

2. Background **2**

2.1 Purpose and Need 2

2.2 Guiding Documents 3

2.3 Methodology 3

3. Safety Partners/Stakeholders **5**

3.1 LRSP Working Group Members 5

3.1.1 LRSP Working Group Meetings 5

3.1.2 Transportation and Infrastructure Committee Meetings 6

3.2 SHSP Challenge Areas 6

3.3 Guiding Principles 7

3.3.1 Vision 7

3.3.2 Mission Statement 7

3.3.3 Goals 7

3.3.4 Safe System Approach 8

3.3.4.1 Assembly Bill 43 9

4. Analyze Safety Data **10**

4.1 Recent/Planned Safety Projects 10

4.1.1 Capital Improvements Program 10

4.1.2 Signalizing Intersections 10

4.1.3 Roadway Widening 10

4.2 Analyzed Collision Data (2015-2019) 10

4.2.1 High Severity Collisions 12

4.2.2 Collisions on City Roadways 14

4.2.2.1 Comparison with Other Jurisdictions 20

4.2.3 Collisions on Caltrans Roadways 20

4.2.4 Collisions Related to Challenge/Emphasis Areas 21

4.2.4.1 Distracted Driving 21

4.2.4.2 Bicyclists 21

4.2.4.3 Pedestrians 22

4.2.4.4 Aggressive Driving / Speed Management 25

4.2.4.5 Aging Drivers 25

4.2.4.6 Intersections 25

4.3 Field Reconnaissance 25

5. Public Outreach **26**

5.1 Public Website 26

5.1.1 Interactive Map 27

5.1.2 Public Survey 27

5.1.3 Frequently Asked Questions 28

6. Identify Strategies **29**

6.1 Engineering Strategies 29

6.1.1 Reactive Approach 29

6.1.2 Systemic Approach 37

6.1.2.1 Signalized Intersections 38
6.1.2.2 Additional Countermeasures 41
6.2 Non-Engineering Strategies 41
6.2.1 Education 41
6.2.2 Emerging Technologies 41
6.2.3 Enforcement 42
6.2.3.1 Mitigating DUI Collisions 42
6.2.3.2 Current Efforts 44
6.2.4 Emergency Response 44
7. Prioritize & Incorporate Strategies 45
7.1 Funding Sources 45
7.2 Prioritized Projects 46
7.3 Equitable Implementation for All Communities 50
8. Evaluation Process 51
9. Next Steps 52
10. References 53

Table Index

Table 2.1 Goals from Circulation Element 2
Table 4.1 Fatal Collisions on City of Camarillo Roads (2015-2019) 12
Table 4.2 Comprehensive Collision Costs and EPDO Weights (2018 dollars) 16
Table 4.3 Top 10 Intersections by EPDO 16
Table 4.4 Top 10 Intersections by Total Collisions 17
Table 4.5 Top 10 Roadway Segments by EPDO 17
Table 4.6 Top 10 Roadway Segments by Total Collisions 18
Table 6.1 Characteristics for Priority Intersections 29
Table 6.2 Characteristics for Priority Segments 30
Table 6.3 High Severity Intersections with Two-Way Stop Control 34
Table 6.4 Recommended Countermeasures at Priority Intersections 34
Table 6.5 Recommended Countermeasures at Priority Segments 36
Table 6.6 Systemic Analysis for Signalized Intersections 39
Table 6.7 Top Intersections per Risk Analysis 40
Table 7.1 Priority of City Intersection Projects 47
Table 7.2 Priority of City Segment Projects 49

Figure Index

Figure 1.1 California SHSP (2020-2024) 1
Figure 1.2 FHWA's LRSP Development Process 1
Figure 2.1 Circulation Element 2
Figure 2.2 FHWA's LRSP Development Map (Source: Federal Highway Administration) 4

Figure 3.1	SHSP Challenge Areas	6
Figure 3.2	Safe System Approach	8
Figure 4.1	Collisions by Year on City of Camarillo Roadways (2015-2021)	11
Figure 4.2	Total Collisions on City of Camarillo Roadways (2015-2019)	11
Figure 4.3	Fatal and Severe Injury Collisions on City Roadways (2015-2019)	13
Figure 4.4	Collisions by Year on City of Camarillo Roadways (2015-2019)	14
Figure 4.5	Top Violation Categories for Collisions on City Roadways (2015-2019)	14
Figure 4.6	Collision Density on City Roads (2015-2019)	15
Figure 4.7	Summary of City Collisions	15
Figure 4.8	Top Intersections and Roadway Segments, per Collision Analysis (2015-2019)	19
Figure 4.9	Collisions per 1,000 Population for Cities in Ventura County (2015-2019)	20
Figure 4.10	Collisions per 1,000 Population for California Cities with 69K to 70K Populations (2015-2019)	20
Figure 4.11	Collision Density on Caltrans Roads (2015-2019)	21
Figure 4.12	Top Violation Categories for Bicycle-Related Collisions (2015-2019)	22
Figure 4.13	Pedestrian Location at Time of Collision (2015-2019)	22
Figure 4.14	Map of Bicycle Collisions (2015-2019)	23
Figure 4.15	Map of Pedestrian Collisions (2015-2019)	24
Figure 4.16	Severity of Injury Collisions Caused by Aging Drivers (2015-2019)	25
Figure 5.1	Public Website Home Page	26
Figure 5.2	Public Website Interactive Map	27
Figure 5.3	Public-Identified Roadway Issues	28
Figure 6.1	Collisions by Location Type (2015-2019)	38
Figure 6.2	Heatmap of DUI Collisions (2015-2019)	43
Figure 7.1	Healthy Places Index Score (3.0) and LRSP Priority Locations	50

Appendices

Appendix A	Stakeholder and Public Input
Appendix B	Plans and Projects
Appendix C	Collision Data
Appendix D	Field Reconnaissance
Appendix E	Community Outreach
Appendix F	Recommended Countermeasures for Priority Locations
Appendix G	Countermeasures from the Local Roadway Safety Manual (Version 1.6)

List of Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act of 1990
APS	Accessible Pedestrian Signal
ATP	Active Transportation Program or Plan
BCR	Benefit to Cost Ratio
BUI	Biking Under the Influence
CA MUTCD	California Manual on Uniform Traffic Control Devices
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality
DUI	Driving Under the Influence
EPDO	Equivalent Property Damage Only
FHWA	Federal Highway Administration
FSI	Fatal or Severe Injury
HAWK	High-Intensity Activated Crosswalk
HSIP	Highway Safety Improvement Program
HSM	Highway Safety Manual
LRSM	Local Roadway Safety Manual
LRSP	Local Road Safety Plan
RRFB	Rectangular Rapid Flashing Beacon
SHSP	Strategic Highway Safety Plan
SSAR	Systemic Safety Analysis Report
SWITRS	Statewide Integrated Traffic Records System
TIMS	Transportation Injury Mapping System

1. Introduction

The Local Road Safety Plan (LRSP) is a traffic safety planning document for local agencies to address unique roadway safety needs in their jurisdictions. This comprehensive document will both help to guide City in safety countermeasures and allow eligibility for funding in future Highway Safety Improvement Program (HSIP) grant applications. The process of preparing an LRSP creates a framework to systematically identify and analyze local safety problems and recommend engineering safety improvements.

Preparing an LRSP facilitates local agency partnerships and collaboration, resulting in a prioritized list of improvements and actions that contribute to California's Strategic Highway Safety Plan (SHSP) overall vision and goals. This SHSP focuses on reducing fatal and severe injury collisions (FSI collisions) with focused challenge areas with a focus on the Five "E's" of Traffic Safety (see **Figure 1.1**).

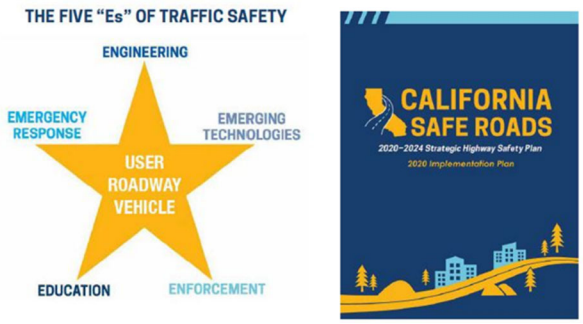


Figure 1.1 California SHSP (2020-2024)

The City and GHD followed the Federal Highway Administration's (FHWA) six step Local Road Safety Plan development process to develop the City's LRSP as shown in **Figure 1.2**:

Figure 1.2 FHWA's LRSP Development Process

The following sections outline the City's approach and recommendations for developing and implementing the City's LRSP. Overall, competitive HSIP applications include low-cost improvements that can be easily implemented. Therefore, these types of recommendations will likely be prioritized for HSIP applications while long-term higher-cost improvements will need to be further studied for potential incorporation in the City's 5-year Capital Improvement Program (CIP).

2. Background

2.1 Purpose and Need

The City of Camarillo has a population of approximately 68,000 located in Ventura County, California. The City receives a mix of both local and commuter traffic. The City of Camarillo's General Plan, adopted by the City Council, is a comprehensive, long-range planning document that establishes policies for the physical development of the city. It consists of nine elements: Camarillo Urban Restriction Boundary (CURB), Land Use, Circulation, Housing, Recreation, Open Space and Conservation, Community Design, Safety, and Noise. Each element contains specific goals, policies, and programs to be implemented. The Circulation Element contains the following 10 goals for Camarillo's transportation system (see **Table 2.1**):

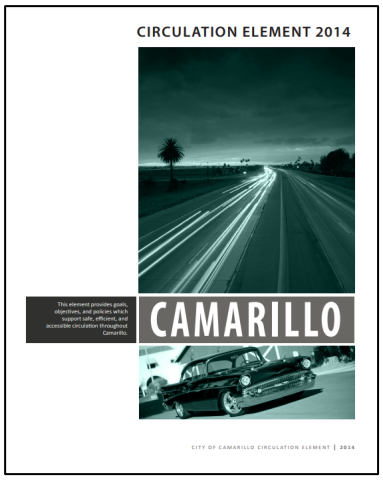


Figure 2.1 Circulation Element

Table 2.1 Goals from Circulation Element

Goal	Relation to LRSP
1. Correlate the City's Circulation System with the policies of the General Plan Land Use Element.	The LRSP evaluates the current collisions and safety issues on the City's Circulation System. There can be opportunities to address these safety concerns with development projects.
2. Promote a well-balanced, connected, economically feasible, and sustainable multimodal transportation system that provides for safe and efficient movement on well-maintained roads while meeting the needs of Camarillo residents, businesses, employees, visitors, special needs populations, and the elderly.	This goal is complemented by the goals in the Local Road Safety Plan.
3. Provide a transportation system that is coordinated with regional agencies and encompasses a variety of transportation modes.	The LRSP evaluated safety for all modes of transportation and involved regional agencies as stakeholders in the process.
4. Provide adequate parking that is attractive, convenient, efficient, and appropriate in capacity without overshadowing the uses which the parking supports.	The LRSP does not directly address parking needs or an assessment of City's parking. However, the LRSP does evaluate current collision patterns that might be attributed to current parking.
5. Provide a Citywide system of safe, efficient, and attractive bicycle and pedestrian routes for commuter, school, and recreational use.	The LRSP evaluates Citywide collisions for all transportation modes, vehicle, pedestrian, bicyclists, and transit and suggested safety countermeasures in improving those systems.
6. Maintain a safe and efficient public transportation network that provides mobility to all City residents and employees as an alternative to automobile travel.	This goal is complemented by the goals in the Local Road Safety Plan.
7. Maintain and ensure land use compatibility with the Camarillo airport.	The LRSP does not directly evaluate land use but there are safety improvements recommended around the Camarillo airport.
8. Provide for the safe and efficient movement of goods.	This goal is complemented by the goals in the Local Road Safety Plan.

Goal	Relation to LRSP
9. Promote railroad safety.	The LRSP does not directly discuss railroad safety but the there is a railroad along SR 34 that was identified for further evaluation through a corridor study.
10. Provide safe, reliable, and efficient utility service while minimizing utility impacts and hazards.	The LRSP does not directly address utilities but within the design process with future roadway improvements these will be evaluated.

The Local Road Safety Plan was developed as an extension of the City's Circulation Element to guide traffic safety decisions and prioritize resources where they will have the greatest safety benefit.

2.2 Guiding Documents

In developing the City of Camarillo LRSP, the following standards and guidelines were followed:

- "Local Roadway Safety, A Manual for California's Local Road Owners", Caltrans, Version 1.5, April 2020.
- 2020-2024 California's Strategic Highway Safety Plan (SHSP), "California Safe Roads: 2020-2024 Strategic Highway Safety Plan", Caltrans.
- "Local and Rural Road Safety Briefing Sheets: Local Road Safety Plans," Federal Highway Administration, November 2014.
- "Developing Safety Plans, A Manual for Local Rural Road Owners", Federal Highway Administration, March 2012.
- "Systemic Safety Project Selection Tool," Federal Highway Administration, 2013.
- "Highway Safety Manual", American Association of State Highway Officials (AASHTO), 1st Edition, 2014 supplement.
- "California Manual of Uniform Traffic Control Devices (CA MUTCD)", Revision 5, 2014.

2.3 Methodology

The LRSP methodology followed the FHWA's LRSP development process as shown in **Figure 2.2**. Below is a roadmap created by the Federal Highway Administration to show the process of creating the Local Road Safety Plan. Here are the primary steps used to create this plan:

1. **Identify Stakeholders**
   - *i) Working Group was formed of the 5 E's and other interested representatives.*
2. **Use Safety Data**
   - *i) Past 5 years of collisions were analyzed with discussion of other high-risk locations.*
3. **Chose Proven Solutions**
   - *i) FHWA Proven Countermeasures and Caltrans safety countermeasures were used in mitigation collision trends and risk characteristics.*
4. **Implement Solutions**
   - *i) Projects were identified for specific location and systemically.*

Figure 2.2 FHWA's LRSP Development Map (Source: Federal Highway Administration)

3. Safety Partners/Stakeholders

3.1 LRSP Working Group Members

Based on community connections, the City of Camarillo led the formation of the LRSP Working Member Group. This leadership group was crucial in the development of the LRSP and helped capture the safety needs, goals, and priorities including safety countermeasures specific to the City of Camarillo.

The LRSP Working Group included the following representatives:

- City of Camarillo
- Caltrans, District 7
- Ventura County Public Works Agency
- Ventura County Sheriff's Department
- Ventura County Fire Department
- Ventura County Transportation Commission
- Boys and Girls Club of Camarillo
- Channel Islands Bike Club
- Camarillo Health Care District
- Pleasant Valley School District
- California State University, Channel Islands
- Ventura County Public Health Department
- Oxnard Union High School District
- Rancho Campana High School
- Adolfo Camarillo High School

3.1.1 LRSP Working Group Meetings

Two meetings were held with the stakeholder working group and facilitated by GHD. The virtual meetings were as follows:

1. December 7, 2020 – 10 a.m. to noon
   (a) Discussed the LRSP overall process, working group member's safety priorities, past 5 years of collisions (City and Caltrans roadways), vision, goals, and priorities.
2. July 28, 2021 – 1 p.m. to 3 p.m.
   (a) Reviewed first meeting, discussed public comments and ways to address their concerns, recent developments, safety countermeasures and projects, and coordinated next steps.

The meeting summaries for the stakeholder working group meetings are in **Appendix A: Stakeholder and Public Input**. The stakeholder working group also provided their feedback and comments on the Draft

Local Road Safety Plan document before the plan was finalized. With many of the safety countermeasures to include engineering, enforcement, and emergency response, it is important to have buy off from the stakeholders in understanding how the plan will be implemented.

3.1.2 Transportation and Infrastructure Committee Meetings

The City presented findings from the LRSP at a Transportation and Infrastructure Committee meeting on June 2, 2021. Topics presented included the LRSP methodology, guiding principles, notes from the first stakeholder working group meeting, collision analysis, public website results, and recommended countermeasures. The committee presented GHD with comments on the presentation, which were incorporated into the report. Some of the main comments from the meeting include:

- Concurred with the Mission, Vision, and Goal statements
- Recommend Staff work with Caltrans on their future plans for improvements at Lewis Road and Temple Avenue
- Recommend looking into Pedestrian Actuated Crosswalk LED signs as a potential countermeasure for uncontrolled pedestrian crosswalks
- Recommend working with local restaurants and bars to mitigating DUI-related collisions
- Consider traffic volumes and roadway geometry/characteristics in systemic applications

The draft plan was presented to the Transportation and Infrastructure Committee on May 19, 2022. The Committee provided final comments and directed staff to present the Plan to City Council to recommend adoption.

3.2 SHSP Challenge Areas

The LRSP will complement California's SHSP 2020-2024. Per this plan the recommended challenge areas are shown in **Figure 3.1**. This plan will focus on challenge/emphasis areas that are determined through data analysis and stakeholder input.

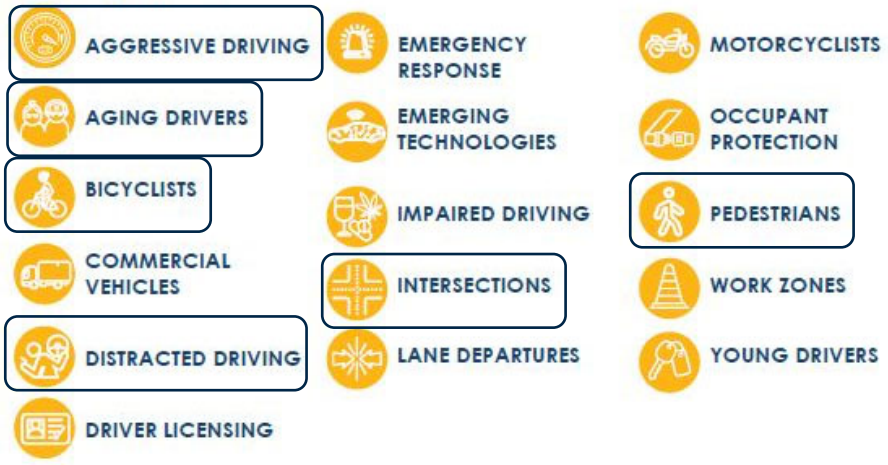


Figure 3.1 SHSP Challenge Areas

Based on the LRSP Working Group Meetings, this LRSP will address multiple Strategic Highway Safety Plan (SHSP) Challenge Areas including:

1. Distracted Driving
2. Bicyclists
3. Pedestrians
4. Aggressive Driving / Speed Management
5. Aging Drivers
6. Intersections

3.3 Guiding Principles

The members of the working group coordinated to establish the vision, mission statement, and goals that guided the development of the document. The goal of implementing the Local Road Safety Plan is to strive to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. Traditionally traffic deaths and severe injuries have been considered as inevitable side effects of modern life. The reality is that these tragedies can be addressed over time by taking a proactive, preventative approach that prioritizes traffic safety as a public health issue.

3.3.1 Vision

A vision statement describes what the Local Road Safety Plan is trying to achieve

Strive toward the elimination of all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all.

3.3.2 Mission Statement

The mission statement defines the purpose of the plan, what it does, and what it is about. The mission statement was developed in collaboration with the working group.

Develop a comprehensive safety plan with the engagement of stakeholders and citizens to proactively improve roadway safety throughout the City.

3.3.3 Goals

Safety goals were development for the Local Road Safety Plan. It is important to capture realistic goals that can be measurable or evolve over time.

1. **Goal:** Strive to eliminate fatal and severe injury collisions citywide

2. **Goal:** Reduce the potential for broadside and approach turns collisions citywide with targeted and systemic safety improvements

3. **Goal:** Reduce speeding and improper turning related collisions through engineering, enforcement, emerging technologies, and education strategies

4. **Goal:** Improve the health and vitality of our community with a roadway safety plan targeted to Camarillo's needs

5. **Goal:** Improve safety around schools with speed management and connected multimodal infrastructure

6. **Goal:** Improve multimodal transportation safety by expanding the City's non-motorized transportation infrastructure to encourage walking, biking, rolling (wheelchair, skateboard, scooter, etc.) and the use of mass transit

3.3.4 Safe System Approach

In providing a comprehensive approach to safety, the Safe System approach is to design our vehicles and infrastructure in a manner that anticipates human error and accommodates human tolerances with a goal of reducing fatal and serious injuries. The following framework is intended to assist the vehicle and infrastructure communities in making decisions in alignment with Safe System principles. Implementing and selecting safe system practices and design will incrementally improve safety over time.

The Institute of Transportation Engineers (ITE) defines the Safe System approach and framework as the following:

"*The Safe System approach differs from conventional safety practice by being human-centered, i.e. seeking safety through a more aggressive use of vehicle or roadway design and operational changes rather than relying primarily on behavioral changes – and by fully integrating the needs of all users (pedestrians, bicyclists, older, younger, disabled, etc.) of the transportation system. Safe Systems provide a safety-net for the user by:*

1. Anticipating Human Error – A Safe System is designed to anticipate and accommodate errors by drivers and other road users.

2. Accommodating Human Injury Tolerance – A Safe System is designed to reduce or eliminate opportunities for crashes resulting in forces beyond human endurance."

Adopting a Safe System approach does not absolve users of their responsibility. Other safety practices such as speed management strategies, driver education, enforcement, and effective emergency response will remain essential to improving road safety. With the passing of Assembly Bill (AB) 43, there will be flexibility in setting speed limits.

Figure 3.2 shows a graphic of the Safe System approach.

Source: FHWA.

Figure 3.2 Safe System Approach

3.3.4.1 Assembly Bill 43

Assembly Bill (AB) 43 was signed into law by Governor Newsom on October 8, 2021. The City is reviewing AB 43 and how it will be applied locally to address traffic safety. This bill will change several aspects of speed setting and enforcement in California with a goal to make roadways safer for all road users. The new law is set to go into effect by June 30, 2024 and allows agencies more flexibility with keeping the previous speed limit, allows business and residential districts to have 15 and 20 mph speed limits, and allows the agency to round down the proposed speed limit based on an engineering study due to a high presence of bicycles or pedestrians.

4. Analyze Safety Data

4.1 Recent/Planned Safety Projects

The City of Camarillo has conducted some previous safety analysis that has developed the following planned safety projects. Refer to **Appendix B: Plans and Projects** for specific project details.

4.1.1 Capital Improvements Program

The City of Camarillo's "FY 2021-2026 Capital Improvement Program" document was adopted in June 2021 and includes plans for a variety of projects throughout the City. This includes thirty-two (32) transportation-related projects. Relevant safety projects are shown in **Appendix B: Plans and Projects**.

4.1.2 Signalizing Intersections

The City of Camarillo recently converted three (3) intersections to signals. The intersections converted are Ponderosa Drive at Earl Joseph Drive, Ponderosa Drive at Camino Tierra Santa, and Arneill Road at Dunnigan Street.

4.1.3 Roadway Widening

Santa Rosa Road between Via Latina Drive and San Rafael Way was widened in 2017 from one lane in each direction to two lanes in each direction. This eliminated the merge in both directions.

4.2 Analyzed Collision Data (2015-2019)

The City of Camarillo collision data was compiled using the City's collision database based on the Statewide Integrated Traffic Records System (SWITRS). The data set contains five years' worth of collisions spanning from January 1, 2015 to December 31, 2019. Five years of collision data were considered since HSIP only allows for up to five years collision data for grant applications. As seen in **Figure 4.1**, the five-year period between 2015 and 2019 had the highest number of total collisions and more injury collisions than 2020 and 2021. Therefore, this time period (2015-2019) was chosen for analysis. The decrease in collisions in 2020 and 2021 was likely due to the traffic pattern changes due to the COVID 19 pandemic.

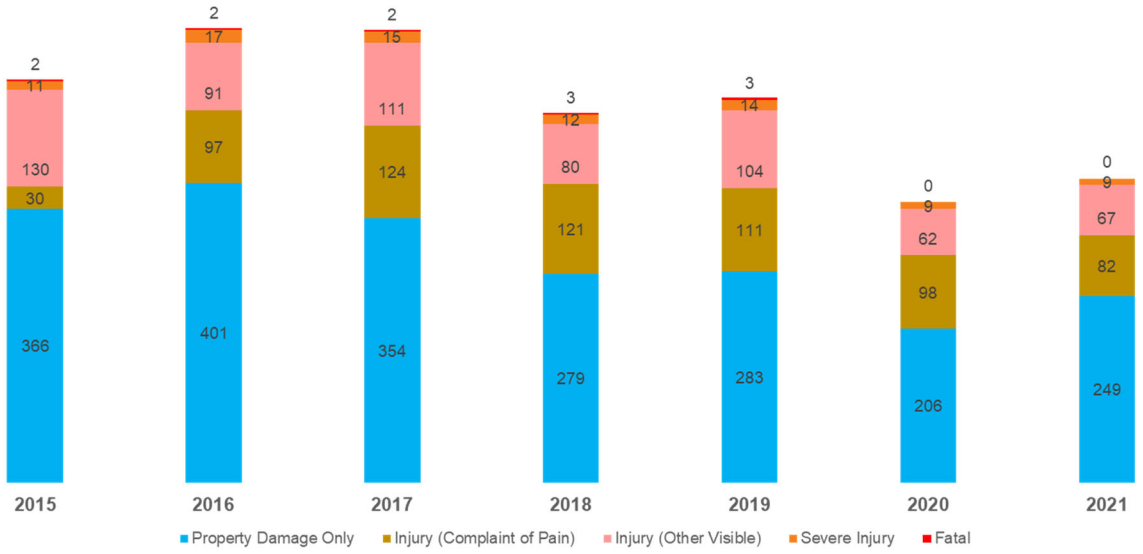


Figure 4.1 Collisions by Year on City of Camarillo Roadways (2015-2021)

During this period, a total of 3033 collisions were reported in the City of Camarillo. These collisions were classified based on roadway jurisdiction (City or Caltrans). Collisions were further categorized by their location, whether the collision occurred in an intersection or on a roadway segment related and separated between City-maintained and Caltrans-maintained roads (State Route 34 and US 101 ramps and intersections). Collisions on US 101 were not considered in the analysis.

The pie chart in **Figure 4.2** depicts the number of City collisions by location (intersection or roadway segment). The highest number of collisions occurred at City intersections (64% of all collisions).

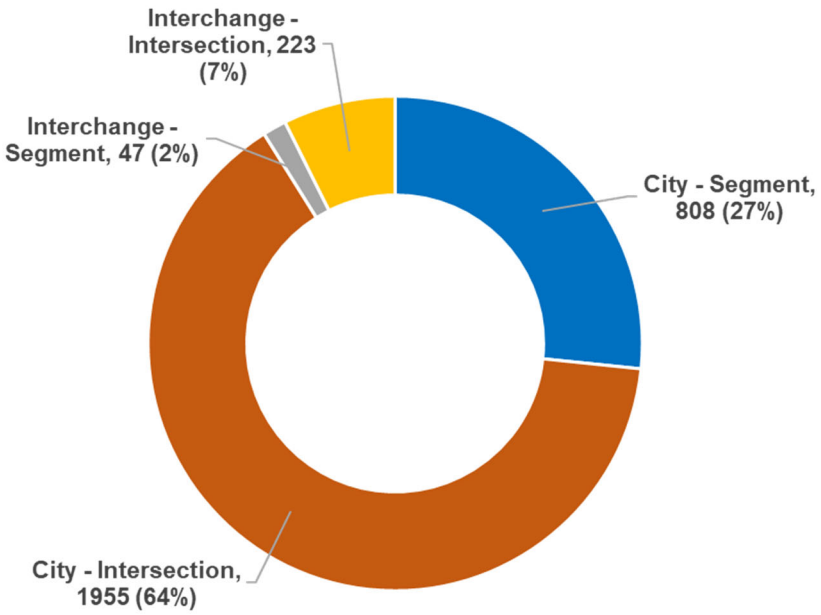


Figure 4.2 Total Collisions on City of Camarillo Roadways (2015-2019)

In focusing in on the roadway safety needs, five years of collisions representing pre-pandemic traffic patterns (2015-2019) were evaluated for City roadways and the fatal collisions are discussed below.

4.2.1 High Severity Collisions

During the five-year period reviewed (2015-2019), there were 12 fatal collisions recorded under the City of Camarillo's jurisdiction.

The characteristics of the fatal collisions on City streets are shown in **Table 4.1** below.

Table 4.1 Fatal Collisions on City of Camarillo Roads (2015-2019)

Year	Location	Type	Violation	Time	Additional Information
2015	Ponderosa Drive and Mobil Avenue	Vehicle-Pedestrian	DUI	7:47 PM	Pedestrian was crossing in the crosswalk at the intersection at dusk
2015	Santa Rosa Road and Upland Road	Approach Turn	Ran a red light	3:14 PM	-
2016	Dawson Drive and Mission Oaks Boulevard	Hit Object	Wrong side of the road	5:04 PM	
2016	Arneill Road at Rocklyn Street	Vehicle-Pedestrian	-	10:08 PM	Pedestrian was crossing in the crosswalk at the intersection at night
2017	Adolfo Road and Tahquitz Drive	Broadside	Unsafe speed	5:59 AM	-
2017	Hartnell Street at Kelley Avenue	Hit Object	Unsafe speed	11:36 AM	Vehicle ran off the road and alcohol was involved
2018	Arneill Road, 183 feet north of Barry Street	Vehicle-Pedestrian	Pedestrian failed to yield right of way	5:00 PM	Pedestrian was crossing, not in a crosswalk
2018	Ponderosa Drive at Carmen Drive	Approach Turn	Failure to yield to through traffic	8:46 PM	At night
2018	Earl Joseph Drive at Greenlawn Avenue	Hit Object	DUI	6:49 PM	Vehicle hit light pole
2019	Crestview Avenue	Hit Object	DUI	10:39 AM	Single vehicle
2019	Pleasant Valley Road and Southfield Road	Head On	Wrong side of the road	7:47 AM	-
2019	Las Posas Road and Ponderosa Drive	Broadside	Improper turning	1:33 PM	-

Figure 4.3 presents a map of the fatal and severe injury collisions on City roadways during the study period.

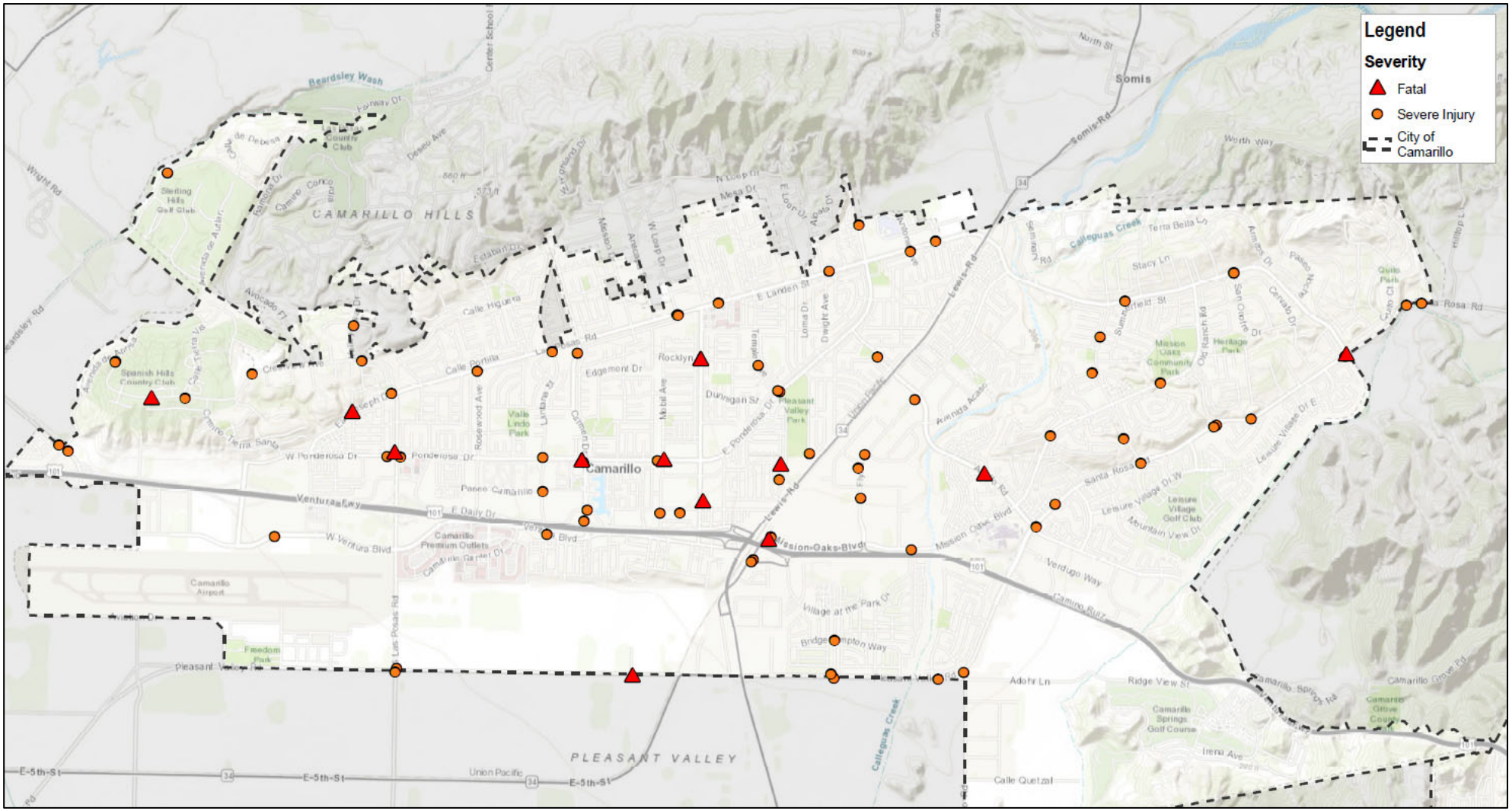


Figure 4.3 Fatal and Severe Injury Collisions on City Roadways (2015-2019)

In improving roadway safety for the City of Camarillo, it is important to focus on mitigating collisions that result in severe injury or loss of life. After a thorough review of the fatal and severe injury locations and collision characteristics, the recommended safety countermeasures were identified in **Section 6**.

4.2.2 Collisions on City Roadways

There were 2763 collisions recorded on the City roadways between 2015 and 2019. **Figure 4.4** shows the breakdown of collisions by year and severity. Out of the five years of data, 2016 had the highest number of overall collisions and fatal and severe injury collisions. The top five violation categories are shown in the **Figure 4.5**. The top violation category for the City was automobile right of way. As shown on the collision density map (see **Figure 4.6** below), collisions are mostly concentrated along the City arterials.

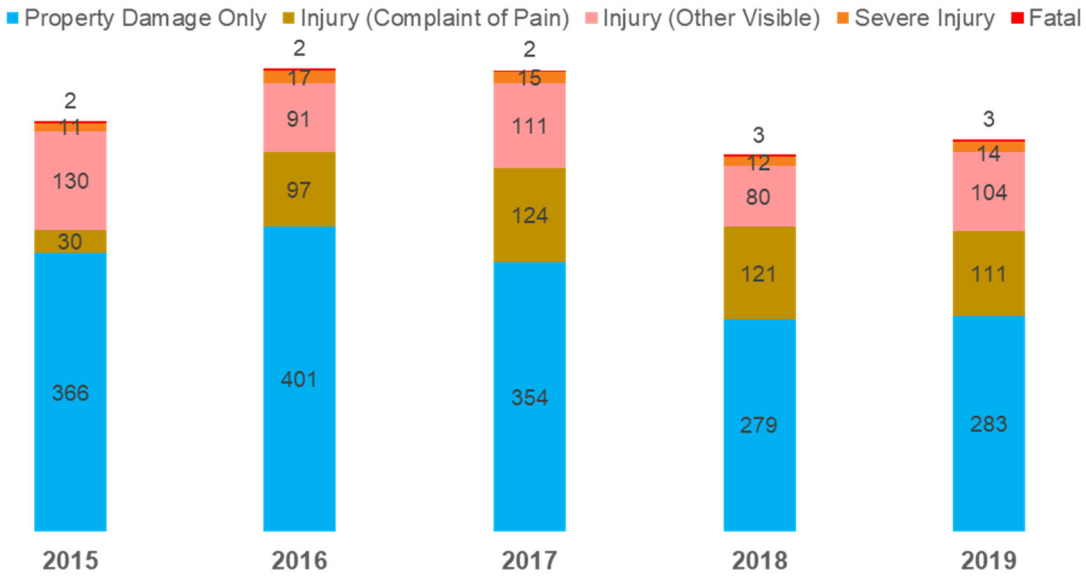


Figure 4.4 Collisions by Year on City of Camarillo Roadways (2015-2019)

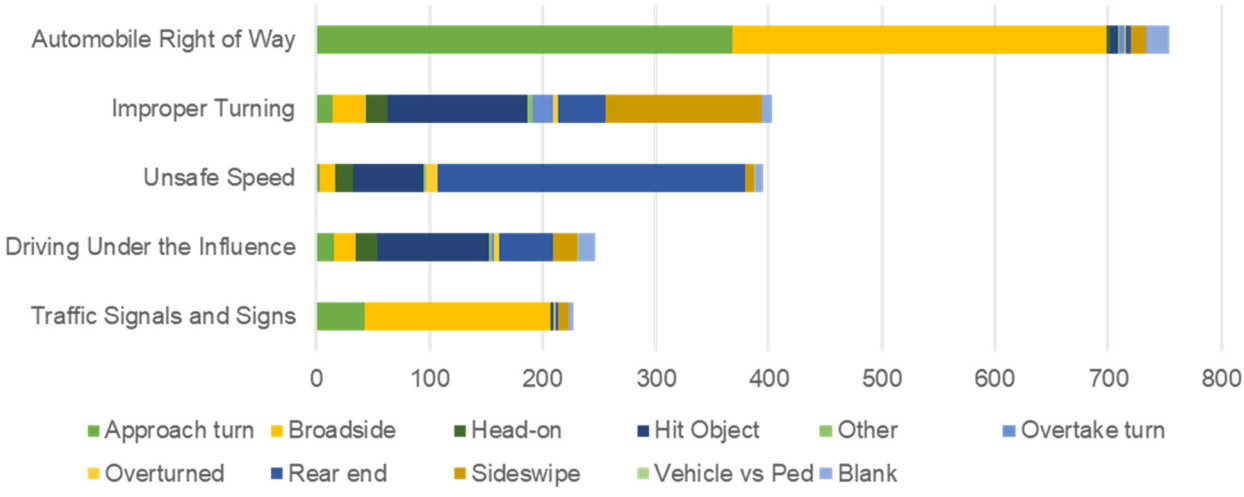


Figure 4.5 Top Violation Categories for Collisions on City Roadways (2015-2019)

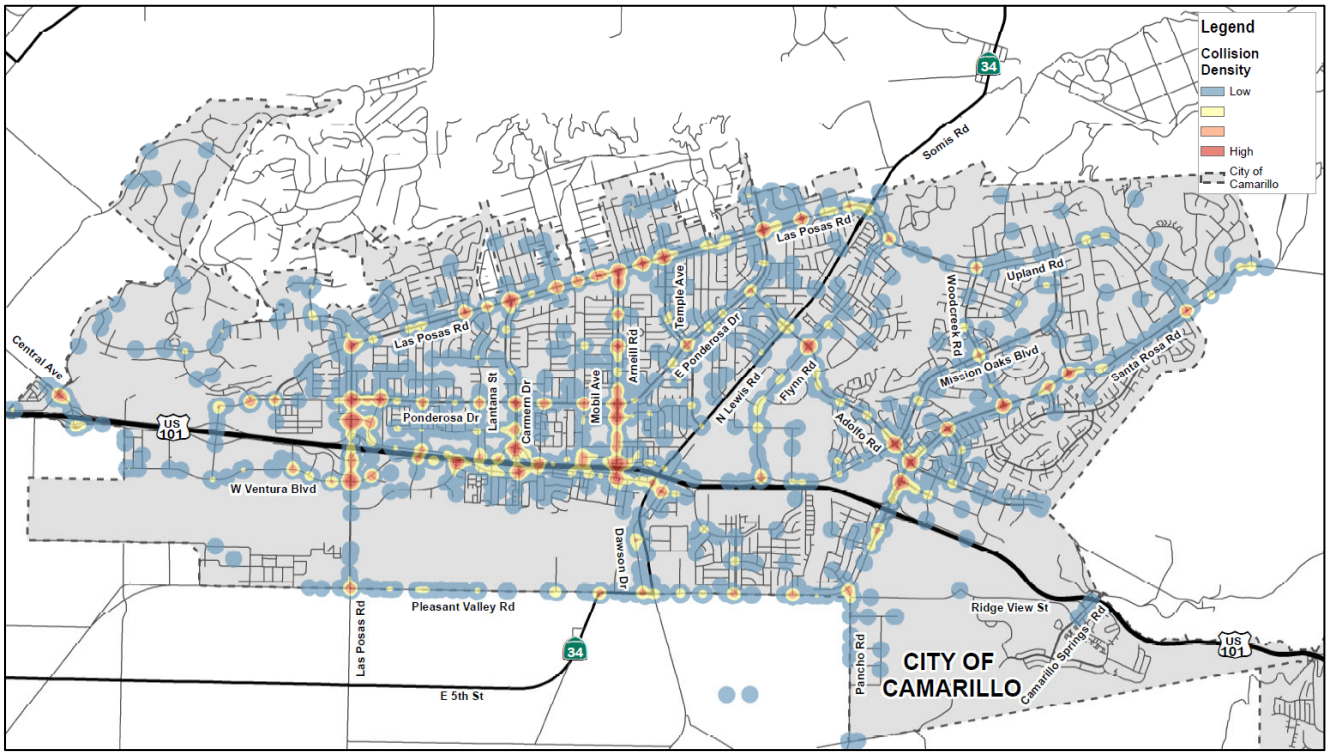


Figure 4.6 Collision Density on City Roads (2015-2019)

Figure 4.7 summarizes the City collisions based on severity and type. In total, under four percent (4%) of City collisions were high severity: 12 fatal collisions and 69 severe injury collisions on the City roadways. Broadside collisions were the most common collision type.

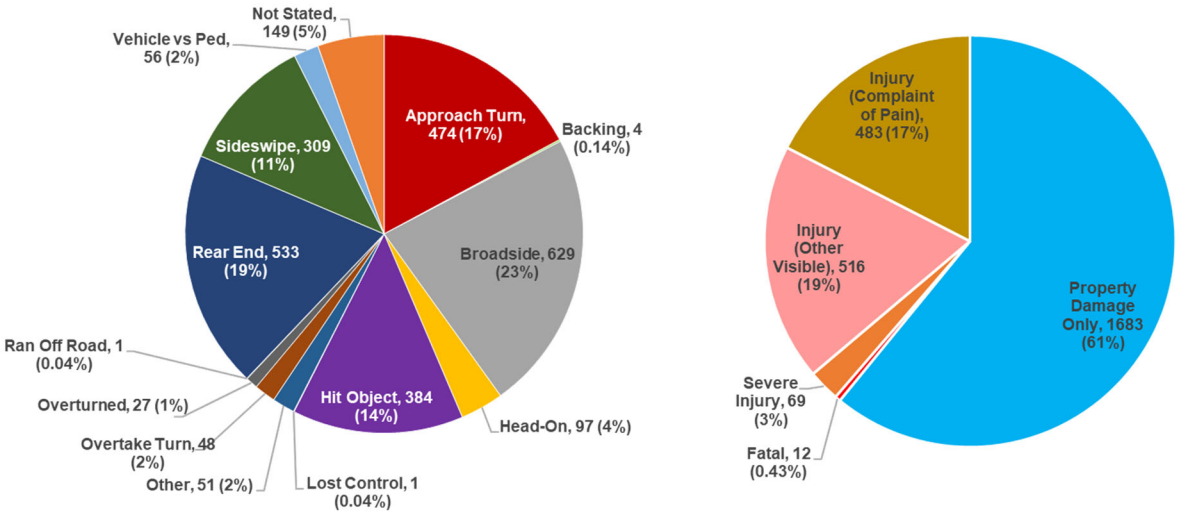


Figure 4.7 Summary of City Collisions

The total number of collisions and the relative severity of collisions were assessed to determine the top study intersections (refer to **Appendix C: Collision Data**). Per the *Caltrans Local Roadway Safety Manual*, it is recommended to rank locations with higher severity as higher focus. The Highway Safety Manual (HSM)

methodology for ranking relative severity is Equivalent Property Damage Only (EPDO). The EPDO weight for a specific degree of severity is calculated by dividing the comprehensive collision costs for the severity (fatal, severe injury, other visible injury, complaint of pain, or property damage only) by the comprehensive collision costs of a property damage only collision. Thereby, a property damage only collision is given a weight of 1.

Table 4.2 provides the comprehensive collision costs and relative severities that were used in ranking the collisions. Comprehensive collision costs include both direct and indirect costs. Direct costs include emergency response services (emergency medical response, police, and fire), property damage, insurance, and other costs directly related to the crashes. Indirect costs are an estimate of the costs incurred by pain and suffering or loss of life associated with a collision.

Table 4.2 Comprehensive Collision Costs and EPDO Weights (2018 dollars)

Severity	Comprehensive Collision Costs	Relative Severity (EPDO)
Fatal (K)	$6,418,400	544
Severe Injury (A)	$345,800	30
Minor Injury (B)	$126,500	11
Non-Visible Injury (C)	$71,900	6
PDO (O)	$11,800	1
Based on Table 7-1, Highway Safety Manual, 2010, Adjusted to 2018 dollars.		

The intersection of Carmen Drive and E Ponderosa Drive had the relative severity of 686. The intersection of Las Posas Road at W Daily Drive had the highest number of collisions (50 total collisions). **Tables 4.3** and **4.4** show the top intersections, per collision analysis. Further detailed collision analysis is in **Appendix C: Collision Data**.

Table 4.3 Top 10 Intersections by EPDO

North/South Road	East/West Road	Relative Severity (EPDO)
CARMEN DR	E PONDEROSA DR	686
UPLAND RD	SANTA ROSA RD	645
MOBIL AVE	E PONDEROSA DR	608
ARNEILL RD	ROCKLYN ST	599
TAHQUITZ DR	ADOLFO RD	583
SOUTHFIELD RD	PLEASANT VALLEY RD	582
LAS POSAS RD	E CALLE LA SOMBRA	557
N DAWSON DR	MISSION OAKS BLVD	546
GREEN LAWN AVE	EARL JOSEPH DR	544
KELLEY AVE	HARTNELL ST	544

Table 4.4 Top 10 Intersections by Total Collisions

North/South Road	East/West Road	Total Collisions
LAS POSAS RD	W DAILY DR	50
S LAS POSAS RD	W VENTURA BLVD	39
CARMEN DR / GLENBROOK AVE	LAS POSAS RD	37
SANTA ROSA RD	ADOLFO RD	35
LAS POSAS RD	PONDEROSA DR W	34
ARNEILL RD	PONDEROSA DR E	34
MISSION OAKS BLVD	ADOLFO RD	34
ARNEILL RD	E DAILY DR	33
FLYNN RD	ADOLFO RD	32
SANTA ROSA RD	VERDUGO WAY	31

The roadway segment collisions were also analyzed by EPDO and total number of collisions. **Tables 4.5** and **4.6** show the top roadway segments, per collision analysis. Arneill Road from Las Posas Road to Barry Street had the highest EPDO rating (707) due to a severe injury. However, Las Posas Road between Camarillo Center Drive and Lewis Road (SR 34) had the highest number of roadway segment collisions (82 total collisions).

Table 4.5 Top 10 Roadway Segments by EPDO

Street Name	From	To	Relative Severity (EPDO)
ARNEILL RD	LAS POSAS RD	BARRY ST	707
CRESTVIEW AVE	AVENIDA DE APRISA	VALLEY VISTA DR	648
LAS POSAS RD	CAMARILLO CENTER DR	LEWIS RD	341
MISSION OAKS BLVD	US 101	UPLAND RD	212
E DAILY DR	E DAILY DR	MOBIL AVE	170
SANTA ROSA RD	US 101	MORONGO DR	158
W VENTURA BLVD	W VENTURA BLVD	CARMEN DR	143
PONDEROSA DR N	LAS POSAS RD	APPIAN WAY	130
PLEASANT VALLEY RD	CITY BOUNDARY	E 5TH ST	120
CENTRAL AVE	PASAJE PETALOS	W VENTURA BLVD	89

Table 4.6 Top 10 Roadway Segments by Total Collisions

Street Name	From	To	Total Collisions
LAS POSAS RD	CAMARILLO CENTER DR	LEWIS RD	82
E DAILY DR	E DAILY DR	MOBIL AVE	45
ARNEILL RD	LAS POSAS RD	BARRY ST	44
SANTA ROSA RD	US 101	MORONGO DR	35
W VENTURA BLVD	W VENTURA BLVD	CARMEN DR	34
PONDEROSA DR N	LAS POSAS RD	APPIAN WAY	31
PLEASANT VALLEY RD	CITY BOUNDARY	E 5TH ST	25
MISSION OAKS BLVD	US 101	UPLAND RD	21
ADOLFO RD	LEWIS RD	END	21
PASEO CAMARILLO	PASEO DEL VALLE	CARMEN DR	17

The top 10 intersections and roadway segments by total collisions and EPDO are mapped in **Figure 4.8**.

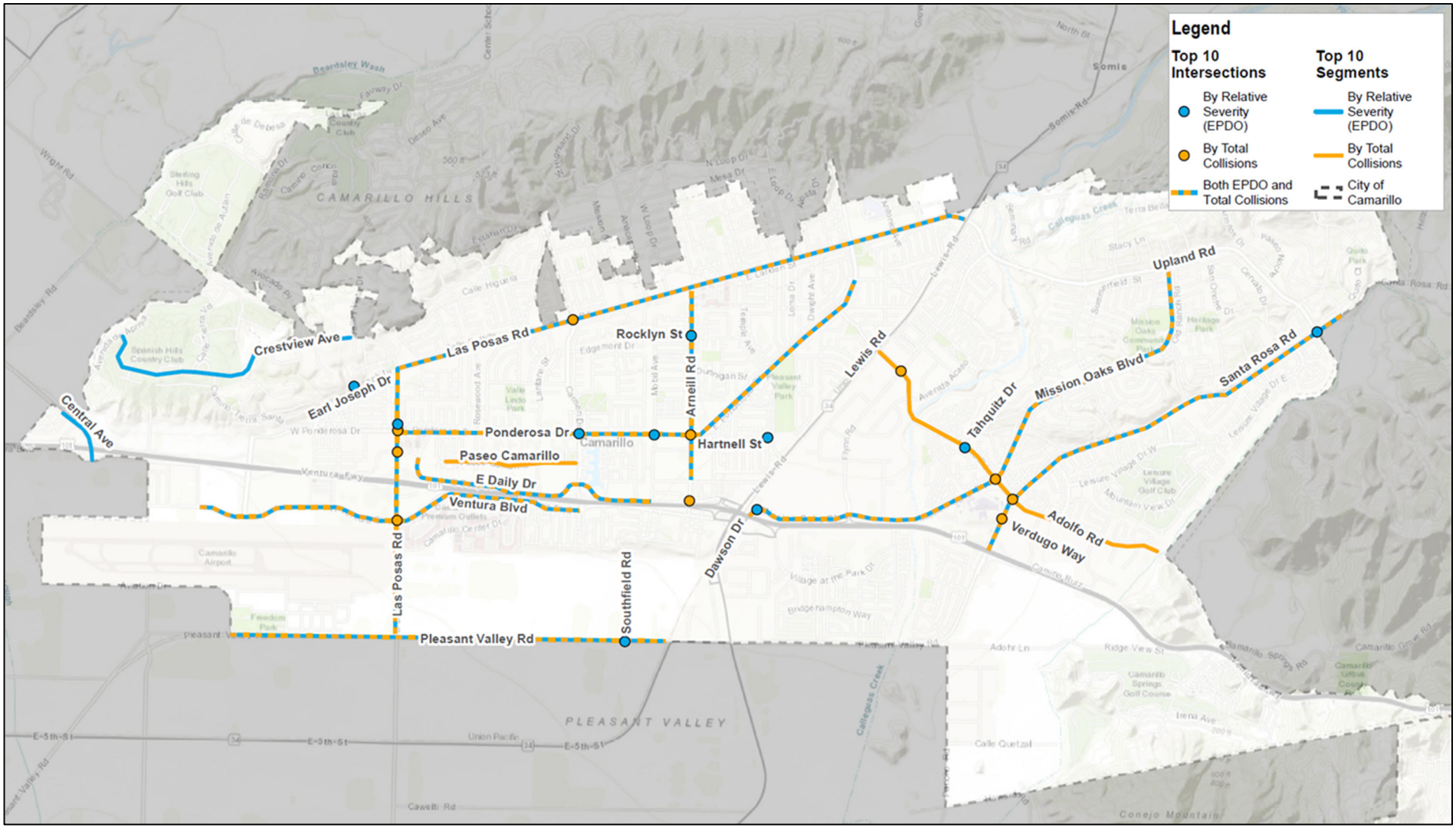


Figure 4.8 *Top Intersections and Roadway Segments, per Collision Analysis (2015-2019)*

4.2.2.1 Comparison with Other Jurisdictions

Staff reviewed the City's collision data and compared it to similar local jurisdictions. Camarillo ranked fourth compared to similar cities in Ventura County (**Figure 4.9**) and third compared to similar cities with populations ranging from 69,000 to 70,000 (**Figure 4.10**). The collision rates did not include collisions occurring on Caltrans-maintained roads.

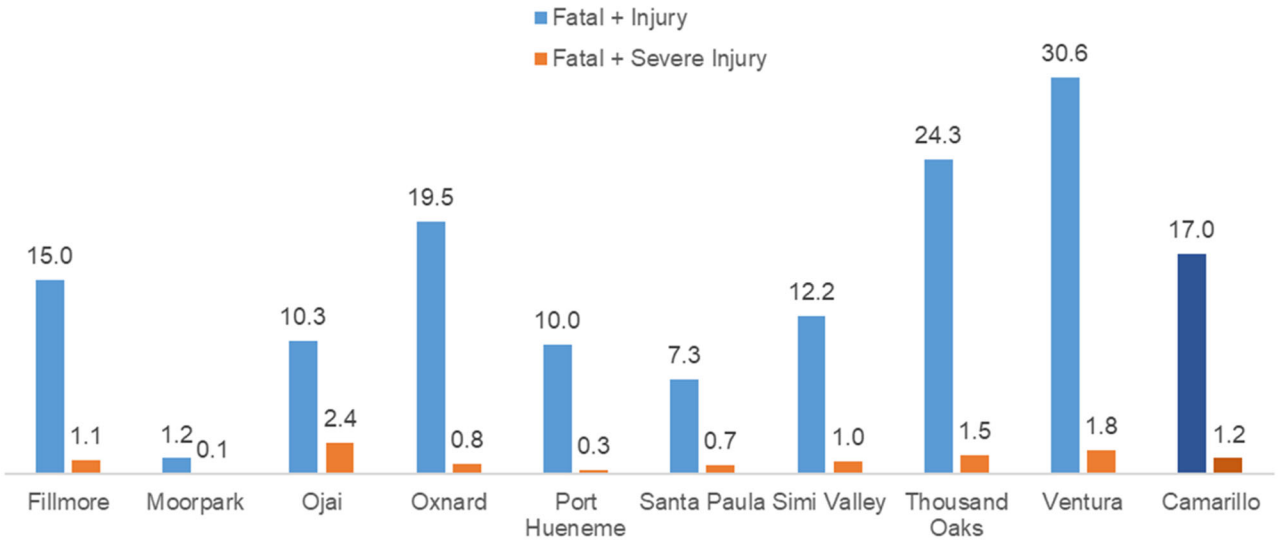


Figure 4.9 Collisions per 1,000 Population for Cities in Ventura County (2015-2019)

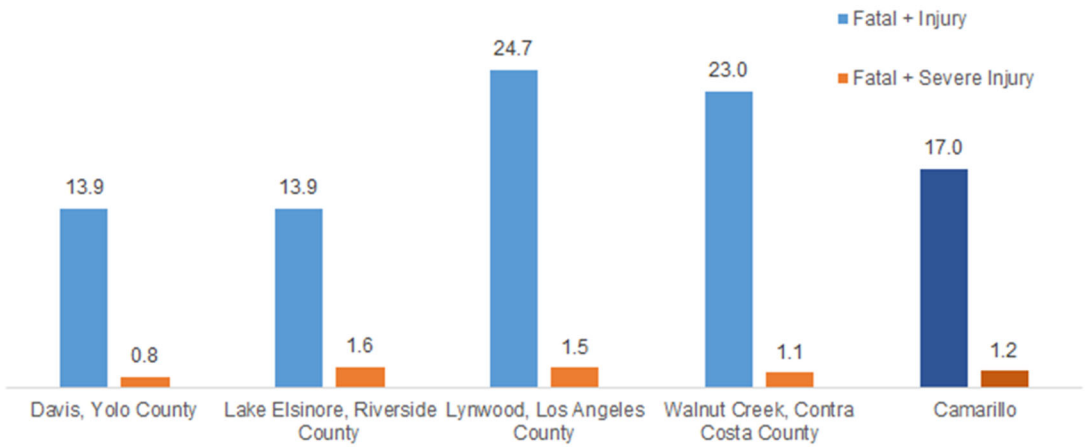


Figure 4.10 Collisions per 1,000 Population for California Cities with 69K to 70K Populations (2015-2019)

4.2.3 Collisions on Caltrans Roadways

There were 270 collisions reported at US 101 ramps and on State Route 34 within City limits between 2015 and 2019. As shown on the collision density map (see **Figure 4.11**), the intersections of Lewis Road (SR 34) at Flynn Road and at Las Posas Road had the highest densities of collisions. In total, there were zero fatal collisions and four severe injury collisions reported on Caltrans roadways. The majority of collisions were rear ends.

The top violation categories (not including unknown and not stated collisions) for Caltrans roadways are listed in order below.

- Traffic Signals and Signs
- Unsafe Speed
- Automobile Right of Way

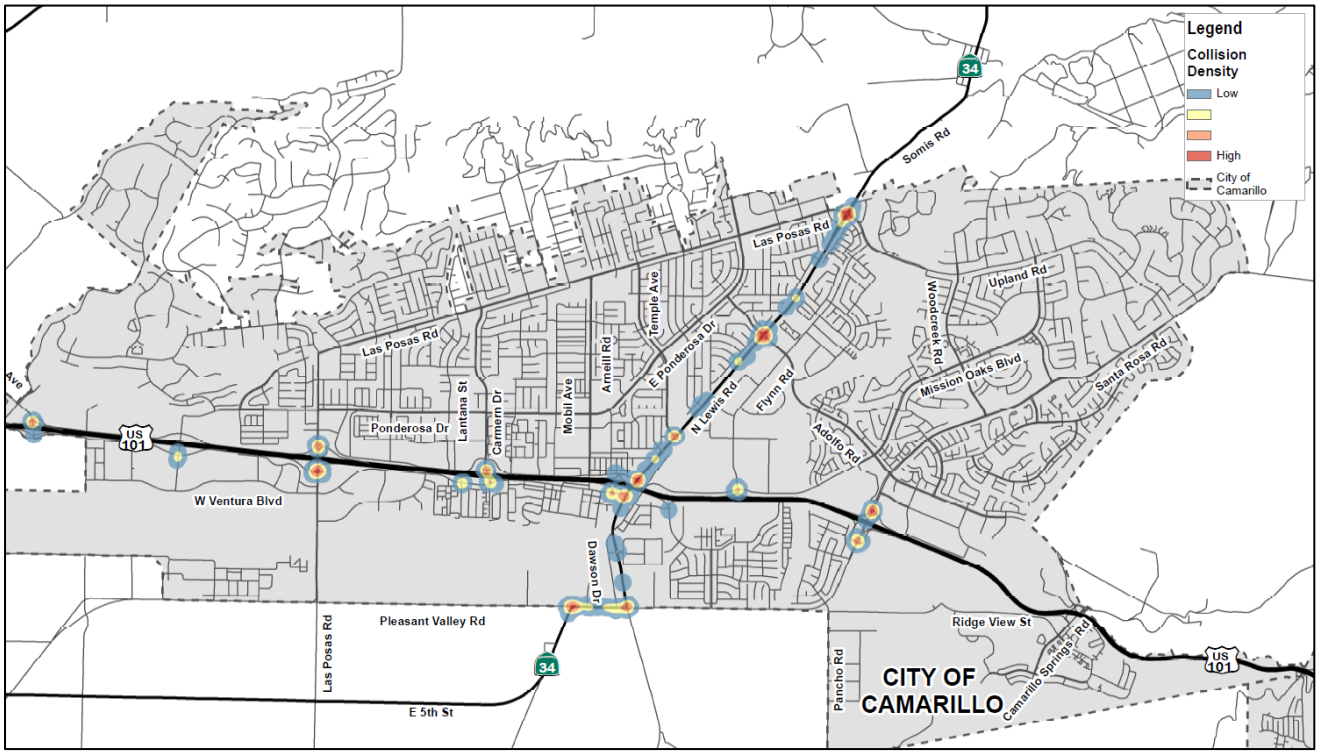


Figure 4.11 Collision Density on Caltrans Roads (2015-2019)

4.2.4 Collisions Related to Challenge/Emphasis Areas

4.2.4.1 Distracted Driving

Distracted driving is categorized in collision data as inattention. Categories for inattention include cell phones (handheld or hands-free), electronic equipment, smoking, eating, children, animal, personal hygiene, and reading.

While the Camarillo collision data did not include all of the above fields, it did quantify whether or not the driver was sleepy or fatigued at the time of the collision. There were 24 collisions involving sleepy or fatigued drivers on City roadways between 2015 and 2019.

4.2.4.2 Bicyclists

Between 2015 and 2019, around two percent (2%) of all collisions were bicycle related. There were 54 total bicycle collisions on City roads and 6 bicycle collisions within Caltrans maintained City roads (SR 34 and US 101 ramps). There were no fatal and five severe injury collisions on City roadways. The top violation categories for bicycle-related collisions are shown in **Figure 4.12**. The primary collision type for bicycle collisions is broadside collisions. The top violation category for bicycle collisions was due to

automobile right of way and wrong side of road violations (28% of all bicycle collisions). The location of each collision is shown in **Figure 4.13**. To view a list of the bicycle collisions, see **Appendix C: Collision Data**.

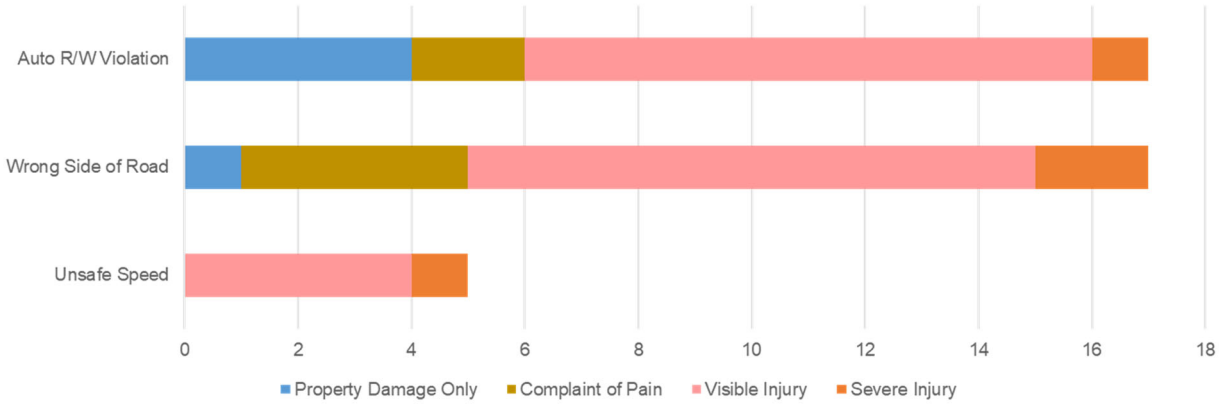


Figure 4.12 Top Violation Categories for Bicycle-Related Collisions (2015-2019)

4.2.4.3 Pedestrians

Between 2015 and 2019, around two percent (2%) of all collisions were pedestrian related. There were fifty-eight (58) total pedestrian collisions for the City roadways and two pedestrian collisions on Caltrans roadways. The pedestrian location at the time of collision, along with corresponding severity, is shown in **Figure 4.14**. Most pedestrians were crossing in a crosswalk at an intersection. Three City pedestrian collisions were fatal and eight resulted in a severe injury. The mapped location of each collision is shown in **Figure 4.15**. To view a list of the pedestrian collisions, see **Appendix C: Collision Data**.

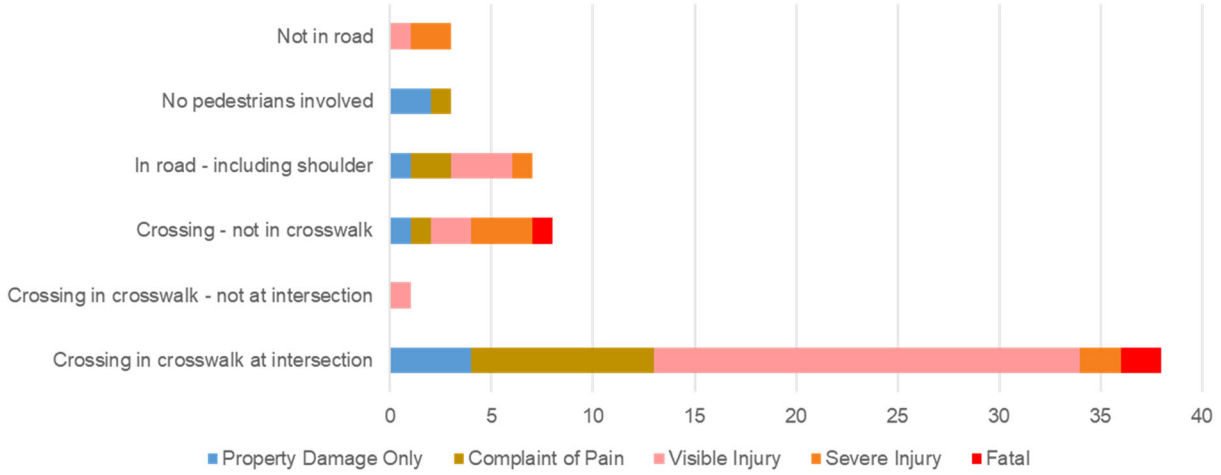


Figure 4.13 Pedestrian Location at Time of Collision (2015-2019)

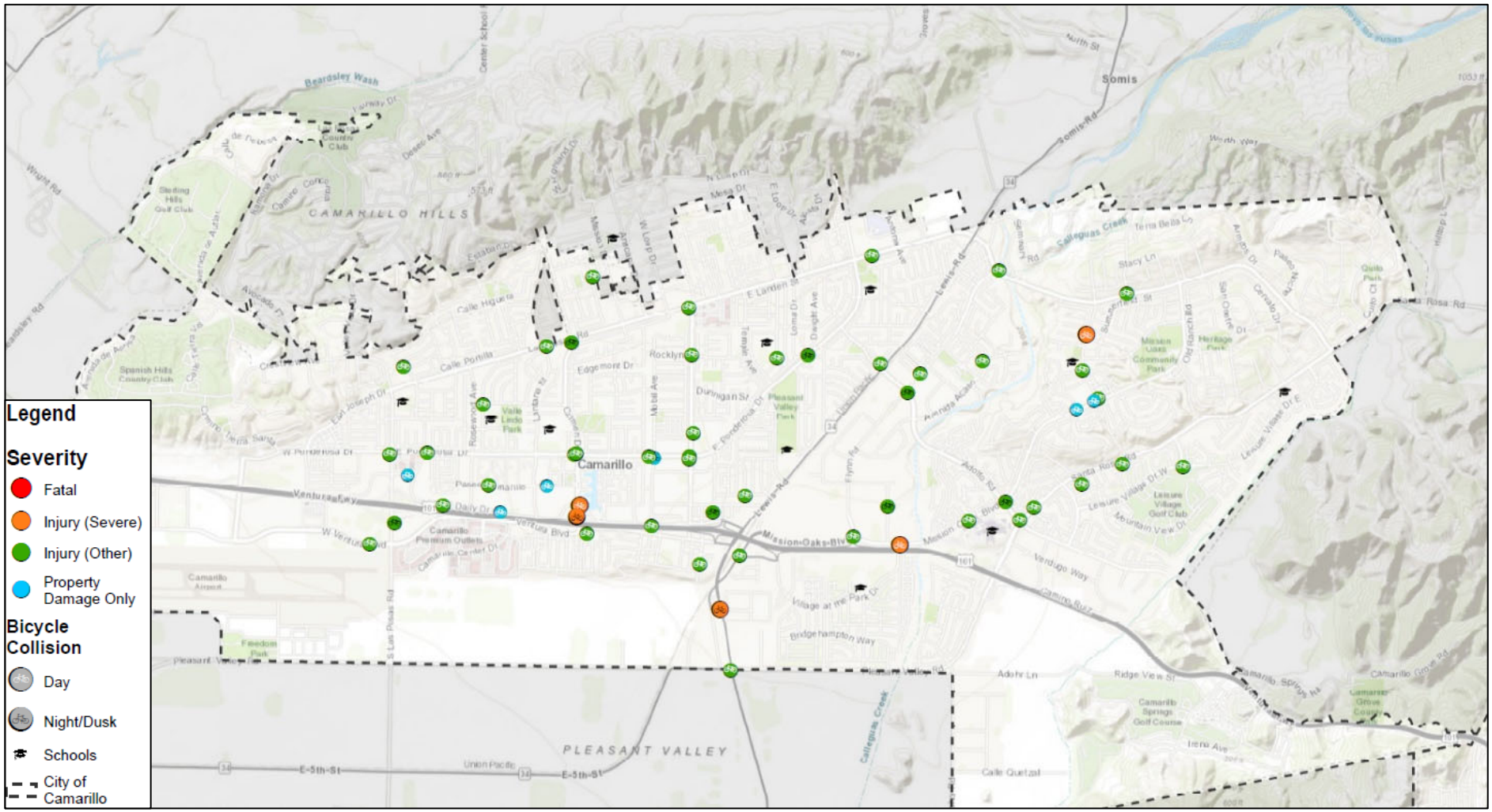


Figure 4.14 Map of Bicycle Collisions (2015-2019)

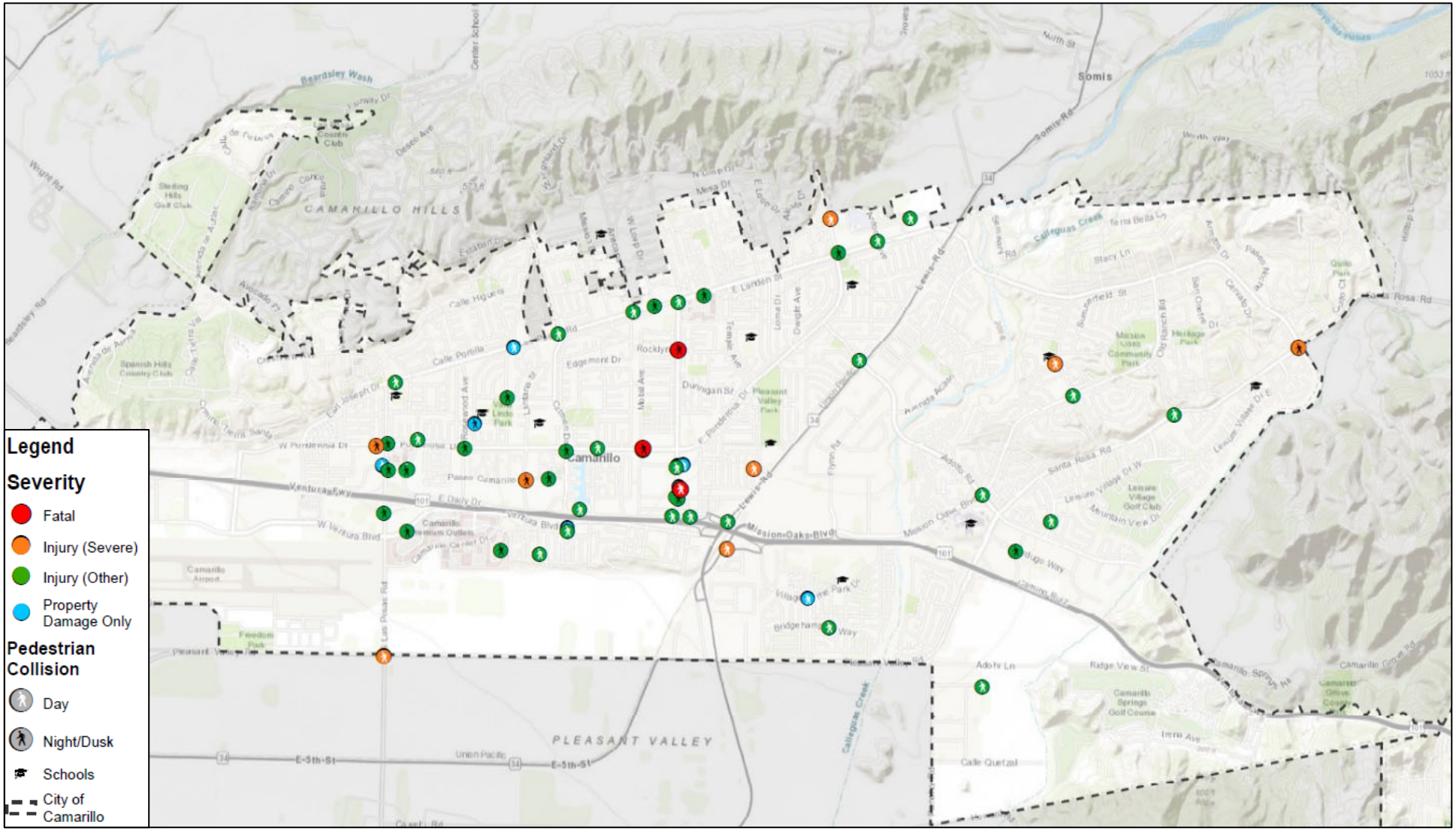


Figure 4.15 Map of Pedestrian Collisions (2015-2019)

4.2.4.4 Aggressive Driving / Speed Management

Aggressive driving can be quantified through collision data through unsafe speed violations. There were 395 collisions due to unsafe speed on City roadways between 2015 and 2019. This is fourteen percent (14%) of all collisions on City roadways. The majority of these collisions resulted in rear ends, with property damage only.

4.2.4.5 Aging Drivers

Collisions involving aging drivers were quantified by grouping collisions with at-fault drivers that were 65 years and older. According to the Transportation Injury Mapping System (TIMS) database, there were 243 fatal or injury collisions involving aging drivers between 2015 and 2019, including on state-highway related roads. This is approximately eight percent (8%) of all collisions on City roadways. **Figure 4.16** presents a breakdown of the severity of the injury collisions caused by aging drivers.

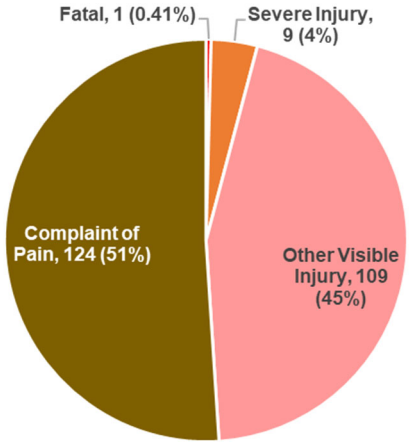


Figure 4.16 Severity of Injury Collisions Caused by Aging Drivers (2015-2019)

4.2.4.6 Intersections

One-thousand, nine-hundred and fifty-five collisions in the City of Camarillo between 2015 and 2019 were at intersections. This is 71% of all collisions on City roadways. The top violation category at intersections was automobile right-of-way. Automobile right-of-way violations also accounted for the highest number of fatal and severe injury collisions at intersections.

4.3 Field Reconnaissance

A field visit was performed on April 30, 2021 to analyze the roadways throughout the City of Camarillo and observe areas with high densities of public comments and collisions. Notes and photos from this visit are compiled in **Appendix D: Field Reconnaissance**.

5. Public Outreach

5.1 Public Website

A project website was created on the Social Pinpoint platform to inform the public about the LRSP and provide a platform for input. **Figure 5.1** displays the homepage for the website found at lrsp.mysocialpinpoint.com/camarillo. The project website had Google translate enabled that had the ability to translate the webpage in over 100 languages and detect the user's browser settings to automatically display the website in their language preference. In addition, the user was able to toggle the preferred language on the upper right corner of the webpage. Visitors to the page were invited to provide comments on an interactive project map and share their thoughts through a project survey. Comments from the interactive map and detailed results from the survey are included in **Appendix A: Stakeholder and Public Input**.

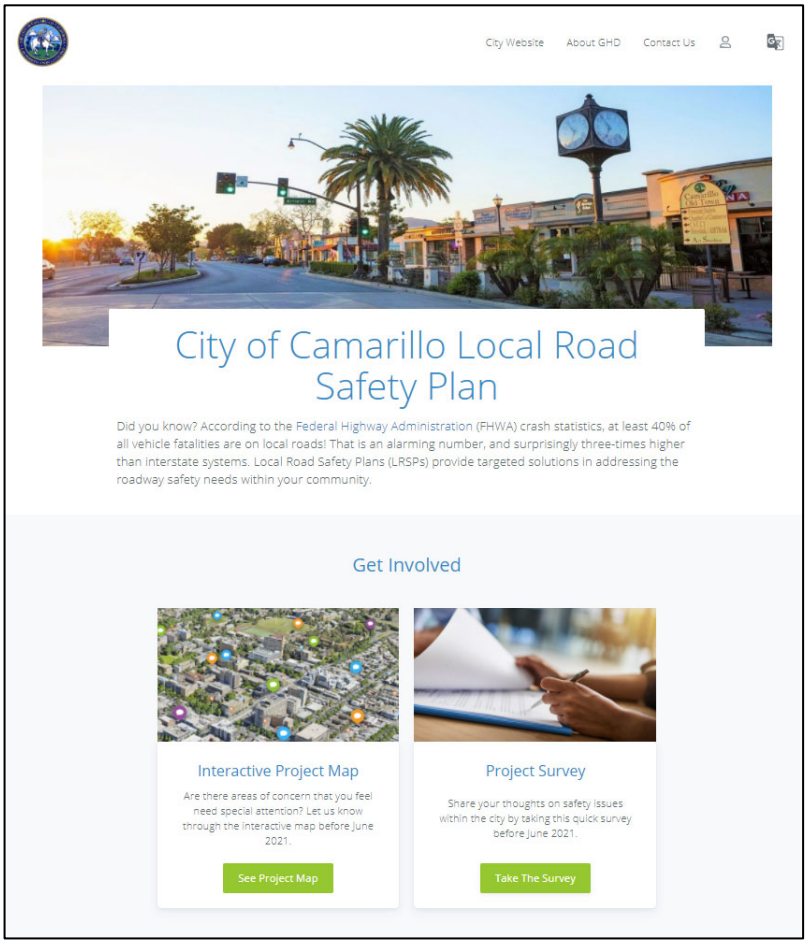


Figure 5.1 Public Website Home Page

The public website was promoted in a variety of ways, including a page on the City website, a spotlight that aired on the City's local CityScene TV and YouTube channel, an article in the Ventura County Star, and an article in the Camarillo Acorn. The City also published a news release on March 18, 2021 through their

email newsletter and website seeking public input on the Local Road Safety Plan (see **Appendix E: Community Outreach**).

5.1.1 Interactive Map

The interactive map feature on the website allowed the public to drag icons to a location within the City and leave a comment regarding driving, pedestrian, or bicycle suggestions at that location. **Figure 5.2** shows the interactive map feature from the website. The website received over 250 interactive map comments. Some of the public concerns collected from the interactive map are as follows:

- Lack of bicycle markings at various locations throughout the City
- Pedestrian safety at crossings
- Difficulty making left turns into oncoming traffic due to visibility and/or volume and speed of through traffic
- Signal timing along Las Posas Road
- High speed limits

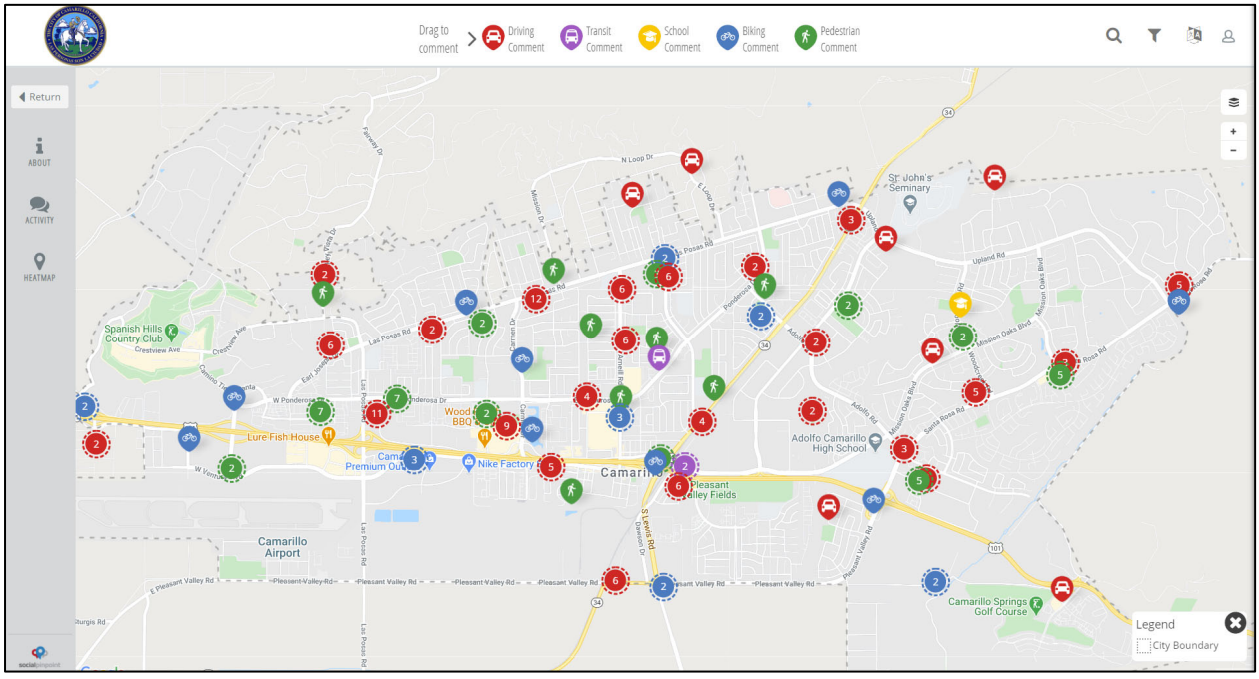


Figure 5.2 Public Website Interactive Map

5.1.2 Public Survey

The City of Camarillo Public Survey asked four questions relating to the LRSP. As of June 26, 2021, the survey received 75 responses. According to the survey, the primary safety issue for Camarillo is intersections (see **Figure 5.3** for a chart with the responses).

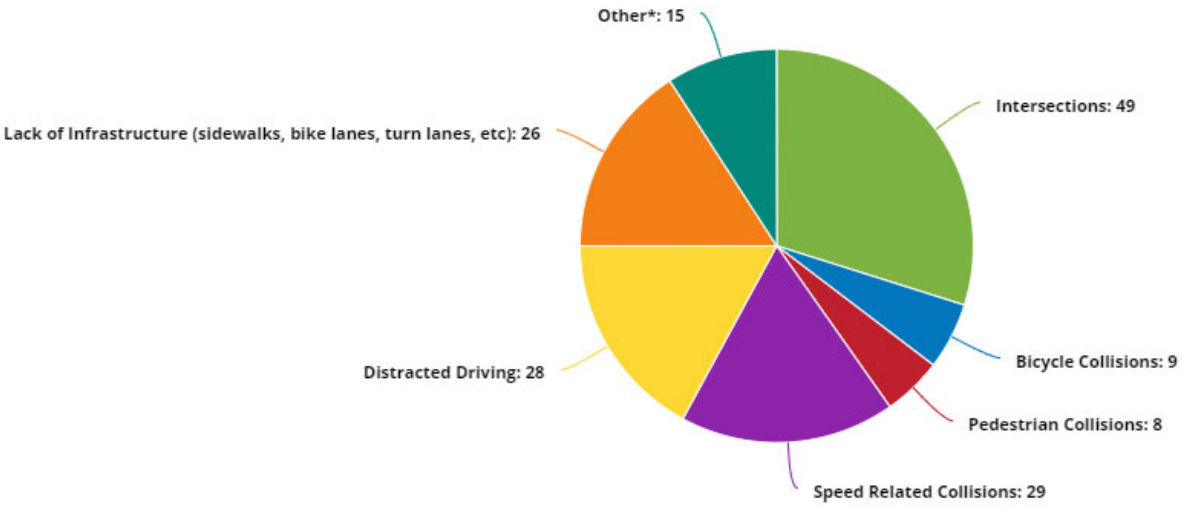
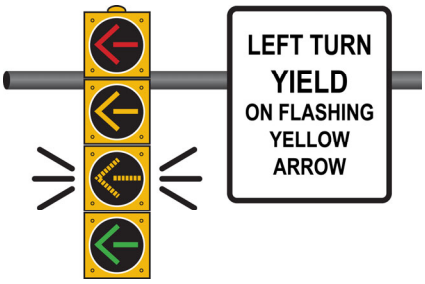


Figure 5.3 Public-Identified Roadway Issues



Most responses indicated a familiarity with flashing yellow left-turn arrows at intersections. However, when asked about feedback related to the arrows, many responses indicated they led to driver confusion and expressed a preference of using more traditional signaling. Additionally, some responses indicated a lack of education about how the arrows function.

Popular improvements that were suggested in the survey including at and around school zones are listed below.

- Repaint crosswalks and/or enhance crossings with flashing lights
- Designated loading/unloading areas
- Enforcement for blocking traffic and speeding
- Additional crossing guards
- Reduction of speed limit and/or other speed reduction measures
- Additional bike lanes and/or bike lane improvements

5.1.3 Frequently Asked Questions

The public website closed for comments on June 30, 2021. After the website closed, a Frequently Asked Questions (FAQs) document was created to inform the public about information regarding common comment trends and survey responses. This document can be found in **Appendix A: Stakeholder and Public Input**.

6. Identify Strategies

Through coordination and feedback from the City of Camarillo, LRSP working group, and public outreach, safety projects and strategies were identified for the Local Road Safety Plan.

The LRSP will reference specific location engineering projects and systemic safety applications. In addition, safety strategies and projects that address the other E's to include Enforcement, Education, Emergency Response, and Emerging Technologies will be discussed below.

6.1 Engineering Strategies

6.1.1 Reactive Approach

In this analysis, the study intersections for City roads were determined based off the top five locations by EPDO weight and by total collisions. The study segments for the City were selected based on the top ten locations by EPDO, which included the top five locations based on total collisions. After removing duplicates in the two lists, 10 study intersections and 10 study segments were chosen. Characteristics from the study locations are shown in **Tables 6.1** and **6.2** below.

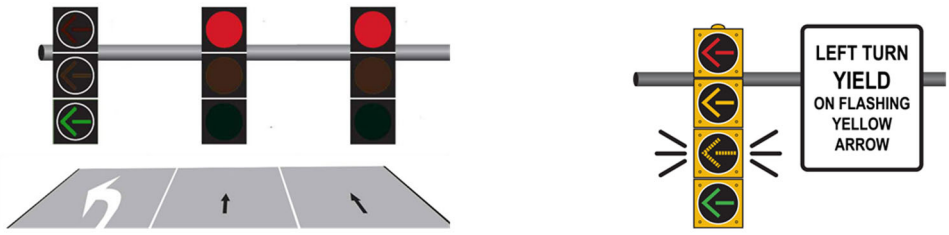
Table 6.1 Characteristics for Priority Intersections

		Crash Characteristics									
Intersection	**Intersection Type**	**EPDO**	**Total Crashes**	**Top Type of Collision** (Number of Collisions)	**Night**	**Wet**	**Pedestrian**	**Bicycle**	**Involv. w/Fixed Object**	**Crossing not in Crosswalk**	**DUI**
Ponderosa Dr / Carmen Dr	Signalized	686	24	Approach Turn (8)	5	1	1	2	3	0	1
Santa Rosa Rd / Upland Rd	Signalized	645	18	Approach Turn (7)	5	2	1	0	2	1	0
Ponderosa Dr / Mobil Ave	Signalized	608	15	Broadside (5)	5	1	3	1	1	0	1
Arneill Rd / Rocklyn St	TWSC	599	11	Broadside (8)	2	1	1	1	1	0	0
Adolfo Rd / Tahquitz Dr	TWSC	583	5	Approach Turn (2)/ Broadside (2)	2	0	0	0	1	0	0
Las Posas Rd / Ponderosa Dr W	Signalized	218	34	Approach Turn (16)	9	0	1	1	0	1	1
Las Posas Rd / W Daily Dr	Signalized	190	50	Approach Turn (19)	11	2	2	0	3	0	2
Las Posas Rd / Carmen Dr	Signalized	176	37	Approach Turn (16)	12	3	1	1	7	0	4
Santa Rosa Rd / Adolfo Rd	Signalized	139	35	Rear End (13)	12	0	0	1	2	0	2
Ventura Blvd / S Las Posas Rd	Signalized	134	39	Rear End (16)	12	3	0	0	2	0	1

Table 6.2 Characteristics for Priority Segments

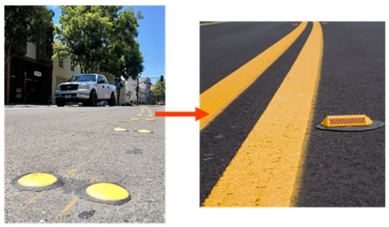
Segment	Length (mi)	Crash Characteristics									
		EPDO	Total Crashes	Top Type of Collision (Number of Collisions)	Night	Wet	Pedestrian	Bicycle	Involv. w/Fixed Object	Involv. w/Parked Car	DUI
Arneill Rd (Las Posas Rd to Barry St)	1.18	707	44	Broadside (24)	6	4	2	0	4	1	0
Crestview Ave (Avenida de Aprisa to Valley Vista Dr)	1.71	648	8	Hit Object (3)	2	0	0	0	4	0	4
Las Posas Rd (Camarillo Center Dr to SR 34)	4.64	341	82	Rear End (20)	12	7	1	2	23	3	7
Mission Oaks Blvd (US 101 to Upland Rd)	3.38	212	21	Broadside (6)	3	0	0	4	2	2	1
E Daily Dr (E Daily Dr to Mobil Ave)	1.62	170	45	Hit Object (17)	10	3	1	2	18	3	7
Santa Rosa Rd (US 101 to Morongo Dr)	2.81	158	35	Hit Object (12)	14	3	0	0	14	0	8
W Ventura Blvd (W Ventura Blvd to Carmen Dr)	2.42	143	34	Hit Object (11)	9	3	1	0	11	0	4
Ponderosa Dr N (Las Posas Rd to Appian Way)	3.16	130	31	Hit Object (8)	9	5	1	1	13	1	6
Pleasant Valley Rd (City Boundary to E 5th St)	2.65	120	25	Rear End (10)	7	0	0	0	2	3	2
Central Ave (Pasaje Petalos to W Ventura Blvd)	0.35	89	15	Approach Turn (6)	3	1	0	1	2	0	1

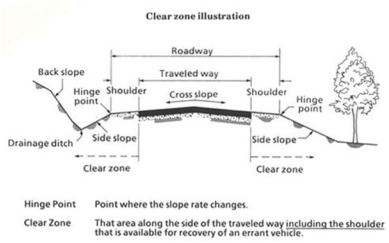
Recommended countermeasures for the priority locations were chosen per the most recent *Caltrans, Local Roadway Safety Manual (Version 1.5), April 2020,* guidance from the City on preferred countermeasures, crash characteristics, and observations from Google Maps. Some recommended countermeasures for intersections and segments within the City of Camarillo are shown below. In general, at all major roadways, rear end collisions can be countered by consistent improvement of signal timing (coordination, phases, red, yellow, or operation). For detailed countermeasures at each intersection, see **Appendix F: Recommended Countermeasures for Priority Locations**.



Evaluate Protected Left-Turn Phase OR Flashing Yellow Arrows:

- E Ponderosa Dr / Carmen Dr
- Santa Rosa Rd / Upland Rd
- E Ponderosa Dr / Mobil Ave
- Las Posas Rd / Ponderosa Dr N
- Las Posas Rd / W Daily Dr
- Las Posas Rd / Carmen Dr





Replace botts dots with thermoplastic striping*:

- Arneill Rd (Las Posas Rd to Barry St)
- Las Posas Rd (Camarillo Center Dr to SR 34)
- Mission Oaks Blvd (US 101 to Upland Rd)
- W Ventura Blvd (W Ventura Blvd to Carmen Dr)
- Ponderosa Dr N (Las Posas Rd to Appian Way)
- Central Ave (Pasaje Petalos to W Ventura Blvd)

*Not a current HSIP countermeasure

Remove or relocate fixed objects outside of Clear Recovery Zone:

- Crestview Ave (Avenida de Aprisa to Valley Vista Dr)
- Las Posas Rd (Camarillo Center Dr to SR 34)
- E Daily Dr (E Daily Dr to Mobil Ave)
- Santa Rosa Rd (US 101 to Morongo Dr)
- W Ventura Blvd (W Ventura Blvd to Carmen Dr)

Install delineators, reflectors, and/or object markers:

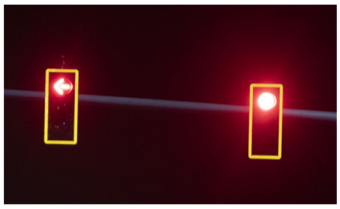
- Crestview Ave (Avenida de Aprisa to Valley Vista Dr)
- Las Posas Rd (Camarillo Center Dr to SR 34)
- E Daily Dr (E Daily Dr to Mobil Ave)
- Santa Rosa Rd (US 101 to Morongo Dr)

Install speed feedback signs:

- Crestview Ave (Avenida de Aprisa to Valley Vista Dr)
- Las Posas Rd (Camarillo Center Dr to SR 34)
- Santa Rosa Rd (US 101 to Morongo Dr)
- W Ventura Blvd (W Ventura Blvd to Carmen Dr)
- Ponderosa Dr N (Las Posas Rd to Appian Way)
- Pleasant Valley Rd (City Boundary to E 5th St)

Carmen Drive at Daily Drive

Install retroreflective borders and upgrade signal hardware



Can be applied systematically across all signalized intersections or systemically to higher risk corridors

Ponderosa Drive at Carmen Drive

Evaluate installing Flashing Yellow Arrow on all approaches

Upgrade curb ramps and push buttons

Las Posas Road at Carmen Drive/Glenbrook Avenue

Evaluate installing Flashing Yellow Arrow on all approaches. Upgrade curb ramps and push buttons

Las Posas Road at Ventura Boulevard

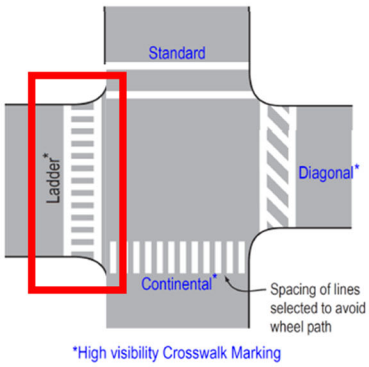
Evaluate adding additional signal head

Upgrade curb ramps and push buttons

Discontinuous sidewalk along the west side of Las Posas Rd

Arniell Road at Rocklyn Street

Install pedestrian enhancements including dual-sided high visibility crosswalk signs and improved crosswalk striping



*High visibility Crosswalk Marking

Besides the top-ranking intersection and segments above, there were five other intersections with fatalities in the past 5 years (2015-2019). They are shown in **Table 6.3** below. The intersections are three-legged, two way stop controlled (TWSC) and each intersection had a fatal collision (see the account of collisions below) but weren't selected based on the low number of collisions. Recommended systemic countermeasures for TWSC intersections could include a change of traffic control (multiway stop (if warrants are met) or roundabout), improve signage and pavement markings, and bicycle and pedestrian enhancements.

Table 6.3 High Severity Intersections with Two-Way Stop Control

Location	Severity					Total Collisions	Details on Fatality Collision
	Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only		
Southfield Rd / Pleasant Valley Rd	1		2	2	4	9	Type of collision/violation category not listed.
Las Posas Rd / E Calle La Sombra	1			2	1	4	Type of collision/violation category not listed.
N Dawson Dr / Mission Oaks Blvd	1				2	3	Hit object collision due to driving on the wrong side of the road at dusk/dawn.
Green Lawn Ave / Earl Joseph Dr	1					1	Vehicle hit light pole.
Kelley Ave / Hartnell St	1					1	Hit object collision due to unsafe speed. Vehicle ran off the road.

Additional countermeasures can include upgrading pedestrian crossings with High-Intensity Activated Crosswalk (HAWK) signals or Rectangular Rapid Flashing Beacons (RRFBs).

Tables 6.4 and **6.5** show the recommended countermeasures at priority intersections and segments.

Table 6.4 Recommended Countermeasures at Priority Intersections

Intersection	Recommended Countermeasures
Ponderosa Dr / Carmen Dr	Provide protected left turn phase (left turn lane already exists)
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
	Install advance stop bar before crosswalk (Bicycle Box)
	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number
	Install flashing yellow arrow indication at intersections with permissive left turns
	Improve signal timing (coordination, phases, red, yellow, or operation)
	Install guide marks for left-turns
	Install sharrow pavement markings and signs on minor approaches
	Install green bike conflict paint at intersections and driveways

Santa Rosa Rd / Upland Rd	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number
	Install flashing yellow arrow indication at intersections with permissive left turns
	Provide protected left turn phase (left turn lane already exists)
	Install pedestrian crossing
	Improve signal timing (coordination, phases, red, yellow, or operation)
Ponderosa Dr / Mobil Ave	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number
	Install flashing yellow arrow indication at intersections with permissive left turns
	Provide protected left turn phase (left turn lane already exists)
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
	Improve signal timing (coordination, phases, red, yellow, or operation)
	Install guide marks for left-turns
	Install bike conflict paint at intersections and driveways
Arneill Rd / Rocklyn St	Improve sight distance to intersection (Clear Sight Triangles)
	Upgrade intersection pavement markings
	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)
	Install signals
	Install roundabout
	Install/upgrade larger or additional stop signs
Adolfo Rd / Tahquitz Dr	Install signals
	Install roundabout
	Install/upgrade larger or additional stop signs
	Upgrade intersection pavement markings
Las Posas Rd / Ponderosa Dr W	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number
	Install flashing yellow arrow indication at intersections with permissive left turns
	Provide protected left turn phase (left turn lane already exists)
	Install advance stop bar before crosswalk (Bicycle Box)
	Improve signal timing (coordination, phases, red, yellow, or operation)
Las Posas Rd / W Daily Dr	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number
	Install flashing yellow arrow indication at intersections with permissive left turns
	Provide protected left turn phase (left turn lane already exists)
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
	Improve signal timing (coordination, phases, red, yellow, or operation)
	Restrict U-turns at intersection
	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number

Las Posas Rd / Carmen Dr / Glenbrook Ave	Install flashing yellow arrow indication at intersections with permissive left turn
	Provide protected left turn phase (left turn lane already exists)
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
	Improve signal timing (coordination, phases, red, yellow, or operation)
Santa Rosa Rd / Adolfo Rd	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number
	Improve signal timing (coordination, phases, red, yellow, or operation)
Ventura Blvd / Las Posas Rd	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number
	Improve signal timing (coordination, phases, red, yellow, or operation)
	Provide Advanced Dilemma Zone Detection for high speed approaches
Systemic (8 Signalized Intersections)	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number
	Improve signal timing (coordination, phases, red, yellow, or operation)
	Provide protected left turn phase (left turn lane already exists)
	Install advance stop bar before crosswalk (Bicycle Box)
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
Systemic (7 TWSC intersections)	Convert to all-way STOP control (from 2-way to Yield control)
	Convert intersection to roundabout (from stop or yield control on minor road)
	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs
	Upgrade intersection pavement markings
	Improve sight distance to intersection (Clear Sight Triangles)

Table 6.5 Recommended Countermeasures at Priority Segments

Segment	Recommended Countermeasures
Arneill Rd (Las Posas Rd to Barry St)	Install edge-lines and centerlines
	Install/upgrade pedestrian crossing (with enhanced safety features)
	Consolidate existing driveways to limit the number of access points
	Clear approach sight distance at minor streets/driveway access
Crestview Ave (Avenida de Aprisa to Valley Vista Dr)	Remove or relocate fixed objects outside of Clear Recovery Zone
	Install dynamic/variable speed warning signs
	Install delineators, reflectors and/or object markers
Las Posas Rd (Camarillo Center Dr to SR 34)	Remove or relocate fixed objects outside of Clear Recovery Zone
	Install dynamic/variable speed warning signs
	Install edge-lines and centerlines
	Install delineators, reflectors and/or object markers
Mission Oaks Blvd (US 101 to Upland Rd)	Install edge-lines and centerlines
	Install bike conflict paint at intersections and driveways
	Add segment lighting

E Daily Dr (E Daily Dr to Mobil Ave)	Remove or relocate fixed objects outside of Clear Recovery Zone
	Install delineators, reflectors and/or object markers
Santa Rosa Rd (US 101 to Morongo Dr)	Remove or relocate fixed objects outside of Clear Recovery Zone
	Install dynamic/variable speed warning signs
	Install edge-lines and centerlines
	Install delineators, reflectors and/or object markers
W Ventura Blvd (W Ventura Blvd to Carmen Dr)	Remove or relocate fixed objects outside of Clear Recovery Zone
	Install dynamic/variable speed warning signs
	Install edge-lines and centerlines
Ponderosa Dr N (Las Posas Rd to Appian Way)	Install dynamic/variable speed warning signs
	Install edge-lines and centerlines
	Increase DUI enforcement
	Restrict left-turning vehicles from Ralph's parking lot
Pleasant Valley Rd (City Boundary to E 5th St)	Add segment lighting
	Install dynamic/variable speed warning signs
Central Ave (Pasaje Petalos to W Ventura Blvd)	Install edge-lines and centerlines
	Consolidate existing driveways to limit the number of access points
	Install bike lanes

6.1.2 Systemic Approach

The collision analysis revealed that intersections had more collisions than segments. Through deeper analysis, the data showed that signalized intersections had the highest number of collisions. For segments, secondary arterials with speed limits of 45 miles per hour had the highest number of collisions. **Figure 6.1** shows displays this data.

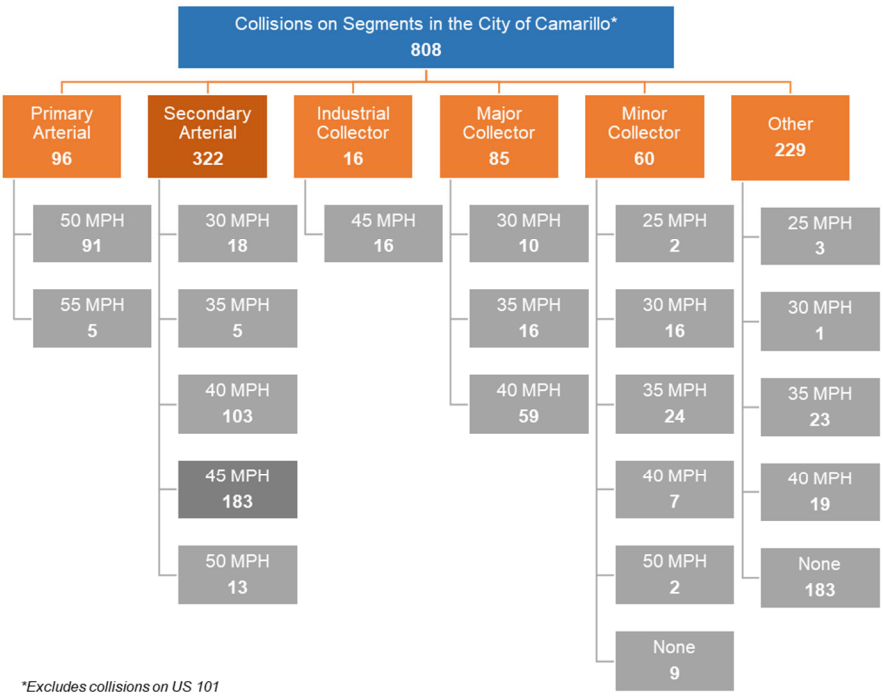


Figure 6.1 Collisions by Location Type (2015-2019)

6.1.2.1 Signalized Intersections

In addition to analyzing intersections by collision characteristics, a systemic analysis was performed for signalized intersections in the City. Signalized intersections were characterized based on roadway risk factors that could pose a higher risk for collisions. Risk factors were developed based on various characteristics of the intersection (entering volumes, phasing, pedestrian accommodations, geometrics, approach speed, etc.) and weighted based on the potential impact of the characteristic. Risk factors were selected based on citywide crash types, violation category, and roadway condition at crash sites. This methodology is consistent with FHWA's *Systemic Safety Project Selection Tool, July 2013*. Information for each of the categories was gathered through various sources including data from the City and observations on Google Maps. The systemic analysis process ranked each of the 63 analyzed signalized intersections in the City relative to their associated risk factors. The recommended systemic countermeasures for signalized intersections are presented in **Table 6.6**. These countermeasures could be applied systemically to similar locations within the City and the top signalized intersections for higher risk characteristics are shown in **Table 6.7**.

Table 6.6 Systemic Analysis for Signalized Intersections

Location	Intersection Type	Countermeasure Number	CRF	Recommended Countermeasures
Various Locations in City of Camarillo	Signalized	S02	15%	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number
		S03	15%	Improve signal timing (coordination, phases, red, yellow, or operation)
		S07	30%	Provide protected left turn phase (left turn lane already exists)
		S20PB	15%	Install advance stop bar before crosswalk (Bicycle Box)
		S21PB	60%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
		-	-	Install flashing yellow arrow indication at intersections with permissive left turns[1]
		-	-	Install bike conflict paint at intersections and driveways
		-	-	Improve intersection pavement markings (replace Bott Dots with thermoplastic lane markings)

[1] Flashing yellow indication at intersection is not implemented if protected left turn phase is provided a the intersection.

Countermeasure to be implemented at all signals within the City

For specified intersections

Potential locations for Leading Pedestrian Intervals are shown below.

- Ponderosa Dr at Carmen Dr
- Arneill Rd at Las Posas Rd
- Arneill Rd at Ventura Blvd
- Las Posas Rd at Calle La Guerra
- Santa Rosa Rd at Adolfo Rd
- Adolfo Rd at Mission Oaks Blvd
- Ponderosa Dr at Arneill Rd
- Ventura Blvd at Town Center E
- Ventura Blvd at Las Posas Rd
- Ventura Blvd at Promenade Dr
- Ventura Blvd at Camarillo Outlet
- Ponderosa Dr at Temple Ave
- Flynn Rd at Avenida Acaso

Recommended countermeasures for locations that ranked high in systemic analysis were also chosen based on the most recent *Caltrans, Local Roadway Safety Manual (Version 1.5), April 2020* and guidance from the City on preferred countermeasures.

Table 6.7 Top Intersections per Risk Analysis

Intersection Name
Dawson Dr & Petit St
Santa Rosa Rd & Adolfo Rd
Glenbrook Ave/Carmen Dr & Las Posas Rd
Santa Rosa Rd & Verdugo Way
Las Posas Rd & Pleasant Valley Rd
Mission Oaks Blvd & Adolfo Rd
Mission Oaks Blvd/Jeffery Rd & Upland Rd
Mission Dr & Las Posas Rd
Arneill Rd & Las Posas Rd
Flynn Rd & Avenida Acaso
Ponderosa Dr N & Las Posas Rd
Las Posas Rd & Calle La Guerra
Carmen Dr & Ventura Blvd
Arneill Rd & Ventura Rd
Las Posas Rd & Ventura Blvd
Santa Rosa Rd & Los Pueblos Dr
Temple Ave & Las Posas Rd
Santa Rosa Rd & Upland Rd
Camarillo Outlets & Ventura Blvd
Beardsley Rd & Central Ave
Town Center E & W Ventura Blvd
Woodcreek Rd & Santa Rosa Rd

Additionally, the crash rates were calculated for the signalized intersections in the City. The top 10 intersections with the highest collision rates are show in **Table 6.8**.

Table 6.8 Signalized Intersection Collision Rates

North/South Road	East/West Road	Overall Crash Rate
CAMINO TIERRA SANTA	PONDEROSA DR	1.096
ARNEILL RD	E DAILY DR	0.841
CARMEN DR/GLENBROOK AVE	LAS POSAS RD	0.828
ARNEILL RD	DUNNIGAN ST	0.731
LAS POSAS RD	W DAILY DR	0.721
CERRO VISTA WAY	LAS POSAS RD	0.719
PROMENADE DR	VENTURA BLVD	0.717
PONDEROSA DR N	LAS POSAS RD	0.691
CARMEN DR	PONDEROSA DR	0.674
CHARTER OAK DR	LAS POSAS RD	0.643

6.1.2.2 Additional Countermeasures

Other countermeasures to consider throughout the City of Camarillo include pedestrian crossing enhancements and improving retroreflectivity of signage. Potential strategies for pedestrian crossing enhancements can include improving lighting and improving sight distance at intersections.

6.2 Non-Engineering Strategies

6.2.1 Education

Education strategies are listed below.

- Bicycle and pedestrian safety campaigns
    - Present at school
- Distracted driving campaigns
- Dangers of speeding campaigns
- Safe route to school maps and outreach at schools
- Social media outreach
- Partnering with Ventura County Health and VCTC on outreach efforts
- Approach restaurants/bars to consider promoting/providing alternative rides home (taxis, rideshare, etc.)

6.2.2 Emerging Technologies

Possible emerging technologies strategies are listed below.

- Intelligent Transportation Systems (ITS)
- Smart phone applications
- Enhanced bicycle detection
- Upgraded traffic signal controllers for Flashing Yellow and leading pedestrian intervals
- Touchless Accessible Pedestrian Signals (APS)
- Communication with traffic signals
- Autonomous/Semi-autonomous Vehicles

6.2.3 Enforcement

Enforcement strategies are listed below.

- Installing safe enforcement areas
    - Potential locations: Earl Joseph, Arneill Road north of Ponderosa Drive, Ponderosa Drive, Santa Rosa Road, Pleasant Valley Road
    - Example from Lynn Road, north of W Sidlee Street in Thousand Oaks, California:

- Targeted speed and distracted driving enforcement
- Increasing number of traffic enforcement officers
- Focused DUI check points or routine stops

6.2.3.1 Mitigating DUI Collisions

It is important to have a knowledge of DUI collision locations to help guide enforcement and other non-engineering strategies (e.g., partnering with ride sharing services to provide safe alternatives to driving under the influence). **Figure 6.2** displays a heatmap of DUI collisions from 2015 to 2019. Some of the areas with high collision density include the southern end of Carmen Drive, at intersections along Ponderosa Drive N and Las Posas Road, and along Arneill Road.

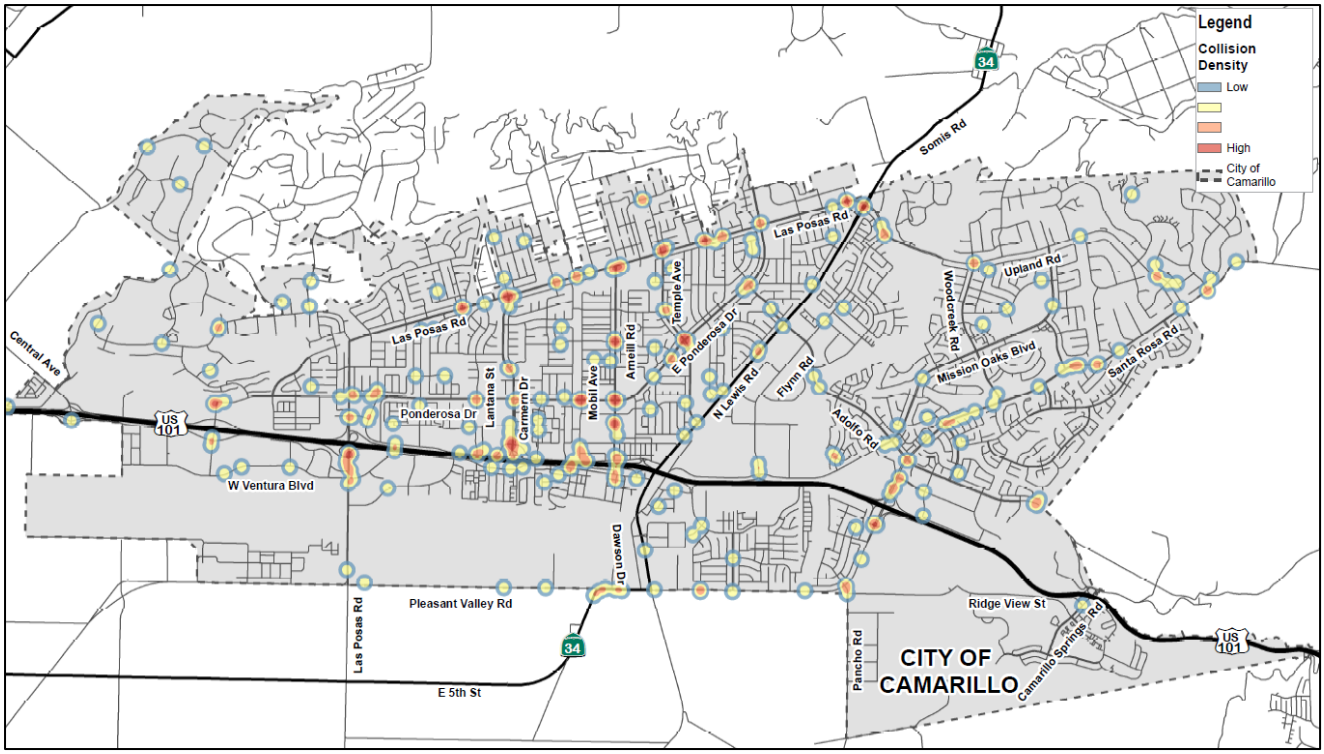


Figure 6.2 Heatmap of DUI Collisions (2015-2019)

The DUI collisions were also analyzed to determine the top intersections and segments by relative severity (EPDO). These locations are listed below.

Intersections with Highest Severity DUI Collisions

1. Arneill Road at E Ponderosa Drive
2. Carmen Drive/Glenbrook Avenue at Las Posas Road
3. Carmen Drive at E Daily Drive
4. Temple Avenue at Las Posas Road
5. Temple Avenue at E Ponderosa Drive
6. Arneill Road at Dunnigan Street
7. Flynn Road at Upland Road
8. Arneill Road at Las Posas Road
9. Cerro Vista Way at Las Posas Road
10. Mar Vista Drive at Las Posas Road

Segments with Highest Severity DUI Collisions

1. Santa Rosa Road from US 101 to Morongo Drive
2. Ponderosa Drive N from Las Posas Road to Appian Way
3. E Daily Drive from E Daily Drive to Mobil Avenue
4. Las Posas Road from Camarillo Center Drive to Lewis Road
5. Crestview Avenue from Avenida de Aprisa to Valley Vista Drive
6. W Ventura Boulevard from W Ventura Boulevard to Carmen Drive
7. Upland Road from Lewis Road to Santa Rosa Road

8. Glenbrook Avenue from end to Las Posas Road
9. Eston Street from Ponderosa Drive to Sharon Drive
10. Pleasant Valley Road from city boundary to E 5th Street

6.2.3.2 Current Efforts

The Ventura County Sheriff's Office currently has on-going safety efforts targeting traffic violations. Some of these efforts are highlighted below.

- DUI/driver's license checkpoints
- Patrols specifically looking for suspected alcohol and/or drug-impaired drivers
- Patrols targeting violations of California's hands-free cell phone law and vehicle code violations by drivers, motorcyclists, bicyclists and pedestrians that put other roadway users at risk
- Patrols targeting the primary causes of crashes: Speeding, improper turns, running stop signs or signals, right-of-way violations and driving on the wrong side of the road
- Patrols specifically looking for seat belt and child safety seat violations
- Traffic safety education presentations for youth and community members on distracted and impaired driving, bicycle and pedestrian safety
- Serving warrants to multiple DUI offenders
- Creating "Hot Sheets" identifying repeat DUI offenders
- Officer training to identify suspected impaired drivers and conduct sobriety tests

Continuation of the current safety efforts is encouraged.

6.2.4 Emergency Response

Emergency response strategies are suggested below.

- Emergency signal installation
- Emergency vehicle pre-emption at signalized intersections
- Improvements to roadways to increase access and potentially shorten response times

7. Prioritize & Incorporate Strategies

7.1 Funding Sources

A variety of grant funding sources are available to local agencies for traffic safety enhancements, both for non-infrastructure (e.g. planning documents, education, outreach) and infrastructure projects (e.g. striping, roadway improvements, traffic signal upgrades). Potential funding opportunities include the Highway Safety Improvement Program (HSIP), Active Transportation Program (ATP), and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

The primary source of potential funding for projects recommended in this plan is HSIP funding. HSIP is a core federal-aid program for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The Caltrans Division of Local Assistance (DLA) manages California's local agency share of HSIP funds. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means. Each cycle has available project funding for Benefit-to-Cost Ratio (BCR) and funding set-aside projects. BCR projects use expected benefit and estimated cost to determine eligibility and likelihood for receiving funding. The expected benefit is determined using the crash history and severity and the predicted collision reduction from the recommended countermeasures. Alternatively, funding set-aside projects do not require a collision history. According to the last call for HSIP projects (closed November 2020), the set-aside countermeasures available to local agencies included guardrail upgrades, pedestrian crossing enhancements, and installing edgelines. These set-aside countermeasures could be applied at multiple locations as long as the requested funding was within the amount available per agency.

ATP is another potential grant funding source focused on encouraging the increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking
- Increase safety and mobility for non-motorized users
- Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009)
- Enhance public health
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

Eligible ATP projects include:

- **Infrastructure Projects**: Capital improvements that will further the goals of this program.
- **Non-Infrastructure (NI) Projects**: Education, encouragement, and enforcement activities that further the goals of the ATP.
- **Combination Projects**: A project that combines Infrastructure and Non-Infrastructure components.
- **Plans**: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that is located in a disadvantaged community.

Projects are more likely to receive ATP funding if it helps to increase the number of non-motorized users, benefits a disadvantaged community, or improves the safety of vulnerable users, specifically at school zones. Ultimately, the goal of this funding is to increase the use of active transportation.

7.2 Prioritized Projects

In evaluating how to implement safety projects, a prioritized lists of projects are shown below. **Table 7.1** contains a prioritized list of the proposed intersection projects on City roadways based on their respective benefits. **Table 7.2** shows a prioritized list of the proposed segment projects for City roadway segments based on expected benefits. These tables also show potential funding opportunities. It should be noted that upgrading pedestrian push buttons and installing ADA improvements at signalized intersections are not current HSIP countermeasures. However, these improvements can be included in a Pedestrian Crossing Enhancements set-aside project provided the cost does not exceed 20% of the total project cost.

In addition, the last HSIP call for projects, Cycle 10, the awarded projects through the BCR application started at a BCR of 12. Even though the minimum for the grant application was a BCR of 3.5, the projects submitted were very competitive. Some of this was due to funding shortfalls with COVID lockdowns and the HSIP grant application deadline extension which allowed more agencies to submit. Therefore, the maximum project cost is also included for a BCR of 10.

Low-cost systemic countermeasures are preferred by Caltrans in the HSIP process.

Table 7.1 Priority of City Intersection Projects

Intersection	Recommended Countermeasures	Max Project Cost for B/C Ratio of 10	Total Expected Benefit	Estimated Project Cost*	HSIP Funding Reimbursement Ratio**
Systemic (8 Signalized Intersections)	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number	$ 4,132,642	$ 41,326,417	$$	50%
	Improve signal timing (coordination, phases, red, yellow, or operation)				
	Provide protected left turn phase (left turn lane already exists)				
	Install advance stop bar before crosswalk (Bicycle Box)	$ 597,472	$ 5,974,717	$$$	50%
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)				
Systemic (7 TWSC intersections)	Convert to all-way STOP control (from 2-way to Yield control)	$ 1,964,810	$ 19,648,100	$$	100%
	Convert intersection to roundabout (from stop or yield control on minor road)	$ 2,048,650	$ 20,486,496	$$$	100%
	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	$ 1,925,514	$ 19,255,140	$$	90%
	Upgrade intersection pavement markings				
	Improve sight distance to intersection (Clear Sight Triangles)				
Santa Rosa Rd / Upland Rd	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number	$ 682,688	$ 6,826,883	$$	100%
	Install flashing yellow arrow indication at intersections with permissive left turns				
	Provide protected left turn phase (left turn lane already exists)				
	Install pedestrian crossing				
	Improve signal timing (coordination, phases, red, yellow, or operation)	-	-	$	-
Ponderosa Dr / Carmen Dr	Provide protected left turn phase (left turn lane already exists)	$ 596,222	$ 5,962,218	$$	100%
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)				
	Install advance stop bar before crosswalk (Bicycle Box)				
	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number	-	-	$$	-
	Install flashing yellow arrow indication at intersections with permissive left turns				
	Improve signal timing (coordination, phases, red, yellow, or operation)				
	Install guide marks for left-turns				
	Install Sharrow pavement markings and signs on minor approaches				
	Install green bike conflict paint at intersections and driveways				
Las Posas Rd / Ponderosa Dr W	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number	$ 575,048	$ 5,750,484	$$	100%
	Install flashing yellow arrow indication at intersections with permissive left turns				
	Provide protected left turn phase (left turn lane already exists)				
	Install advance stop bar before crosswalk (Bicycle Box)				
	Improve signal timing (coordination, phases, red, yellow, or operation)	-	-	$	-
Arneill Rd / Rocklyn St	Improve sight distance to intersection (Clear Sight Triangles)	$ 560,018	$ 5,600,177	$	90%
	Upgrade intersection pavement markings				
	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features), **OR**				
	Install signals, **OR**	$ 391,080	$ 3,910,801	$$	100%
	Install roundabout	*dependent on volume data*		$$$	Varies
	Install/upgrade larger or additional stop signs	-	-	$	-

Table 7.1 Priority of City Intersection Projects (continued)

Intersection	Recommended Countermeasures	Max Project Cost for B/C Ratio of 10	Total Expected Benefit	Estimated Project Cost*	HSIP Funding Reimbursement Ratio**
Las Posas Rd / Carmen Dr / Glenbrook Ave	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number	$ 514,723	$ 5,147,231	$$	100%
	Install flashing yellow arrow indication at intersections with permissive left turn				
	Provide protected left turn phase (left turn lane already exists)				
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)				
	Improve signal timing (coordination, phases, red, yellow, or operation)	-	-	$	-
Ponderosa Dr / Mobil Ave	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number	$ 472,676	$ 4,726,757	$$	100%
	Install flashing yellow arrow indication at intersections with permissive left turns				
	Provide protected left turn phase (left turn lane already exists)				
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)				
	Improve signal timing (coordination, phases, red, yellow, or operation)	-	-	$	-
	Install guide marks for left-turns				
	Install bike conflict paint at intersections and driveways				
Las Posas Rd / W Daily Dr	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number	$ 358,634	$ 3,586,339	$$	100%
	Install flashing yellow arrow indication at intersections with permissive left turns				
	Provide protected left turn phase (left turn lane already exists)				
	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)				
	Improve signal timing (coordination, phases, red, yellow, or operation)	-	-	$	-
	Restrict U-turns at intersection				
Adolfo Rd / Tahquitz Dr	Install signals, **OR**	$ 346,536	$ 3,465,361	$$	100%
	Install roundabout, **OR**	*dependent on volume data*		$$$	Varies
	Install/upgrade larger or additional stop signs	$ 220,241	$ 2,202,406	$	100%
	Upgrade intersection pavement markings				
Ventura Blvd / Las Posas Rd	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number	$ 199,374	$ 1,993,743	$$	50%
	Improve signal timing (coordination, phases, red, yellow, or operation)				
	Provide Advanced Dilemma Zone Detection for high speed approaches				
Santa Rosa Rd / Adolfo Rd	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number	$ 167,899	$ 1,678,988	$	50%
	Improve signal timing (coordination, phases, red, yellow, or operation)				

* $ = Estimated cost below $250,000
$$ = Estimated cost around $250,000 to $1,000,000
$$$ = Estimated cost above $1,000,000

** Improve sight distance to intersection (Clear Sight Triangles); HSIP Funding Eligibility: 90%
Improve signal timing (coordination, phases, red, yellow, or operation); HSIP Funding Eligibility: 50%

Table 7.2 Priority of City Segment Projects

Segment	Recommended Countermeasures	Max Project Cost for B/C Ratio of 10	Total Expected Benefit	Estimated Project Cost*	HSIP Funding Reimbursement Ratio**	HSIP Set-Aside	ATP Funding
Crestview Ave (Avenida de Aprisa to Valley Vista Dr)	Remove or relocate fixed objects outside of Clear Recovery Zone	$1,722,715	$17,227,150	$$	90%	-	-
	Install dynamic/variable speed warning signs					-	-
	Install delineators, reflectors and/or object markers					-	-
	Consolidate existing driveways to limit the number of access points	-	-	-	-	-	-
	Clear approach sight distance at minor streets/driveway access					-	-
Las Posas Rd (Camarillo Center Dr to SR 34)	Remove or relocate fixed objects outside of Clear Recovery Zone	$1,265,275	$12,652,752	$$	90%	-	-
	Install dynamic/variable speed warning signs					-	-
	Install edge-lines and centerlines					Installing Edgelines	-
	Install delineators, reflectors and/or object markers	-	-	$	-	-	-
Santa Rosa Rd (US 101 to Morongo Dr)	Remove or relocate fixed objects outside of Clear Recovery Zone	$1,091,690	$10,916,898	$$	90%	-	-
	Install dynamic/variable speed warning signs					-	-
	Install delineators, reflectors and/or object markers					-	-
	Install edge-lines and centerlines	-	-	-	-	-	-
W Ventura Blvd (W Ventura Blvd to Carmen Dr)	Remove or relocate fixed objects outside of Clear Recovery Zone	$ 741,088	$ 7,410,884	$$	90%	-	-
	Install dynamic/variable speed warning signs					-	-
	Install edge-lines and centerlines					Installing Edgelines	-
Mission Oaks Blvd (US 101 to Upland Rd)	Install edge-lines and centerlines	$ 498,455	$ 4,984,550	$	100%	Installing Edgelines	-
	Install bike conflict paint at intersections and driveways	-	-	$	-	-	Y
Arneill Rd (Las Posas Rd to Barry St)	Install edge-lines and centerlines	$ 487,259	$ 4,872,593	$$	90%	Installing Edgelines	-
	Install/upgrade pedestrian crossing (with enhanced safety features)					Pedestrian Crossing Enhancements	Y
	Consolidate existing driveways to limit the number of access points	-	-	$	-	-	-
	Clear approach sight distance at minor streets/driveway access					-	-
Central Ave (Pasaje Petalos to W Ventura Blvd)	Install edge-lines and centerlines	$ 416,575	$ 4,165,750	$	90%	Installing Edgelines	-
	Install bike lanes					-	Y
	Consolidate existing driveways to limit the number of access points	-	-	$	-	-	-
E Daily Dr (E Daily Dr to Mobil Ave)	Add segment lighting	$ 389,028	$ 3,890,282	$$	90%	-	-
	Remove or relocate fixed objects outside of Clear Recovery Zone					-	-
	Install delineators, reflectors and/or object markers					-	-
Ponderosa Dr N (Las Posas Rd to Appian Way)	Install dynamic/variable speed warning signs	$ 333,507	$ 3,335,071	$$	100%	-	-
	Install edge-lines and centerlines					Installing Edgelines	-
	Increase DUI enforcement	-	-	$	-	-	-
	Restrict left-turning vehicles from Ralph's parking lot					-	-
Pleasant Valley Rd (City Boundary	Add segment lighting	$ 153,390	$ 1,533,895	$$	100%	-	-
	Install dynamic/variable speed warning signs					-	-

* $ = Estimated cost below $250,000
$$ = Estimated cost around $250,000 to $1,000,000
$$$ = Estimated cost above $1,000,000

** Remove or relocate fixed objects outside of Clear Recovery Zone; HSIP Funding Eligibility: 90%
Install/upgrade pedestrian crossing (with enhanced safety features); HSIP Funding Eligibility: 90%
Install bike lanes; HSIP Funding Eligibility: 90%

7.3 Equitable Implementation for All Communities

The City is dedicated to ensuring that the LRSP is implemented equitably across all communities. From community outreach to the prioritization of the projects, the characteristics of each community and their access to transportation are considered important factors when developing and planning for traffic safety.

The California Healthy Places Index (HPI) is a tool created by the Public Health Alliance of Southern California that uses different health factors (economic, education, housing, healthcare, neighborhood, etc.) to provide census tracts with an overall HPI score. This HPI score is then ranked with other tracts in California to determine if a tract has relatively more or less healthy conditions. This tool can be used to identify areas of the City that have less resources to access and use the transportation system

The census tracts in Camarillo, along with their corresponding HPI scores, are mapped with the top intersections and segments in **Figure 7.1**. Four (4) of the top intersections and two (2) of the top segments are within or on the boundary of census tract with less healthy conditions than 50% of other California census tracts. These locations are listed below:

Priority Intersections

– Ponderosa Drive / Las Posas Road
– Las Posas Road / E Calle La Sombra
– Las Posas Road / Carmen Drive
– Ponderosa Drive / Carmen Drive

Priority Segments

– Las Posas Road (Camarillo Center Drive to Lewis Road)
– Ponderosa Drive N (Las Posas Road to Appian Way)

The primary factors reducing the scores were access to transportation and the median income levels. The LRSP will focus on expanding driver education outreach in these areas and providing additional means for inclusion to ensure that future safety projects increase access to mass transportation in these areas, leading to an increased potential for economic advancement and access to jobs, education, and healthcare.

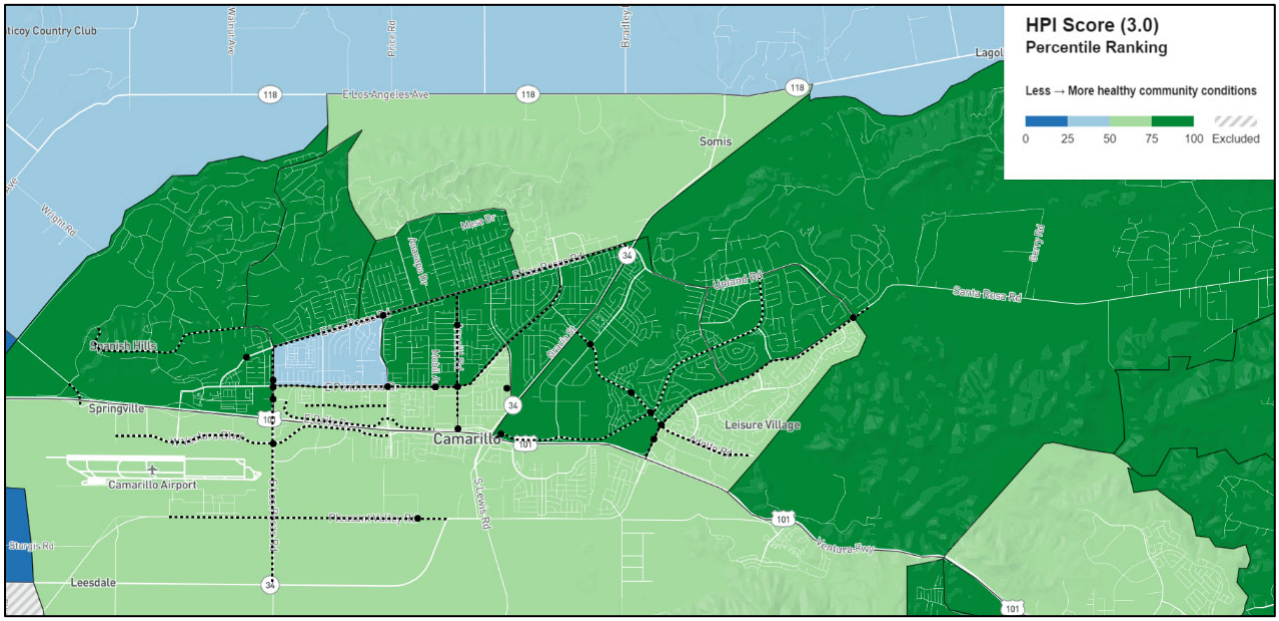


Figure 7.1 Healthy Places Index Score (3.0) and LRSP Priority Locations

8. Evaluation Process

The following measurable goals have been established to evaluate the effectiveness of this plan and will be reviewed annually using traffic safety data and requests for public feedback.

1. **Goal:** Strive to eliminate fatal and severe injury collisions citywide
    - **Measure of Success:** Reduce fatal or severe injury (FSI) collisions by one (1) per year.

2. **Goal:** Reduce the potential for broadside and approach turns collisions citywide with targeted and systemic safety improvements
    - **Measure of Success:** Reduce “Broadside” and “Approach Turn” collisions by 5% over 5 years.

3. **Goal:** Reduce speeding and improper turning related collisions through engineering, enforcement, emerging technologies, and education strategies
    - **Measure of Success:** Within 5 years after implementing speed management strategies outlined in this plan, reduce “Unsafe Speed” and “Improper Turning” related collisions by 2%.

4. **Goal:** Improve the health and vitality of our community with a roadway safety plan targeted to Camarillo’s needs
    - **Measure of Success:** Reduce collisions citywide by 10% over 5 years.

5. **Goal:** Improve safety around schools with speed management and connected multimodal infrastructure
    - **Measure of Success:** Reduce collisions within five hundred feet of schools by 2% over 5 years.

6. **Goal:** Improve multimodal transportation safety by expanding the City’s non-motorized transportation infrastructure to encourage walking, biking, rolling (wheelchair, skateboard, scooter, etc.) and the use of mass transit
    - **Measure of Success:** Reduce single occupancy vehicle use trips by 5% over 5 years.

9. Next Steps

This safety plan will be a living document and will guide the City's roadway safety needs for the next five years. It will be updated as needed and the goals will be monitored. For the next revision of the LRSP, analyzing 'post-pandemic' traffic data (2022-2026) is recommended.

Low-cost projects that are easy to implement will be prioritized for implementation within the City, while higher-cost, long-term projects will be incorporated into Camarillo's five-year Capital Improvement Program (CIP).

It is important to understand the upcoming funding opportunities in the successful implementation of these safety projects. Most of the proposed countermeasures are HSIP fundable (Cycle 11 opened on May 9, 2022). However, countermeasures can be implemented through other funding sources to include:

- Active Transportation Program (ATP)
  - Next call for funding projects is scheduled to start in 2022
- Congestion Mitigation and Air Quality (CMAQ) program
- Sustainable Transportation Planning Grant (Sustainable Communities)
- Stimulus funding sources
- Capital Improvement Program or with on-going maintenance work

10. References

Recent/Upcoming Projects

- "FY 2021-2026 Capital Improvement Program" City of Camarillo, Department of Public Works, June 2021.

Traffic Data

- City of Camarillo Collision Data, City of Camarillo, 2015-2019.
- "2019 Speed Zones", City of Camarillo, April 2019.
- "Existing (2019) Average Daily Traffic (ADT) Volumes", City of Camarillo, September 2019.
- Traffic Signal Data, City of Camarillo, January 2021.

Manuals/Articles

- "Developing Safety Plans, A Manual for Local Rural Road Owners", Federal Highway Administration, March 2012, http://safety.fhwa.dot.gov/local_rural/training/fhwasa12017/.
- 2020-2024 California's Strategic Highway Safety Plan (SHSP), "California Safe Roads: 2020-2024 Strategic Highway Safety Plan", Caltrans.
- "Local Roadway Safety, A Manual for California's Local Road Owners", Caltrans, Version 1.5, April 2020
- "Highway Safety Manual", American Association of State Highway Officials (AASHTO), 1st Edition, 2014 supplement.
- "California Manual of Uniform Traffic Control Devices (CA MUTCD)", Revision 5, 2014.
- "Community Engagement Guidelines", City of Camarillo, February 2020.
- "City of Camarillo General Plan: Circulation Element", City of Camarillo, Department of Community Development, 2014. https://cms7files.revize.com/camarilloca/Departments/Community%20Development/General%20Plan/05%20Circulation%20Element%202014.pdf.
- "2019 General Plan Annual Progress Report", City of Camarillo, Department of Community Development, March 2020.
- "California Statewide Collision Overview", Caltrans, https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/shsp/shsp-ca-datafactsheets_a11y.pdf.

Websites

- California Department of Transportation, "Strategic Highway Safety Plan (SHSP)", https://dot.ca.gov/programs/safety-programs/shsp.
- California Department of Transportation, "Local Roadway Safety Plan (LRSP) and Systemic Safety Analysis Report Program (SSARP)", https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/local-roadway-safety-plans.
- California Department of Transportation, "HSIP Cycle 10", https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now.

- City of Camarillo Local Road Safety Plan, https://lrsp.mysocialpinpoint.com/camarillo.
- California Healthy Places Index, https://healthyplacesindex.org/.
- Institute of Transportation Engineers, https://www.ite.org/technical-resources/topics/safe-systems/.

Surveys

- Local Road Safety Plan Project Survey, https://lrsp.mysocialpinpoint.com/camarillo.

Appendix A

Stakeholder and Public Input

Meeting Summary

November 3, 2020

To:	Andrew Grubb Senior Civil Engineer	Project:	City of Camarillo Local Road Safety Plan (LRSP)
From:	Kathy Kleinschmidt (GHD)	Ref/Job No.:	11217784
CC:	Farid Rahman (GHD)	File No.:	LRSPMS0001.docx

Subject: Local Roadway Safety Plan (LRSP) Meeting #1 Summary – December 7th, 2020

The following is GHD's understanding of the discussions and decisions for the above referenced meeting. Please notify GHD of any discrepancies in the information recorded.

This meeting record has been prepared to serve as documentation for the virtual meeting conducted on December 7th, 2020 via Microsoft Teams platform. A PowerPoint presentation was used to focus the discussion.

All participants attending virtually, no sign-in sheet was circulated. Rather, the list of attendees will be provided at the end of this document.

1. **Introductions**
    a. Attendees of LRSP meeting
        i. Self-introductions of meeting attendees.
            1. Attendees are listed at the back of the document

2. **Meeting Summary**
    a. Background
        i. Local Road Safety Plan (LRSP)
            1. Similar process to a Systemic Safety Analysis Report (SSAR), but replacing the SSAR process by Caltrans and FHWA
            2. Consistent with the State's Strategic Safety Plan (SHSP) and focuses on the 5 E'S of traffic safety – Engineering, Education, Enforcement, Emergency Response and Emerging Technologies (new addition)
            3. Circular process with a living document – updated periodically.
        ii. Challenge areas will be identified based on collision data and interactive poll with the LRSP group participants were taken during the meeting. Top 6 challenge areas identified in the poll are shown below. Results of the interactive poll are attached to this meeting summary.
            1. Distracted Driving (11 votes)
            2. Bicyclists (9 votes)
            3. Pedestrians (8 votes)
            4. Aggressive Driving (6 votes)
            5. Aging Drivers (6 votes)
            6. Intersections (6 votes)
    b. Collision Analysis
        i. Collision Analysis includes the past 5 complete years of collision data
            1. Data Source: City of Camarillo internal crash database (GIS)

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2. Includes January 1st, 2015 to December 31st, 2019.
3. Data was separated for City Jurisdiction and Caltrans Jurisdiction.
    a. Caltrans collisions do not include US 101 mainline collisions.
4. Data was organized by intersections and segments.
5. Collision density heat maps shows hot spot corridors along
    a. Los Posas Road
    b. Ponderosa Drive
    c. Arneill Road
    d. Santa Rosa Road
    e. Lewis Road (State Route 34) (Caltrans facility)

ii. Collision at the intersections located on City and County border might not include all collisions since they can have two different jurisdictions listed
    1. GHD will coordinate with the County of Ventura to insure consistency between the bordering intersections and the two LRSP processes.

iii. Three City intersection has recently been signalized; safety issues at these intersections will possibly be mitigated by the signalization. A before and after study should be conducted to fully account for the benefits. These intersections are:
    1. Ponderosa Drive at Earl Joseph Drive
    2. Ponderosa Drive at Camino Tierra Santa
    3. Arneill Road at Dunnigan Street
        a. Paul Richards (Sheriff's Department) mentioned that there was an increase in the number of complaint (4-6 in the last 6 months) about the traffic signal from pedestrians but overall fewer collisions. Pedestrians are crossing against the pedestrian phase (not waiting for the walk phase). Some complaints are about excessive speeding along Arneill Rd (currently 40 mph along Arneill Rd).

iv. In the past 5 years there has been 12 Fatal and 70 severe injury collisions within City roadways. In the same time period there has been 4 severe injury collisions along Caltrans roadways.
    1. Paul Richard (Sheriff's Department) mentioned that collision data is reported to the city in a monthly basis and sometimes there is a lag in reporting. However all data until 2019 is up to data and complete.
        a. In 2020 there has been a fatal collision at Dawson Dr/ Petit St. This collision is not included in the analysis for the LRSP process since it is outside of the 5 complete years of data analyzed for this project.

v. Santa Rosa Road has been widened in 2017 A before and after comparison of collision data can show the effect of the improvement in safety.
    1. Jason Samonte (City of Camarillo) confirmed road widening on Santa Rosa between Via Latina Drive and San Rafael Way. Santa Rosa Road widened from one lane in each direction to two lanes in each direction. This eliminated the merge in both directions.

vi. Paul Richard (Sheriff's Department) mentioned that collisions involving aging drivers has been an issue in recent years.
    1. In 2019 out of the 3 fatal collisions in 2019, 2 involved aging drivers above the age of 65. Two of these collisions also involved alcohol.
    2. In 2020 there has been less collisions due to COVID-19 reducing traffic on the roadways.
    3. The City has a higher portion of aging drivers when compared to other

cities in the county.

4. Aging drivers/road users have slower reaction time therefore tend to misjudge reaction time related tasks.
5. Collisions involving aging road users tend to be a higher severity due to fragility.
6. Education program informing aging road users about other option such as City operated bus and ridesharing apps would prevent aging drivers from driving everywhere. These education programs can be focused toward concentration of aging residents of the city such as retirement communities.
7. With COVID-19, in person outreach is an issue. Aging residents are often not familiar with technologies therefore outreach issue would need to involve familiarization with technology as well.
8. Glenn Derossett (Ventura County) mentioned that one of the mitigation measures used for the Ventura County's LRSP is advanced dilemma zone detection and it can be used in the City to help aging drivers.
9. Leading pedestrian interval (additional time for pedestrians before vehicular movement for the signal phase) can also be implemented.

vii. In the past 5 years there are total of 58 pedestrian collisions with 3 fatal pedestrian collision.
   1. Paul Richard (Sheriff's Department) mentioned that most of the pedestrian collisions are not in crosswalks.
   2. A fatal collision in 2019 that occurred in private property is not considered as part of this analysis due to occurring in private property.
   3. A pedestrian collision at the intersection of Arneill Rd at Rocklyn St involved pedestrian wearing dark clothing at night.
      a. Education campaign regarding the use of bright colored clothing at night for pedestrians can be implemented.

viii. Most collisions were taking place in dry roadways with no unusual roadway conditions.

ix. There were no fatal bicycle collision on City roadways.
   1. Paul Richard (Sheriff's Department) stated that bicycle collisions does not have to involve other vehicles for it to be counted as a collision since bicycles are considered vehicles. Bicycle collisions often involves injury because bicyclists are less protected than vehicles.
      a. There are issues with experienced bicyclists sometimes not following road rules intentionally.
         i. Bicycle detection at signal can help with bicycle movement through signalized intersections. Currently City follows Caltrans standards for bicycle detection.
      b. Bicycle facilities and connectivity will be looked into during the ATP process.
         i. Improving bicycle facilities can potentially increase ridership which may increase the number of bicycle involved collisions.

c. Top location ranking
   i. Beside the number of collisions, top locations are also identified based on Equivalent Property Damage Only (EPDO) scale. EPDO weights locations based on collision severity as well as number of collisions.
   ii. Locations with collision history can also be ranked based on collision rates. This process will normalize the number of collision based on vehicular volume (turning

movement at intersection and Annual Average Daily Traffic (AADT) at segments).

iii. The City aims to apply a systemic approach for mitigation measures to reduce citywide collisions.

iv. Tanvir Walele (Camarillo Heath Care District) identified the intersection of W Ponderosa Dr at Las Posas Rd to be a problematic intersection.

1. Spatial analysis shows the highest number of collisions are happening during the end of PM peak period (6-8 PM).
2. There are few access points leading to businesses close to the intersection that might be source of conflict between turning vehicle and through vehicles.
3. U-turn is currently not allowed at this intersection.
4. Wheelchair accessible facilities in compliance with American with Disability Act (ADA) are missing on some sidewalks and curb ramps at this intersection
5. Fatal collision at this intersection last year (failure to yield to left turn), passenger died in collision.

d. Countermeasure development

i. Comprehensive approach will be applied which incorporates systemic and hot spot approach.

e. Vision, Goals and Priorities

i. Members of the LRSP working group will coordinate with Kathy Kleinschmidt (GHD) in forming vision, goals and missions. Example of vision goals and mission are shown below

1. Vision:
   a. Toward Vision Zero – The aim is to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy and equitable mobility for all.
   b. Working together in creating a comprehensive roadway safety plan that encourages improved safety for all users, whether it is walking, biking and driving – because every person in our community matters.
2. Goal example:
   a. Strive to achieve zero deaths and life altering injuries on local roadways
   b. Increase safety with roadway infrastructure improvements
   c. Identify countermeasures to correlate to emphasis areas (5 – E's)
   d. Increase walking, biking, rolling (wheelchair, skateboard, scoter, etc.) to downtown district, to work and to school)
3. Mission example:
   a. Camarillo will provide a safe and sustainable multimodal transportation system for all users of the public roadways in the City of Camarillo.

ii. Performance measures should be specific, measureable, achievable, relevant and time constrained (SMART).

iii. Mitigation strategies should correlate with challenge areas.

3. Next Steps

a. Develop Safety Projects
    i. Benefit/ Cost analysis based on HSIP analyzer
    ii. Will be ready for the next HSIP Cycle
b. Finalize Vision, goals and mission.
c. Next LRSP Meeting
    i. Virtual meeting with the working group in February 2021.
d. Social Pinpoint Website
    i. Includes interactive map, survey, working group members and relevant documents
        1. Survey will include a question about flashing yellow arrows at intersections.
            a. Paul Richard (Sheriff's Department) commented that flashing yellow arrows might confuse newer driver and aging drivers further and they will have to read the sign to understand what to do at the intersections which can distract them.
            b. City intersections already have signage stating left turns yield on green.
            c. The flashing yellow and reflective back plates on signal would have to be tested and public would need to be informed regarding them.
    ii. Tanvir Walele (Camarillo Heath Care District) suggested that information regarding alternative modes of transportation to help aging drivers can be included in this website
        1. This information will be included in the main City website. The LRSP site will link to the City website.
    iii. Website will be made publically available after review from City staff.

List of Attendees

1. Andrew Grubb – City of Camarillo
2. Jason Samonte – City of Camarillo
3. Michelle D'Anna – City of Camarillo
4. Ken Matsuoka – City of Camarillo
5. Dave Klotzle – City of Camarillo
6. Glenn Derossett – County of Ventura
7. Paul Richards – Sheriff's Department
8. Jeff Shea – Fire Department
9. Tanvir Walele – Camarillo Health Care District
10. Tom Hunt – CSU Channel Islands
11. Kathy Kleinschmidt – GHD
12. Farid Rahman - GHD

Meeting Summary

July 28, 2021

To:	Andrew Grubb	Project:	Camarillo Local Road Safety Plan
From:	Kathy Kleinschmidt	Ref/Job No.:	11217784
CC:	Emily Darke	File No.:	LRSPMS002.docx

Subject: Local Roadway Safety Plan (LRSP) Meeting #2 Summary – July 28, 2021

The following is GHD's understanding of the discussions and decisions for the above referenced meeting. Please notify GHD of any discrepancies in the information recorded.

This meeting record has been prepared to serve as documentation for the virtual meeting conducted on July 28, 2021 via Microsoft Teams platform. A PowerPoint presentation was used to focus the discussion.

All participants attending virtually, no sign-in sheet was circulated. Rather, the list of attendees will be provided at the end of this document.

1. Introductions

- a. Safety Champion/Project manager for the City – Andrew Grubb
- b. LRSP Stakeholder Working Group members
    - i. County of Ventura is working on their LRSP and adding a regional aspect

2. 1st Meeting Summary

- a. Meeting Summary
    - i. Challenge/Emphasis areas
        1. Distracted Driving, Bicyclists, Pedestrians, Aggressive Driving/Speeding, Aging Drivers, Intersections
    - ii. Collision analysis
    - iii. Top locations per relative severity and total collisions
- b. Vision, Mission, and Goals

3. Recent Developments

- a. Transportation and Infrastructure Committee meeting
    - i. Up-to-date information was presented
- b. Public website engagement
    - i. Summarized survey results
        1. Consider overlaying demographic information with collision data
            - a. This could help with knowing how to communicate best with neighborhoods
            - b. The Public Health Alliance of Southern California has a Healthy Place Index that may help
    - ii. Summarized interactive map comments
        1. Top comment locations
            - a. SR 34 at Temple is under Caltrans jurisdiction
                - i. On Caltrans' long-term improvement plan

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c. Locations of recent safety projects
    i. Signal installation and road widening projects

4. Safety Evaluation and Potential Projects

a. Collision comparison with similar agencies
b. Methodology for determining priority locations
    i. County of Ventura has issues on Central Avenue as well
        1. Received some HSIP funding for County projects nearby
c. Recommended countermeasures for priority intersections and segments
    i. City is considering touchless APS Las Posas Rd/Daily Dr and Las Posas Rd/Charter Oaks
d. Systemic mitigations
    i. Signalized intersections
    ii. Leading Pedestrian Intervals
e. Funding for safety projects
f. Non-Engineering Safety Projects
    i. Enforcement
        1. Collision density of DUI collisions
    ii. Education
        1. Law enforcement used to have a bicycle/child passenger/pedestrian safety education
            a. Collaboration with local area schools
            b. Check to see if this is still applicable
        2. Schools used to have regular presentations on bicycle safety
        3. When parents don't have confidence in the infrastructure, it leads to them using cars
        4. Consider surveying parents at schools
    iii. Emerging Technologies
    iv. Emergency Response
        1. Fire has started pre-emption measures and didn't notice a significant difference in emergency response times
        2. Currently has VC Alert and Ready Set Go

5. Next Steps

a. Send to City Council for approval

List of Attendees

1. Andrew Grubb – City of Camarillo
2. Jason Samonte – City of Camarillo
3. Michelle D'Anna – City of Camarillo
4. Ken Matsuoka – City of Camarillo
5. Dave Klotzle – City of Camarillo
6. Glenn Derossett – County of Ventura
7. Jeff Shae – Ventura County Fire
8. Selfa Saucedo – Public Health Department
9. Roberto Martinez – Boys and Girls Club of Camarillo
10. Chris Johnston – Pleasant Valley School District
11. Thomas Hunt – California State University, Channel Islands
12. Kathy Kleinschmidt – GHD
13. Emily Darke – GHD

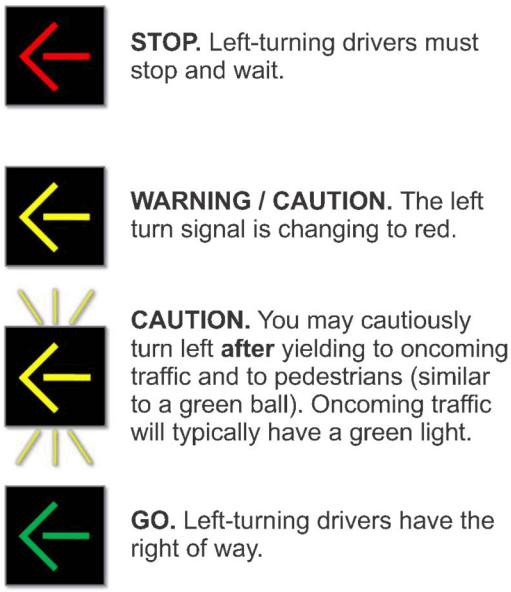
Frequently Asked Questions (FAQs)

City of Camarillo Local Road Safety Plan

The City appreciates the input received from the community during development of the City's Local Road Safety Plan (LRSP). A summary of the public input will be included in the LRSP. Some responses to commonly asked questions and comments are shared below.

How do you navigate a Flashing Yellow Arrow (FYA)?

Comments in the public survey indicated some confusion about how Flashing Yellow Arrows function. Check out this helpful infographic to see how they work!



Flashing yellow arrows will be recommended in the LRSP as a countermeasure at various signalized intersections throughout the City.

How can traffic control at an intersection be changed (e.g., changing from all-way stop to a signal)?

Intersections can have various types of traffic control such as two-way stop control (side-street stop), all-way stop control, signals, or roundabouts. To change the type of control, the intersection needs to undergo an engineering study to ensure that the change will properly fit the traffic and safety needs of the intersection. Part of this analysis for all-way stop and traffic signal control changes requires a warrant analysis per the standards outlined in the California Manual on Uniform Traffic Control Devices (CA MUTCD). These warrants typically include thresholds such as peak hour traffic and pedestrian volumes, collision history, and intersection location (proximity to school, railroad, etc.). If the engineering analysis doesn't support a change in traffic control measures, there could be liability

as a result of changing the traffic control measure. The LRSP will identify some locations with high severity collisions for further evaluation.

Is it possible to implement safety improvements at a location that does not have a collision history?

Yes, as part of the plan's development, the City will review both those locations that have a history of collisions and those that do not but may have higher than normal risk characteristics (e.g., high speeds and traffic volumes and/or lack of pedestrian and bicycle accommodations) to determine if improvements can be made to proactively reduce the likelihood of future collisions. Locations will be prioritized based on risk factors and may be systemically applied across multiple similar locations, not only those with the highest collision history.

How can speeding be mitigated in my community?

Many interactive map comments and survey responses indicated a concern with speeding at various locations throughout the City. Speeding can be mitigated through engineering and enforcement measures. Some countermeasures related to speed concerns that are included in the draft LRSP include:

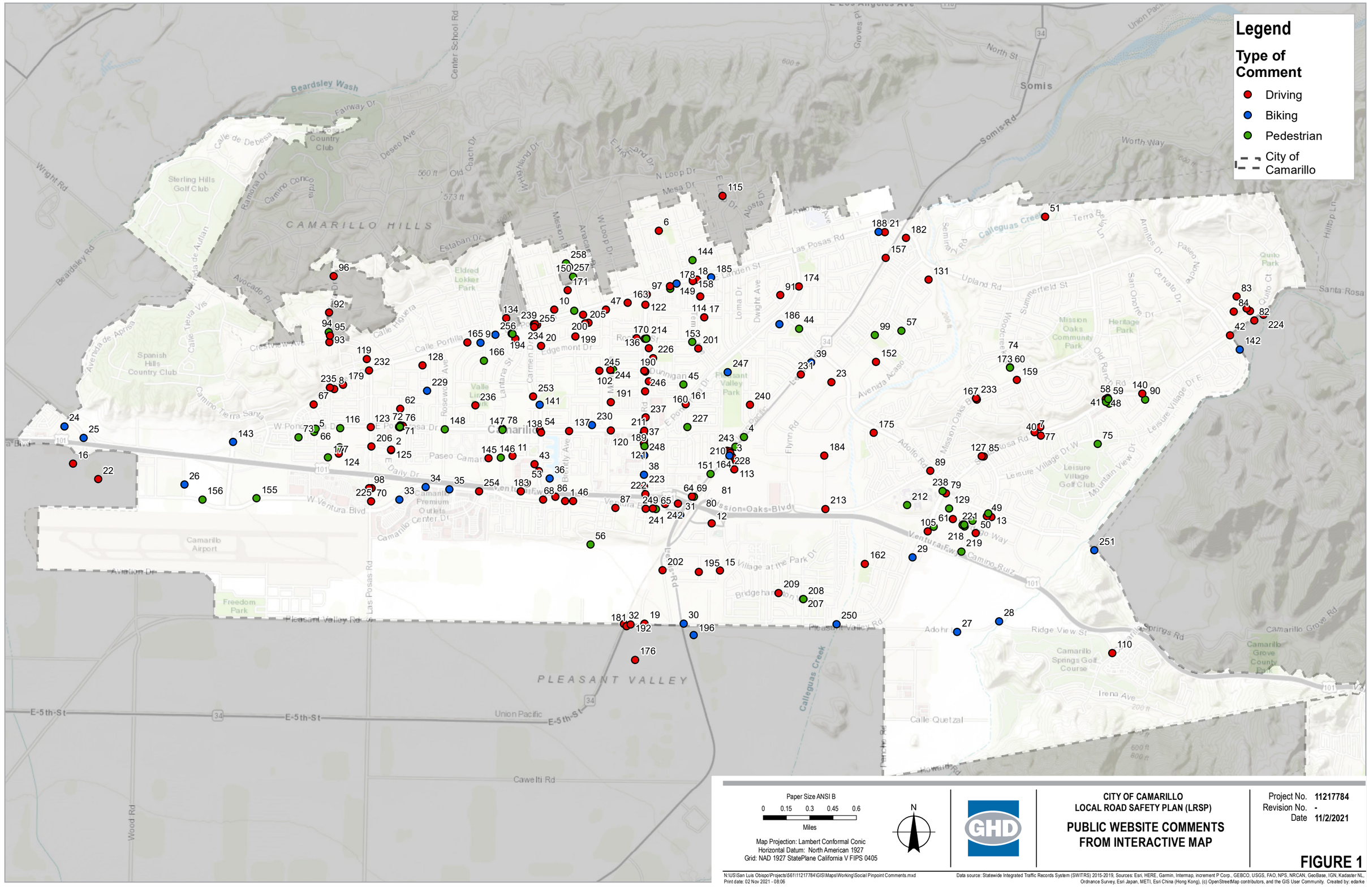
- Install traffic calming or speed management devices
- Install safe enforcement areas for enforcement vehicles
- Targeted and increased speed enforcement

In addition, speed management/aggressive driving is an emphasis area that will be elaborated on in the LRSP. Speed limits must be set per an engineering and traffic survey study that is based on observed traffic speeds according to the standards in the CA MUTCD.

What improvements can be implemented to increase safety for pedestrians and bicyclists?

Many comments expressed a desire to provide enhanced pedestrian crossings and bicycle accommodations. Pedestrians and bicyclists are both emphasis areas that will be elaborated upon within the LRSP. Some of the pedestrian and bicycle improvements in the draft LRSP include leading pedestrian intervals at signalized crosswalks, green bicycle conflict markings at intersections and driveways, bike lanes, restriping existing facilities to increase visibility, and upgrading curb ramps and pedestrian push buttons.

Please visit the public website for updated information on the Local Road Safety Plan.


Legend
Type of Comment
Driving
Biking
Pedestrian
City of Camarillo
CAMARILLO HILLS
PLEASANT VALLEY
Beardsley Wash
Sterling Hills Golf Club
Spanish Hills Country Club
Camarillo Airport
Somis
Somis Rd
Las Posas Rd
Pleasant Valley Rd
W Ventura Blvd
Camarillo Premium Outlets
Mission Oaks Blvd
Ventura Fwy
Camino Ruiz
Calleguas Creek
Union Pacific
E 5th St
Cawelti Rd
Wood Rd
Freedom Park
Eldred Lokker Park
Pleasant Valley Park
Mission Oaks Community Park
Heritage Park
Quito Park
Camarillo Springs Golf Course
Camarillo Grove County Park
Leisure Village Golf Club
Santa Rosa
Worth Way
Ridge View St
Irena Ave
Calle Quetzal
Paper Size ANSI B
0 0.15 0.3 0.45 0.6
Miles
Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1927
Grid: NAD 1927 StatePlane California V FIPS 0405
N
GHD
CITY OF CAMARILLO
LOCAL ROAD SAFETY PLAN (LRSP)
PUBLIC WEBSITE COMMENTS FROM INTERACTIVE MAP
Project No. 11217784
Revision No. -
Date 11/2/2021
FIGURE 1
N:\US\San Luis Obispo\Projects\661\11217784\GIS\Maps\Working\Social Pinpoint Comments.mxd
Print date: 02 Nov 2021 - 08:06
Data source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019, Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community. Created by: edarke

Interactive Map Comments

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map	Nearest Intersection	Response
1	1/1/2021	Driving Comment	This "narrowing" of Ventura Blvd. is a hazard for drivers and bicyclists. The deep set back of the apartments is unnecessary. Please do not abandon Old Town.	1	0	34.2169	-119.04781	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/184895	**GENEIVE ST / VENTURA BLVD**	Thank you for sharing your concern. Bicycle safety is addressed in the LRSP.
2	1/1/2021	Driving Comment	This is a dangerous intersection. Traffic on Daily does not have a stop sign and we've seen several very close calls where someone is turning left from northbound Daily to westbound Daily and almost crashes with someone coming southbound on Daily. Also, left-turning traffic exiting from the Eggs N Things/Yolanda parking lot make this an even more dangerous intersection area. Please consider making this intersection an all-way stop.	21	1	34.22149	-119.06746	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/184897	**CALLE LA RODA / E DAILY DR**	Thank you for sharing your concern. Before installation of an all-way stop an engineering study would need to be performed to see if the location would meet warrants in the CA MUTCD.
3	1/1/2021	Driving Comment	It is a terrible place to try to turn left. Can there be a signal?	12	2	34.22122	-119.02909	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/184899	**SR 34 / TEMPLE AVE**	Thank you for sharing your concern. Before installation of a traffic signal an engineering study would need to be performed to see if the location would meet warrants in the CA MUTCD.
4	1/1/2021	Pedestrian Comment	There really needs to be a side walk on Lewis	14	0	34.22306	-119.02774	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/184900	**SR 34 / DURKIN ST**	Thank you for sharing your suggestion. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans.
5	1/1/2021	Pedestrian Comment	Pedestrians, many times children, crossing to and from park are in danger of getting hit. Drivers frequently speed on Ponderosa. It's a tragedy waiting to happen.	7	0	34.22311	-119.07612	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/184908	**CALISTOGA DR / W PONDEROSA DR**	Thank you for sharing your concern. Bicycle safety and speed management are addressed in the LRSP.
6	1/4/2021	Driving Comment	Posted speed limit on Charter Oak near Charter Oak park is too high and people are driving this turn at 40mph. There are usually several cars parked at this turn with people unloading kids and dogs. There is very little room for error or high speeds. Requesting to post it as 25mph.	3	0	34.24227	-119.03756	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/185085	**PARKWAY DR / CHARTER OAK DR**	Thank you for sharing your concern. A speed survey would need to be completed to lower the speed limit. An advisory speed limit may be an option along the curve.
7	1/4/2021	Driving Comment	Intersection of Woodcreek and Elm. Highly dangerous for vehicles entering Woodcreek from Elm ,due to high rate of speed of cars south bound coming over the top of hill.	9	1	34.22377	-118.99507	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/185087	**WOODCREEK RD / E ELM VIEW DR**	Thank you for sharing your concern. Speed management is addressed in the LRSP.
8	1/4/2021	Driving Comment	Turning onto Earl joseph from Green lawn is very dangerous. I've had many close calls, even with the "entering traffic" flashing lights installed. I recommend visitors to avoid this turn. 45 MPH feels very fast for this curvy, blind, narrow section of road. Even traveling at 35mph feels excessive.	4	2	34.22715	-119.07394	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/185098	**GREEN LAWN AVE / EARL JOSEPH DR**	Thank you for sharing your concern. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
9	1/4/2021	Biking Comment	Bike lanes are undersized per vehicle code for bike lane minimum width. I believe traffic engineer is aware of this, hence the removal of bike lane signage. This accompanied by minimum width vehicle lanes with 45 mph traffic is an accident waiting to happen. I have been nearly killed by passing truck mirrors.	15	0	34.23161	-119.05749	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/185099	**CERRO VISTA WAY / LAS POSAS RD**	Thank you for sharing your concern. Bicycle safety and speed management are addressed in the LRSP.
10	1/4/2021	Driving Comment	Probably an unpopular opinion, but I would love to see the speed limit of the entire length of both Las posas and Ponderosa reduced to 35 mph. Lanes are narrow, bike lanes are undersized, constant intersections... I don't believe the change would cause significant delays in travel time.	4	2	34.23478	-119.04925	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/185100	**MISSION DR / LAS POSAS RD**	Thank you for sharing your suggestion. Speed limits are determined by using the 85th percentile speed (speed at which 85% of all vehicles are travelling at or below). Speed surveys are usually conducted every 5 years and will determine the speeds on this roadway. However, mitigations to Las Posas Road and Ponderosa Drive are proposed in the Local Road Safety Plan that may have an effect on speeding.
11	1/4/2021	Driving Comment	When exiting from the apartment complex, there are often parked vehicles blocking vision of east bound traffic. Vehicle nose may be in traffic before driver can safely determine if they can make a left turn out of the complex.	3	0	34.22106	-119.05376	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/185122	**LANTANA ST / PASEO CAMARILLO**	Thank you for sharing your concern. The sight distance may need to be evaluated at this location.
12	1/4/2021	Driving Comment	Vehicles leaving gas station regularly stop with their nose significantly into the rightmost lane. I assume visibility of traffic must be poor.	2	0	34.21495	-119.03129	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/185123	**CAMARILLO ST / PETIT ST**	Thank you for sharing your concern. The sight distance may need to be evaluated at this location.
13	1/5/2021	Driving Comment	When turning on to Adolfo from Pueblos, I am often overtaken by speeding cars. We use this route a lot when leaving Leisure Village. Some people living down at the east end of Adolfo seem to think it is their private freeway to Santa Rosa. This may be an enforcement issue, but it is dangerous and commonly violated.	8	0	34.21581	-118.99983	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/185147	**LOS PUEBLOS DR / ADOLFO RD**	Thank you for sharing your concern. Speed management is addressed in the LRSP.
14	1/5/2021	Pedestrian Comment	It is dangerous crossing Santa Rosa here. A left turn arrow would help cars leaving the shopping area turning on to Santa Rosa westbound. My wife was hit by a car here in 2017.	4	0	34.22653	-118.9867	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/185151	**OAK CANYON RD / SANTA ROSA RD**	Thank you for sharing your concern. Installing a left turn arrow would need to be studied to determine if it is applicable at this location.

Interactive Map Comments

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map	Nearest Intersection	Response
15	1/5/2021	Driving Comment	A very blind left turn from Villas At The Park overhead parking area onto Westpark Court turning left toward Village At The Park Drive. Definitely a white knuckle pull out onto Westpark Court not being able to see until the last second oncoming traffic coming from Village At The Park Drive. Even more of a blind spot if spaces right next to PO boxes are filled.	2	1	34.21054	-119.03031	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/185212	**WESTPARK CT / VILLAGE AT THE PARK DR**	Thank you for sharing your concern. The sight distance may need to be evaluated at this location.
16	1/7/2021	Driving Comment	It is extremely difficult to make a left turn onto Central Ave. after exiting the 101 South, during afternoon rush-hour. This could be remedied by either a stop sign or signal at the intersection of Central and the Southbound off and on ramps, or programming the signal on the corner of Central and W. Ponderosa at frequent intervals on weekdays from 4:30 PM to 6:30 PM, to stop southbound traffic on Central, to create frequent periods of clear access for the left turn from fwy exit onto Central.	7	0	34.21989	-119.10321	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/185384	**CENTRAL AVE / VENTURA BLVD**	Thank you for sharing your concern. All-way stop control and/or signal warrants would need to be run and met per the CA MUTCD to install a stop sign or signal. The ramps are under Caltrans jurisdiction and would need to be addressed by them. Signal timing improvements is a recommended countermeasure at all signalized intersections through the LRSP.
17	1/7/2021	Driving Comment	Los Nogales Ave should have a minimum of two speed bumps installed between Brookhaven & Kendall. This long, straight stretch of street runs adjacent to an elementary school and is the main point of entry/exit off Temple for school-related and neighborhood traffic. Everyday, many drive way too fast down this stretch of street. There are multiple families living on this stretch of street with young children. A few gentle speed bumps would be very appropriate and greatly improve safety. Thanks.	2	1	34.23421	-119.03236	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/185448	**TEMPLE AVE / LOS NOGALES AVE**	Thank you for sharing your concern. Speed management is addressed in the LRSP.
18	1/7/2021	Driving Comment	This intersection is accident prone. Perhaps the traffic light timing can be adjusted such that the green light for Temple is delayed 1-2 seconds, allowing for better avoidance of people looking to beat the light on Las Posas.	11	1	34.23771	-119.0337	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/185449	**TEMPLE AVE / LAS POSAS RD**	Thank you for sharing your concern. Signal timing improvements is a recommended countermeasure at all signalized intersections through the LRSP. This concern should be addressed as a result.
19	1/10/2021	Driving Comment	This dead end street that opens up onto Pleasant Valley Road presents daily dangerous traffic situations as people working at businesses on the street try to get out onto a busy Pleasant Valley Road, a road in which traffic speeds along in both directions with little regard to speed limits. Regardless of whether it is a CALTRANS responsibility or City of Cam, the issues remains.	4	0	34.20552	-119.03871	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/185616	**CALLE SAN PABLO / PLEASANT VALLEY RD**	Thank you for sharing your concern. Speed management is addressed in the LRSP.
20	1/16/2021	Driving Comment	Access from Camarillo Heights to downtown and Highway 101 (southbound) is awful. Lights at Carmen/Los Posas and Carmen/Ponderosa are almost 2 minutes each and no lights on Carmen are synchronized. It can take over 10 minutes to go from Carmen/Los Posas to Carmen/Ventura Blvd. when you have to wait at every single stop light (which is usually the case)	1	2	34.23137	-119.05068	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/186623	**CARMEN DR / EDGEMONT DR**	Thank you for sharing your concern. Evaluating signal timing at City signals is a recommendation in the LRSP.
21	1/16/2021	Driving Comment	The light at Camino Alvarez/Los Posas should be synchronized with the light at Los Posas/Lewis	10	0	34.24235	-119.01214	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/186624	**CAMINO ALVAREZ / LAS POSAS RD**	Thank you for sharing your suggestion. Signal timing and turn phase improvements is a recommended countermeasure at all signalized intersections through the LRSP. This concern may be addressed as a result.
22	1/18/2021	Driving Comment	It is difficult to make a left or right turn off the 101 south and north bound exits at Central. A 4 way stop sign or signal that can detect oncoming traffic would help.	4	1	34.21847	-119.10038	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/186683	**SR 34 / LAS POSAS RD**	Thank you for sharing your concern. An engineering study would need to be performed to see if the location met warrants for an all-way stop control and/or traffic signal before installation . This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans.
23	1/18/2021	Driving Comment	I would like the right lane of the two lanes at Lewis and Aldofo going straight towards Las Posas be a right turn only lane. Cars in that right lane that want to go straight use it to cut off traffic in the lane next to them which is a hazard and slows traffic. Also when making a right turn onto Adolfo from Lewis cars have to wait until the light turns green. A right turn only lane would allow cars to turn on the red without being blocked by cars going straight.	5	0	34.22827	-119.01798	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/186719	**SR 34 / ADOLFO RD**	Thank you for sharing your suggestion. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans. Signal warrants would need to be performed and met per the CA MUTCD to install a signal.
24	2/3/2021	Biking Comment	As you proceed from West Ventura Blvd and cross over the freeway, there should be Bicycle Path Lane markings to keep cyclists from crossing into automobile lanes and to alert Central Avenue off ramp traffic there is bicycle traffic crossing. Note: I understand that there may be a bicycle lane that proceeds from Springville Road to Central Avenue on the Northeast side of the 101 which may negate the need for my proposed markings.	1	0	34.22337	-119.10424	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/188994	**W PONDEROSA DR / CENTRAL AVE**	Thank you for sharing your suggestion. There is a recommended countermeasure in the LRSP to add bike lanes to Central Ave between Pasaje Petalos and W Ventura Blvd. It is also recommended that green conflict markings at intersections be added systemically throughout the City.
25	2/3/2021	Biking Comment	Please comment erroneously posted near Del Norte Rd.	0	0	34.22233	-119.10205	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/188998	**CENTRAL AVE / US 101 NB RAMPS**	N/A

Interactive Map Comments

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map	Nearest Intersection	Response
26	2/3/2021	Biking Comment	Please add Bike Lane markings	1	0	34.21806	-119.09066	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/188999	**W VENTURA BLVD / VERDULERA ST**	Thank you for sharing your suggestion. Bicycle safety is addressed in the LRSP.
27	2/3/2021	Biking Comment	Adohr Ln/Ridge View Street is the only bicycle accessible road out of the Camarillo Springs residential/business area. As there are more and more cyclists using this road to access other parts of the City and other cities, there should be dedicated bike lanes/markings extended beyond current facilities.	1	0	34.20504	-119.00354	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/189003	**ADHOR LN / RIDGE VIEW ST**	Thank you for sharing your concern. Bicycle safety is addressed in the LRSP.
28	2/3/2021	Biking Comment	The bridge between the two streets is too narrow currently for bicycle traffic and should be widened as more residences are built. Currently, vehicles have plowed into guardrails as they round the tricky corner.	3	0	34.20605	-118.99884	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/189004	**ADHOR LN / RIDGE VIEW ST**	Thank you for sharing your concern. Bicycle safety is addressed in the LRSP.
29	2/3/2021	Biking Comment	Currently a cyclist follows westbound traffic on Santa Rosa/Pleasant Valley to the on-off ramp of the southbound 101. It leaves them in a right turn lane which interferes with their ability to go straight. Better markings and/or bike lane to allow for clear movement of traffic. Not surprised there aren't more accidents in this area.	4	0	34.21196	-119.00865	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/189007	**PLEASANT VALLEY RD / CALLE CUESTA**	Thank you for sharing your concern. Bicycle safety is addressed in the LRSP.
30	2/3/2021	Biking Comment	I was stuck by a car making a right turn after not stopping for the red traffic signal from Pleasant Valley to Lewis Rd. While it may not have averted my accident, there were no markings on the road indicating a bike lane was present. In fact, police officer who took my statement asked if I was in the bike lane. I could only point to the area of road I was hit. If the road is marked properly, it may deter drivers from cutting the corner so sharply that it cuts into the bicycle lane.	4	0	34.20556	-119.03431	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/189009	**SR 34 / PLEASANT VALLEY RD**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans.
31	2/3/2021	Biking Comment	Extend bike lane markings past the train station entrance to provide drivers and cyclists a clear indication on how to proceed under the freeway. Currently no markings are there yet cyclists use this section of road to proceed up Lewis Road. Thank you for the bike lane further up this road.	2	0	34.2157	-119.03482	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/189011	**SR 34 / VENTURA BLVD**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans.
32	2/14/2021	Driving Comment	Please consider adding a stop light at this 3 way road. For cars at the stop sign by the railroad, there are safety concerns on safely crossing especially during heavy traffic hours. The angle of visibility is so wide that a driver would have to continuously check left and right and at the small window of opportunity swiftly speed up to cross the road on time. Otherwise, it would take awhile until the driver gets to safely cross the road. Thank you.	11	0	34.20548	-119.04103	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/190574	**SR 34 / PLEASANT VALLEY RD**	Thank you for sharing your suggestion. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans. Signal warrants would need to be performed and met per the CA MUTCD to install a signal.
33	2/16/2021	Biking Comment	Extend bike lane markings	2	0	34.21687	-119.06647	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/190974	**PROMENADE DR / VENTURA BLVD**	Thank you for sharing your suggestion. Bicycle safety is addressed in the LRSP.
34	2/16/2021	Biking Comment	Extend bike lane/markings.	2	0	34.21808	-119.06353	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/190975	**FACTORY STORES DR / VENTURA BLVD**	Thank you for sharing your suggestion. Bicycle safety is addressed in the LRSP.
35	2/16/2021	Biking Comment	Extend bike lane/markings.	3	0	34.21789	-119.06084	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/190976	**CAMARILLO OUTLET / VENTURA BLVD**	Thank you for sharing your suggestion. Bicycle safety is addressed in the LRSP.
36	2/16/2021	Biking Comment	Extend bike lane/markings.	2	0	34.21899	-119.04958	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/190977	**CARMEN DR / E DAILY DR**	Thank you for sharing your suggestion. Bicycle safety is addressed in the LRSP.
37	2/16/2021	Biking Comment	Extend bike lane/markings on westbound side of Arneill.	0	0	34.22263	-119.03899	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/190979	**ARNEILL RD / PICKWICK DR**	Thank you for sharing your suggestion. Bicycle safety is addressed in the LRSP.
38	2/16/2021	Biking Comment	Extend bike lane/markings.	1	0	34.21943	-119.03897	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/190980	**ARNEILL RD / BARRY ST**	Thank you for sharing your suggestion. Bicycle safety is addressed in the LRSP.
39	2/16/2021	Biking Comment	Extend bike lane/markings up to Adolfo Rd.	4	1	34.2301	-119.02027	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/190981	**SR 34 / ADOLFO RD**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans.

Interactive Map Comments

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map	Nearest Intersection	Response
40	2/21/2021	Driving Comment	Intersection at Woodcreek and Santa Rosa needs green left turn only arrow; no left turn on red arrow light. Speed of oncoming traffic on Santa Rosa plus the center divider plants and trees makes left turns dangerous.	8	3	34.22348	-118.99434	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/191972	**WOODCREEK RD / SANTA ROSA RD**	Thank you for sharing your suggestion. Signal timing and turn phase improvements is a recommended countermeasure at all signalized intersections through the LRSP. This concern should be addressed as a result.
41	2/21/2021	Driving Comment	Intersection at Woodcreek and Santa Rosa needs green left turn only arrow; no left turn on red arrow light. Speed of oncoming traffic on Santa Rosa plus the center divider plants and trees makes left turns dangerous.	1	1	34.22696	-118.98708	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/191973	**OAK CANYON RD / SANTA ROSA RD**	Thank you for sharing your suggestion. Signal timing and turn phase improvements is a recommended countermeasure at all signalized intersections through the LRSP. This concern should be addressed as a result.
42	2/21/2021	Driving Comment	Intersection at Woodcreek and Santa Rosa needs green left turn only arrow; no left turn on red arrow light. Speed of oncoming traffic on Santa Rosa plus the center divider plants and trees makes left turns dangerous.	6	1	34.23302	-118.97318	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/191974	**UPLAND RD / SANTA ROSA RD**	Thank you for sharing your suggestion. Signal timing and turn phase improvements is a recommended countermeasure at all signalized intersections through the LRSP. This concern should be addressed as a result. Additionally, This area is identified as a priority location in the LRSP and countermeasures are recommended.
43	2/22/2021	Driving Comment	Traffic coming from the Wells Fargo parking lot seems like an accident waiting to happen. Perhaps this should be a 3- or 4-way stop instead of a 2-way stop.	2	1	34.22032	-119.05129	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/192111	**CARMEN DR / PASEO CAMARILLO**	Thank you for sharing your suggestion. Due to close proximity of an existing signal, this is not feasible at this location.
44	3/17/2021	Pedestrian Comment	It would be nice to see a flashing beacon or improved pedestrian visibility in this crossing. Vehicles frequently drive at speeds in excess of the posted limit and routinely drive around pedestrians using the crossing.	5	0	34.23324	-119.02168	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/199687	**ADOLFO RD / ALMENDRO WAY**	Thank you for sharing your suggestion. Pedestrian safety and speed management are addressed in the LRSP.
45	3/18/2021	Pedestrian Comment	We live on Dunnigan and Gemini. Our household is always worried about the speeding on Dunnigan from Arneill to Waverley. Our Car was totaled on Dunnigan by a drunk driver and there are always young kids playing, riding their bikes, and pedestrians always taking walks to Arneil Ranch park. THERE NEED TO BE SPEED BUMPS ON DUNNIGAN.	0	0	34.2279	-119.03462	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200015	**GEMINI AVE / DUNNIGAN ST**	Thank you for sharing your concern. Speed management is addressed in the LRSP.
46	3/18/2021	Driving Comment	Significant traffic entering a bottle neck from either direction. Difficult to correct but needs attention.	2	0	34.21691	-119.04691	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200017	**COLONIA PL / VENTURA BLVD**	Thank you for sharing your concern. This traffic concern is not directly related to safety, and therefore is not incorporated into the LRSP. However, your concern is noted by the City.
47	3/18/2021	Driving Comment	The intersection at Anacapa Dr and Las Posas is overtaxed especially during morning school hours. Anacapa has a preschool, an elementary school and 3 churches contributing to traffic. The big issue is that parents of children at the Carden School on Las Posas do a U-Turn at the same time people are trying to go to work and leave Anacapa. It is dangerous and nearly impossible at times to make a left hand turn. I have found I am forced to make a right hand turn and make a U-Turn myself.	2	0	34.23484	-119.04343	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200037	**ANACAPA DR / LAS POSAS RD**	Thank you for sharing your concern. Configuration at this location may need to be evaluated.
48	3/18/2021	Pedestrian Comment	We cross here everyday and have seen had several near misses between cars and between cars almost hitting pedestrians. Wish we had a different way to cross that was safer.	1	0	34.22669	-118.98706	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200051	**OAK CANYON RD / SANTA ROSA RD**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.
49	3/18/2021	Driving Comment	Speeding cars towards Santa Rosa Road. Difficult to turn from side streets and even more dangerous to try to cross on foot.	3	0	34.21587	-119.00033	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200054	**LOS PUEBLOS DR / ADOLFO RD**	Thank you for sharing your concern. Speed management is addressed in the LRSP.
50	3/18/2021	Driving Comment	Vehicles driving too fast on regular basis. Maybe trimming of trees would help visibility.	2	2	34.21428	-119.00157	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200056	**CAMINO RUIZ / VERDUGO WAY**	Thank you for sharing your concern. Speed management is addressed in the LRSP.
51	3/18/2021	Driving Comment	Cars and trucks travel southwest down the hill on Worth towards Upland at great speeds. While cross streets do have stop signs, the corners at Terra Bella and Castillo De Rosas have difficult visibility, and cars pull out into the lane to see both directions. We live in the area and have witnessed too many close calls with cars/trucks, pedestrians, children, dog walkers. I recommend a stop sign at the base of the hill or at Castillo De Rosas, to stop vehicles careening down the hill.	2	0	34.24392	-118.9941	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200062	**WORTH WAY / UPLAND RD**	Thank you for sharing your concern. Speed management is addressed in the LRSP. All-way stop control warrants would need to be performed and met per the CA MUTCD before installation.
52	3/18/2021	Driving Comment	This cross street is heavily used by pedestrians to get from the neighborhood to the commercial plaza. An illuminated cross walk is badly needed to alert the high speed motorists of pedestrians, potentially a 4-way stop is needed.	9	1	34.22367	-119.06644	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200065	**CALLE LA RODA / E PONDEROSA DR**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.

Interactive Map Comments

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53	3/18/2021	Driving Comment	This area has so many blind spots because of the curve in the road and can be very dangerous both while already on Daily as well as when trying to exit the shopping center parking lot. People seem to drive too fast through this curve. Most people call it "dead man's curve" - I've seen way too many close calls here.	12	1	34.21855	-119.05214	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200075	**AMERICAS TIRE DWY / E DAILY DR**	Thank you for sharing your concern. Speed management is addressed in the LRSP.
54	3/18/2021	Driving Comment	There is only one lane to go straight on Daily, through the Carmen intersection. Often this one lane is held up by crossing pedestrians and cars trying to turn right onto Carmen. Can the middle lane (currently a second left turn lane to get onto 101 N fwy) be made into an optional turn or straight lane?	4	0	34.22349	-119.05072	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200076	**CARMEN DR / E PONDEROSA DR**	Thank you for sharing your concern. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
55	3/18/2021	Pedestrian Comment	High motorist speed and constant traffic makes pedestrian crossing here dangerous. A pedestrian crossing is needed.	8	1	34.22366	-119.06657	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200079	**CALLE LA RODA / E PONDEROSA DR**	Thank you for sharing your concern. Speed management and pedestrian safety are addressed in the LRSP.
56	3/18/2021	Pedestrian Comment	All streets in Old Town need repair and asphalt paving. It is horrible for pedestrians, bicycles, and cars.	2	0	34.21287	-119.04489	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200091	**GRANDVIEW CIR / ORCHARD VIEW ST**	Thank you for sharing your concern. Pedestrian and bicycle safety are addressed in the LRSP.
57	3/19/2021	Pedestrian Comment	This location needs a pedestrian crossing painted in the roadway. Students from La Mariposa use this location crossing to/from school.	1	0	34.23314	-119.01014	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200471	**AVENIDA ACASO / ALTA VISTA PL**	Thank you for sharing your suggestion. Pedestrian safety is addressed in the LRSP.
58	3/19/2021	Driving Comment	Intersection of Oak Canyon and Santa Rosa still sees many accidents and near misses with people turning left onto Oak Canyon who misgauge the speed of oncoming traffic from Santa Rosa rd (particularly because of the curve). Please make the southbound light on Santa Rosa at this intersection turn red sooner than the northbound or add a no left turn on red.	0	1	34.22706	-118.98685	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200475	**OAK CANYON RD / SANTA ROSA RD**	Thank you for sharing your suggestion. Signal timing improvements is a recommended countermeasure at all signalized intersections through the LRSP. This concern should be addressed as a result.
59	3/19/2021	Pedestrian Comment	Make this a 4-way cross-walk light so that it stops all traffic to support people crossing safely.	2	0	34.22694	-118.9868	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200476	**OAK CANYON RD / SANTA ROSA RD**	Thank you for sharing your suggestion. Pedestrian safety is addressed in the LRSP.
60	3/19/2021	Pedestrian Comment	People constantly jay-walk at the intersection of Mission Verde Dr and Woodcreek that's dangerous both for pedestrians and drivers. Please add a no-crossing sign and provide enforcement or add a proper crosswalk (less desired since there's already a crosswalk just feet away but most people are too lazy to walk to it.)	1	1	34.22981	-118.99788	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200477	**WOODCREEK RD / MISSION VERDE DR**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.
61	3/19/2021	Pedestrian Comment	Kids from the high school often run across Santa Rosa to McDonalds without using the crosswalk.	4	0	34.21485	-119.00631	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200483	**SANTA ROSA RD / US 101 NB RAMPS**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.
62	3/19/2021	Driving Comment	Speeding vehicles... life safety hazard. This is the most frequently used thoroughfare for tenants at the military housing. This is because this is the fastest access point, do to this entry being the only passageway without speed bumps on & off the grounds. I had it surveyed by the city 3 years ago. > 70% of the cars were 10+ miles over the speed limit. The city put a speed limit sign up. Nothing has changed. I constantly see kids almost getting hit by speeding vehicles.	0	0	34.22536	-119.06646	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200592	**CALLE LA RODA / E CALLE LA SOMBRA**	Thank you for sharing your concern. Speed management is addressed in the LRSP.
63	3/19/2021	Pedestrian Comment	I addressed the dangers of this intersection with the City of Camarillo a few years ago. They gave me a poor response. They reported, " there is not enough cross traffic to justify a Stop Sign or Traffic Signal. Additionally, they reported that having a painted crosswalk is statistically more dangerous. Explaining that the pedestrian have a false sense of protection. If you want a copy of the email of poor community protection received from the traffic division/city council... write me.	5	1	34.22363	-119.06648	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200600	**CALLE LA RODA / E PONDEROSA DR**	Thank you for sharing your concern. Speed management is addressed in the LRSP. Signal/all-way stop control warrants would need to be performed and met per the CA MUTCD to install a signal/additional stop signs.
64	3/19/2021	Pedestrian Comment	I've almost been hit multiple times walking across the intersection of Lewis and Daily from people making right turns both from Lewis to Daily and Daily onto Lewis. Motorists just see the green light and don't pay attention to pedestrian right of way.	4	0	34.21741	-119.0333	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200632	**SR 34 / E DAILY DR**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans.

Interactive Map Comments

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65	3/19/2021	Pedestrian Comment	The pedestrian crossing lights and signs on the crosswalk don't get noticed by motorists.	3	0	34.21623	-119.03757	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200634	**S GLENN DR / VENTURA BLVD**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.
66	3/19/2021	Pedestrian Comment	Ponderosa is a high speed roadway providing access to the 101 freeway. Mel Gibson Park is very well used by many people who live on the north side of Ponderosa. There is no crosswalk here and the City has advised us we should walk our children up to Earl Joseph and then back to the park. This is ludicrous as many of our resident are seniors and just want to go for a walk in the park, not along a busy road. We need a pedestrian crossing here.	3	0	34.22341	-119.07596	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200641	**CALISTOGA DR / W PONDEROSA DR**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.
67	3/19/2021	Driving Comment	Earl Joseph was widened to provide high speed access to the 101 freeway. This intersection is located on a rising road and cars are approaching at speeds pf 45 to 60 mph. There is very little reaction time for either driver to avoid an accident and there will be a violent collision with injuries.	5	1	34.22569	-119.07622	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200644	**EARL JOSEPH DR / CALLE LOS GATOS**	Thank you for sharing your concern. Speed management is addressed in the LRSP.
68	3/19/2021	Driving Comment	The intersection on Carmen Dr. and Ventura Blvd. needs a green turn arrow for vehicles coming over the bridge southward. There have been far too many accidents, incidents, and close calls where vehicles make a left turn onto Ventura Blvd without realizing there is oncoming traffic on Carmen.	9	0	34.21702	-119.05028	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/200709	**CARMEN DR / VENTURA BLVD**	Thank you for sharing your suggestion. Signal timing improvements is a recommended countermeasure at all signalized intersections through the LRSP. This concern should be addressed as a result.
69	3/22/2021	Driving Comment	South bound Lewis @ Daily lane should be right turn only turning west onto Daily. Through traffic continuing south on Lewis has to guess which cars are turning and which are continuing south and then jockey for position to make a west bound (right) turn onto Ventura Blvd.	2	0	34.21744	-119.03355	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/201158	**SR 34 / E DAILY DR**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans.
70	3/22/2021	Driving Comment	Allow right turn on red signal going north on Las Posas from Park and ride.	4	2	34.21791	-119.06959	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/201159	**LAS POSAS RD / US 101 SB RAMPS**	Thank you for sharing your suggestion. The conditions and lane configurations at this intersection do not allow for safe right turn on red.
71	3/22/2021	Pedestrian Comment	A stop sign or illuminated crosswalk is needed at this intersection. Residents from the adjacent neighborhood cross here to access Ralphs and other stores.	4	1	34.22372	-119.06649	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/201241	**CALLE LA RODA / E PONDEROSA DR**	Thank you for sharing your concern. Speed management is addressed in the LRSP. All-way stop control warrants would need to be performed and met per the CA MUTCD to install additional stop signs.
72	3/22/2021	Driving Comment	Turning left from Calle at this intersection often involves waiting for a long time. Oftentimes it is faster to drive on E Calle La Sombra all the way to Rosewood instead of taking a left of Ponderosa. This issue along with pedestrians crossing the street at this intersection would be helped by a four-way stop.	4	1	34.22382	-119.06643	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/201245	**CALLE LA RODA / E PONDEROSA DR**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP. Before installation of an all-way stop an engineering study would be to be performed to see if the location would meet warrants in the CA MUTCD
73	3/22/2021	Pedestrian Comment	Calistoga and ponderosa needs a cross walk. Many people with children and dogs are crossing to the park. We have seen one car accident on that corner.	1	0	34.22259	-119.07789	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/201268	**CALISTOGA DR / W PONDEROSA DR**	Thank you for sharing your suggestion. Pedestrian safety is addressed in the LRSP.
74	3/22/2021	School Comment	The hill from Mission Oaks Blvd. to Upland and the school, plus driveways to the Vons grocery do not slow the speed of drivers trying to make the lights. A slower speed limit on this scenic drive would be a plus.	0	0	34.23139	-118.99824	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/201284	**WOODCREEK RD / PASEO DEL CAMPO**	Thank you for sharing your suggestion. Speed management is addressed in the LRSP.
75	3/22/2021	Pedestrian Comment	Leisure Village drivers are notorious for rolling through Stop signs in the Village and taking their behavior to the streets in Camarillo, where I notice older drivers also do not apply the brakes at intersections so that the car comes to a full stop. I think the behaviors are attitudinal and neurological for some. Community education is needed. A Stop is a Stop, not a slow down and gun it.	1	0	34.22273	-118.98794	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/201285	**E LEISURE VILLAGE DR / LEISURE VILLAGE DR**	Thank you for sharing your observations. Traffic enforcement and education strategies are addressed in the LRSP.
76	3/23/2021	Pedestrian Comment	NEEDED CROSSWALK!!!!! Crosswalk at the least! Stop signs/light PLEASE. Children living on west side of Ponderosa have to cross to get to Las Posas school as well Residents walking to the shopping center. This intersection is a HUGE safety issue. I see people even taking U-turns, where there is not enough room and do a 3 point turn. Even a NO U-TURN sign would be beneficial. I have lived in this area for more than 40 years and it has always been a great concern and issue amongst the residents.	4	1	34.22372	-119.06642	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/201509	**CALLE LA RODA / E PONDEROSA DR**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP. Signal/all-way stop control warrants would need to be performed and met per the CA MUTCD to install a signal/additional stop signs.
77	3/25/2021	Driving Comment	Traffic from Woodcreek turning right onto Santa Rosa should only turn on a green arrow. No right turn on red light. West bound traffic on Santa Rosa comes very fast towards Woodcreek.	5	1	34.22426	-118.99442	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/202566	**WOODCREEK RD / SANTA ROSA RD**	Thank you for sharing your observations. Signal timing and turn phase improvements is a recommended countermeasure at all signalized intersections through the LRSP. This concern should be addressed as a result.
78	3/25/2021	Driving Comment	Please place a traffic light here for the school crosswalk.	3	4	34.22358	-119.05494	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/202567	**LANTANA ST / E PONDEROSA DR**	Thank you for sharing your suggestion. Pedestrian safety is addressed in the LRSP. An engineering study would need to be performed to see if the location warranted a traffic signal.

Interactive Map Comments

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79	3/25/2021	Driving Comment	The right most lane here should be right turn only onto Adolfo. This right lane is used as a race lane to beat the other East bound lanes of traffic on Santa Rosa.	9	0	34.21797	-119.00497	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/202568	**SANTA ROSA RD / ADOLFO RD**	Thank you for sharing your suggestion. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
80	3/28/2021	Transit Comment	Re: Crossing railroad tracks. What what is done in Moorpark, Simi, and almost the stations along the way to LA is simpler than a tunnel: Let people cross at ground level. The have fences between the parking lot and the tracks, so people can't just cross anywhere. Go visit. In Pasadena a gold line stop has automatic gates. In LA, 60 years they had tunnels under freeways that they eventually closed down do to assaults. Tunnels are more dangerous than crossing the tracks.	6	1	34.21637	-119.03206	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/203206	**N DAWSON DR / MISSION OAKS BLVD**	Thank you for sharing your observations. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
81	3/28/2021	Transit Comment	See this about the history of closing pedestrian tunnels due to safety concerns: https://laist.com/2015/07/02/silver_lake_tunnel_closing.php	3	1	34.21757	-119.03034	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/203207	**N DAWSON DR / MISSION OAKS BLVD**	Thank you for sharing this information. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
82	4/2/2021	Driving Comment	A stoplight is needed at Santa Rosa Rd and Morongo. Try to make a turn at rush hour. It is risky.	7	1	34.23443	-118.97044	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205126	**MORONGO DR / SANTA ROSA RD**	Thank you for sharing your suggestion. Signal warrants would need to be performed and met per the CA MUTCD before installation.
83	4/2/2021	Driving Comment	Speed bumps are needed to slow traffic coming down this residential hill road.	4	0	34.23665	-118.97247	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205128	**VIA ALBA / MORONGO DR**	Thank you for sharing your suggestion. Speed management is addressed in the LRSP.
84	4/2/2021	Driving Comment	Speed limit needs to be painted on Via Alba. Too many people speed on Via Alba when they are cutting over to Via Montecito to turn on Upland.	5	0	34.23524	-118.97278	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205132	**VIA MONTECITO / VIA ALBA**	Thank you for sharing your suggestion. Speed management is addressed in the LRSP.
85	4/2/2021	Driving Comment	There was a death of a driver when someone was turning right too soon onto Santa Rosa Road at the red light from the housing development South on Los Pueblos.. Los Pueblos needs a no right turn on red sign.	5	1	34.22146	-119.00074	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205134	**LOS PUEBLOS DR / SANTA ROSA RD**	Thank you for sharing your suggestion. Limiting right-turn on red would need to be evaluated before removing it at this location.
86	4/2/2021	Driving Comment	A center turn lane is needed on Ventura Blvd. It is hard to get over to I-101 going south after exiting Ottavios.	3	1	34.21728	-119.0489	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205141	**GENEIVE ST / VENTURA BLVD**	Thank you for sharing your suggestion. An engineering study would need to be performed to determine whether or not a change in lane configuration is applicable at this location.
87	4/2/2021	Driving Comment	We Need more public parking.	4	1	34.21631	-119.04215	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205145	**N FIR ST / VENTURA BLVD**	Thank you for sharing your concern. This traffic concern is not directly related to safety, and therefore is not incorporated into the LRSP. However, your concern is noted by the City.
88	4/2/2021	Driving Comment	Turn lane to the school needs to be lengthened so the cars don't back up on Santa Rosa Road when people are turning in to drop off their kids.	0	0	34.24367	-118.88106	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205148	**TUSCAN GROVE PL / SANTA ROSA RD**	Thank you for sharing your suggestion. An engineering study would need to be performed to determine whether or not a lane extension is applicable at this location.
89	4/2/2021	Driving Comment	Left turn times need to be lengthened.	5	0	34.22007	-119.00676	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205150	**MISSION OAKS BLVD / ADOLFO RD**	Thank you for sharing your suggestion. Signal timing improvements is a recommended countermeasure at all signalized intersections through the LRSP. This concern should be addressed as a result.
90	4/2/2021	Pedestrian Comment	Santa Rosa Road and Oak Canyon should have a dedicated left turn light, because drivers leaving the shopping area do not notice the pedestrians when making a left turn.	1	0	34.22694	-118.98264	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205151	**OAK CANYON RD / SANTA ROSA RD**	Thank you for sharing your suggestion. An engineering study would need to be performed to determine whether or not a dedicated left turn light is applicable at this location.
91	4/2/2021	Driving Comment	Many children playing outside and the straightaway allow careless driving habits, by many speeding in excess of 25 mph.	1	0	34.23636	-119.02382	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205174	**CORBY AVE / LAKEHURST AVE**	Thank you for sharing your observation. Speed management is addressed in the LRSP.
92	4/2/2021	Driving Comment	speed zone. fast drivers also cross over into oncoming traffic to go around people pulling into driveways.	0	0	34.23429	-119.07459	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205185	**VALLEY VISTA DR / ENCINO AVE**	Thank you for sharing your observation. Speed management is addressed in the LRSP.
93	4/2/2021	Driving Comment	people continuously run stop sign	0	0	34.23151	-119.07451	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205186	**VALLEY VISTA DR / CRESTVIEW AVE**	Thank you for sharing your observation. Enforcement strategies are addressed in the LRSP.

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94	4/2/2021	Pedestrian Comment	no sidewalks for pedestrian traffic	1	0	34.23246	-119.0746	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205187	**CALLE BELLA VIS / CRESTVIEW AVE**	Thank you for sharing your observation. Pedestrian safety is addressed in the LRSP.
95	4/2/2021	Driving Comment	speeding driverd	0	0	34.23214	-119.07446	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205188	**VALLEY VISTA DR / CRESTVIEW AVE**	Thank you for sharing your observation. Speed management is addressed in the LRSP.
96	4/2/2021	Driving Comment	speeding driverd	0	0	34.23768	-119.07411	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205189	**CALLE BELLA VIS / CRESTVIEW AVE**	Thank you for sharing your observation. Speed management is addressed in the LRSP.
97	4/2/2021	Driving Comment	Frequently and most pronounced right turns on red (N/B Arneill Road to E/B Las Posas Road) in front of fast oncoming E/B traffic - although this is a common problem along most of Las Posas Road .	1	0	34.23629	-119.03884	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205190	**ARNEILL RD / LAS POSAS RD**	Thank you for sharing your concern. Speed management is addressed in the LRSP.
98	4/3/2021	Driving Comment	Should have a continuous green rt arrow. No reason for a red light	5	1	34.21789	-119.06986	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205199	**LAS POSAS RD / US 101 SB RAMPS**	Thank you for sharing your concern. This traffic concern is not directly related to safety, and therefore is not incorporated into the LRSP. However, your concern is noted by the City.
99	4/3/2021	Pedestrian Comment	This is a very active intersection with pedestrians and parents pushing strollers, kids on bicycles going to the park or to the bike path at the creek. Suggest a marked crosswalk and maybe a flashing light (activated by the crosser) to warn drivers. Flynn tends to get very busy at certain times of the day.	2	0	34.23272	-119.01312	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205217	**FLYNN RD / CALLE BRISA**	Thank you for sharing your suggestion. Pedestrian safety is addressed in the LRSP.
100	4/3/2021	Driving Comment	When turning left off Glenbrook to Las Posas it can be hard to see an oncoming car coming up Carmen and traveling straight through the intersection.	7	1	34.23335	-119.05117	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205220	**GLENBROOK AVE / LAS POSAS RD**	Thank you for sharing your concern. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
101	4/3/2021	Driving Comment	The cars come down Quito so fast that turning onto Quito at this corner is incredibly dangerous! The minute you pull out you hope a car doesn't come flying down the hill.	6	0	34.23532	-118.97093	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205243	**QUITO CT / MORONGO DR**	Thank you for sharing your concern. Speed management is addressed in the LRSP. Sight distance may need to be evaluated at this location.
102	4/4/2021	Pedestrian Comment	This corner already has blvd. stops on Mobil but cars really travel fast on Dunnigan, and the speed humps do little to slow them down. Pedestrians crossing Dunnigan are often ignored by the speeding traffic. There is considerable pedestrian traffic, both school kids to and from the nearby school, add folks walking. This should be a 4 way stop.	2	0	34.22924	-119.04254	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205255	**MOBIL AVE / DUNNIGAN ST**	Thank you for sharing your concern. Speed management and pedestrian safety are addressed in the LRSP. All-way stop control warrants would need to be performed and met per the CA MUTCD to install additional stop signs.
103	4/4/2021	Pedestrian Comment	This intersection really needs a stop sign. The only time it is easy to cross is either early in the morning or late in the day. I have started to cross the street when both direction appear safe to walk and get stuck in the center medium for vehicles that will not yield.	1	1	34.22376	-119.06614	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205256	**CALLE LA RODA / E PONDEROSA DR**	Thank you for sharing your suggestion. Speed management and pedestrian safety are addressed in the LRSP. Stop control warrants would need to be performed and met per the CA MUTCD before installation.
104	4/4/2021	Driving Comment	I never make a left or try to cross W Ponderosa from Calle La Roda. I will take Calle La Sombre to Rosewood to catch W Ponderosa. With cars exiting the Ralphs parking lot and the multitude of cars turning on to Calle La Roda going to military housing it is very difficult to safely cross at this intersection.	0	0	34.22376	-119.06614	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205258	**CALLE LA RODA / E PONDEROSA DR**	Thank you for sharing your concern. An engineering study may need to be performed to determine if this location would benefit from a change in traffic control.
105	4/4/2021	Driving Comment	This should be no right turn on red exiting the freeway. Cars driving over the bridge can not be seen clearly and people exiting the freeway pull out in front. Turning left is dangerous as people heading west on Santa Rosa over the bridge on Pleasant Valley Road run the light too often. They don't see the higher signal but do see the green pedestrian light for entering the freeway and think it is a green for them. There need to be bushes separating from the sidewalk and the freeway entrance	5	3	34.21442	-119.00698	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205259	**SANTA ROSA RD / US 101 NB RAMPS**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so improvements would need to be coordinated through Caltrans.
106	4/5/2021	Driving Comment	The intersection of Los Posas and Lantana needs a traffic light. Turning left onto Los Posas is very difficult from Lantana. There are no other outlets for residents from the south east side of Los Posas. Additionally Monte Vista generates a lot of traffic before and after school.	2	0	34.23203	-119.0536	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205296	**LANTANA ST / LAS POSAS RD**	Thank you for sharing your suggestion. Before installation of a traffic signal an engineering study would need to be performed to see if the location would meet warrants in the CA MUTCD
107	4/5/2021	Driving Comment	This intersection is almost impossible to turn left or right onto Arneill road out of Rocklyn street. This intersection has only become worse after they added lights on the Arneill/Dunnigan street intersection that used to be a four way stop. Arneill/Rocklyn should have at least a four way stop, but preferably a four way light. Now that there is a light farther down people travel at higher & unsafe speeds. There's no breakup in traffic to allow you to make a turn during most times of day.	1	1	34.23217	-119.03882	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205365	**ARNEILL RD / ROCKLYN ST**	Thank you for sharing your concern. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.

Interactive Map Comments

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map	Nearest Intersection	Response
108	4/5/2021	Driving Comment	I have lived in this area for 27 years and trying to cross this intersection has been life threatening for both pedestrians and cars. A stop sign is desperately needed here to slow down the speed of traffic, and allow pedestrians and cars to negotiate this intersection.	4	1	34.23128	-119.03855	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205370	**ARNEILL RD / ROCKLYN ST**	Thank you for sharing your suggestion. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
109	4/5/2021	Driving Comment	The residents in this area had been asking for a stop sign to be added to the intersection of Arneill and Rocklyn for years. Instead of adding a stop sign there, they added a stop light at the intersection of Arneill and Dunnigan. This stop light has made the situation even worse. Now when the light is green at Arneill and Dunnigan cars are speeding even faster when they go through the intersection of Arneill and Rocklyn making it even harder and more dangerous to cross, especially for kids.	3	0	34.22818	-119.03853	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205371	**ARNEILL RD / ROCKLYN ST**	Thank you for sharing your concern. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
110	4/5/2021	Driving Comment	Due to freeway congestion many drivers get off the freeway at Camarillo Springs exit and use Adohr Lane as an alternate. Cars are consistently speeding and not stopping at stop signs. The one lane each way farm road is not designed to hold this type of traffic and is a safety and nuisance issue to the residents of Camarillo Springs community.	1	3	34.20321	-118.98608	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205397	**CAMARILLO SPRINGS RD / US 101 SB RAMPS**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so improvements would need to be coordinated through Caltrans. Speed management and enforcement strategies are included in the LRSP.
111	4/5/2021	Pedestrian Comment	We have witnessed a pedestrian hit at this intersection. We have also witnessed countless close-calls. Drivers do not wait or look for pedestrians. This is an unsafe place to cross the road.	2	0	34.23685	-119.03622	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205398	**CHARTER OAK DR / LAS POSAS RD**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.
112	4/5/2021	Driving Comment	We have witnessed several accidents here. They happen very regularly. It seems like drivers constantly try to beat the yellow light and often hit those who are making a left turn. I suggest doing away with yield signals at this intersection entirely and increasing the transition time between red to green lights.	3	0	34.23709	-119.03625	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205400	**CHARTER OAK DR / LAS POSAS RD**	Thank you for sharing your concern. Signal timing improvements is a recommended countermeasure at all signalized intersections through the LRSP. This concern should be addressed as a result.
113	4/6/2021	Driving Comment	Needs a signal. Dangerous left turn, school on corner.	1	1	34.22003	-119.02879	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205499	**SR 34 / TEMPLE AVE**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans. Signal warrants would need to be run and met per the CA MUTCD before installation.
114	4/6/2021	Driving Comment	North/South signal is too long. Left turns from Temple to Las Posas dangerous.	1	1	34.23614	-119.03283	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205500	**DORMAN ST / BERWICK RD**	Thank you for sharing your concern. Signal timing and turn phase improvements is a recommended countermeasure at all signalized intersections through the LRSP. This concern should be addressed as a result.
115	4/6/2021	Driving Comment	Tree blocks east side sidewalk on East Loop. Peds have to go blindly out on street to get around it.	3	0	34.24558	-119.03043	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205501	**E LOOP DR / AMBER DR**	Thank you for sharing your concern. The sight distance may need to be evaluated at this location. Pedestrian safety is addressed in the LRSP.
116	4/6/2021	Pedestrian Comment	Pedestrians, many times children, crossing to and from park are in danger of getting hit. Drivers frequently speed. It's a tragedy waiting to happen.	0	0	34.22349	-119.0732	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205505	**W PONDEROSA DR / SPRING OAK RD**	Thank you for sharing your concern. Pedestrian safety and speed management are addressed in the LRSP.
117	4/6/2021	Pedestrian Comment	Pedestrians, many times children, crossing to and from park are in danger of getting hit. Drivers frequently speed on Ponderosa. It's a tragedy waiting to happen.	0	0	34.22158	-119.07323	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205506	**TOWNSITE PROMENADE / SPRING OAK RD**	Thank you for sharing your concern. Pedestrian safety and speed management are addressed in the LRSP.
118	4/6/2021	Pedestrian Comment	Pedestrians, many times children, crossing to and from park are in danger of getting hit. Drivers frequently speed on Ponderosa. It's a tragedy waiting to happen.	0	0	34.22171	-119.07324	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205508	**TOWNSITE PROMENADE / SPRING OAK RD**	Thank you for sharing your concern. Pedestrian safety and speed management are addressed in the LRSP.
119	4/6/2021	Driving Comment	We need street lights here due to people speeding down the street coming down from Crestview Ave I'm making a left or coming out of the church is difficult	0	3	34.22999	-119.0703	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205512	**CRESTVIEW AVE / CAMINO ESPIENDIDO**	Thank you for sharing your suggestion. Speed management is addressed in the LRSP. Signal warrants would need to be performed and met per the CA MUTCD before installation.
120	4/6/2021	Driving Comment	We need to update traffic light with the turn signals	1	1	34.22353	-119.04275	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205517	**MOBIL AVE / E PONDEROSA DR**	Thank you for sharing your suggestion. Signal timing and turn phase improvements is a recommended countermeasure at all signalized intersections through the LRSP. This concern should be addressed as a result. Additionally, this area is identified as a priority location in the LRSP and countermeasures are recommended.

Interactive Map Comments

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map	Nearest Intersection	Response
121	4/6/2021	Driving Comment	We need to update traffic lights will turn signals	2	0	34.22234	-119.03899	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205518	**ARNEILL RD / PICKWICK DR**	Thank you for sharing your suggestion. Signal timing and turn phase improvements is a recommended countermeasure at all signalized intersections through the LRSP. This concern should be addressed as a result.
122	4/6/2021	Driving Comment	We need to add new traffic lights it's really hard to make a left coming out of the McDonald's or make a left coming out of the church	2	2	34.23531	-119.039	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205519	**ARNEILL RD / CAMARILLO VILLAGE SQ DWY**	Thank you for sharing your suggestion. Signal warrants would need to be performed and met per the CA MUTCD before installation.
123	4/6/2021	Driving Comment	We need to update our traffic lights in this intersection and we need to add white markings in the middle of the intersection to turn left	5	0	34.22363	-119.06975	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205521	**LAS POSAS RD / W PONDEROSA DR**	Thank you for sharing your suggestion. Signal timing and turn phase improvements is a recommended countermeasure at all signalized intersections through the LRSP. This concern should be addressed as a result. Additionally, this area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
124	4/6/2021	Driving Comment	We need a speed limit sign here people are turning the corner very fast	0	0	34.2211	-119.07332	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205522	**STONEGATE RD / SPRING OAK RD**	Thank you for sharing your suggestion. Speed management is addressed in the LRSP.
125	4/6/2021	Driving Comment	Dangerous intersection the traffic lights It's hard For pedestrians to cross the street	0	1	34.22155	-119.06745	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205524	**CALLE LA RODA / E DAILY DR**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.
126	4/6/2021	Driving Comment	This intersection to use a traffic Street line due to pedestrians trying to cross in car speeding	2	0	34.22375	-119.06646	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205525	**CALLE LA RODA / E PONDEROSA DR**	Thank you for sharing your concern. Pedestrian safety and speed management are addressed in the LRSP.
127	4/6/2021	Driving Comment	People heading west on santa Rosa from the freeway often drive way too fast, and I see many horrific collisions at this intersection on los pueblos. I would need to turn right here but I take an alternate route because I am afraid to be rear-ended, people do not want to slow down as they race into the valley. I think speed limit should be reduced from 45 to 35, at least until the leisure village entrance streets are passed, and it would be nice to be monitored, especially during rush hour times.	3	2	34.2215	-119.00099	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205539	**LOS PUEBLOS DR / SANTA ROSA RD**	Thank you for sharing your concern. Speed management is addressed in the LRSP.
128	4/6/2021	Driving Comment	The speed limit on Las Posas Rd. From Crestwiew Ave to Somis Rd Is too high. I wish it would reduced to 35 mph what may decrease red light speed through accidents and it would be easier to turn left on Las Posas from side streets	1	1	34.22944	-119.06401	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205650	**CALLE LA CUMBRE / LAS POSAS RD**	Thank you for sharing your concern. Speed management is addressed in the LRSP.
129	4/7/2021	Pedestrian Comment	It is unsafe for pedestrians to cross Adolfo at Santa Rosa on the freeway side. The pedestrians have to cross 7 lanes of traffic and are visually invisible to drivers making a right hand turn into Santa Rosa from Adolfo. These right turn drivers need to see some sort of flashing light when there are pedestrians in this crosswalk.	2	0	34.21658	-119.00459	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205713	**SANTA ROSA RD / ADOLFO RD**	Thank you for sharing your concern. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
130	4/7/2021	Driving Comment	There is no way that 45mph is a safe speed along the stretch of Santa Rosa Rd. from the freeway north off-ramp until you get through the Adolfo intersection. There are 2 quick lights, students coming and going from the high school, a blind hill you climb to get to the Adolfo intersection, and just too much visually going on to justify 45mph. The speed should be 35mph. Shouldn't this area be a school zone?	4	1	34.21558	-119.00416	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205715	**PARDEE PLZ / VERDUGO WAY**	Thank you for sharing your concern. Speed management is addressed in the LRSP.
131	4/7/2021	Driving Comment	The light should stay green for at least 5 seconds when turning left or right unto Upland at Flynn Road. This light turns yellow way too quickly and some drivers might speed just to make the light.	3	0	34.23794	-119.00717	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205717	**FLYNN RD / UPLAND RD**	Thank you for sharing your suggestion. Signal timing and turn phase improvements is a recommended countermeasure at all signalized intersections through the LRSP. This concern should be addressed as a result.
132	4/7/2021	Pedestrian Comment	We need a no U-turn sign going East on Adolfo Rd. at the Camino Ruiz intersection. We also need a 4-way stoplight and crosswalk at this same intersection (Adolfo & Camino Ruiz).	1	0	34.21544	-119.00193	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205719	**CAMINO RUIZ / VERDUGO WAY**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP. Before installation of a traffic signal an engineering study would need to be performed to see if the location would meet warrants in the CA MUTCD
133	4/7/2021	Driving Comment	There should be a left turn signal at Las Posas Rd. and Mission for cars turning off of Las Posas onto Mission. There is so much traffic on Las Posas that it can be difficult to make the turn, plus when there is a car facing you in the opposing left turn lane, it is impossible to see oncoming traffic, especially if you are turning south on Mission. Also, pedestrians have been hit crossing Mission because cars are intent on turning and don't see them. Also there should be a no U-turn sign.	2	0	34.23359	-119.04536	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/205727	**MISSION DR / SORREL ST**	Thank you for sharing your suggestion. Signal timing and turn phase improvements is a recommended countermeasure at all signalized intersections through the LRSP. This concern should be addressed as a result.

Interactive Map Comments

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134	4/9/2021	Driving Comment	Much of traffic is at unsafe speed.	0	1	34.23395	-119.05463	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206361	**LANTANA ST / TAMARIX ST**	Thank you for sharing your concern. Speed management is addressed in the LRSP.
135	4/9/2021	Driving Comment	Return to a 4-way stop here. At a minimum, increase cycling time/priority for the neighborhoods.	2	1	34.22909	-119.03893	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206376	**ARNEILL RD / DUNNIGAN ST**	Thank you for sharing your concern. Changes in traffic control would need to be warranted by the CA MUTCD. Reevaluating signal timing at City intersections is a recommendation in the LRSP.
136	4/9/2021	Driving Comment	Remove the Dunnigan traffic light and put in two four-way stops at Rocklyn and Dunnigan.	4	1	34.23214	-119.03903	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206377	**ARNEILL RD / ROCKLYN ST**	Thank you for sharing your suggestion. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
137	4/9/2021	Driving Comment	The signal needs to give more priority to Brently traffic.	0	0	34.22343	-119.04742	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206378	**BRENTLY AVE / E PONDEROSA DR**	Thank you for sharing your suggestion. Signal timing and turn phase improvements is a recommended countermeasure at all signalized intersections through the LRSP. This concern should be addressed as a result.
138	4/9/2021	Driving Comment	A right-turn only lane needs added for N/B Carmen traffic.	0	0	34.22328	-119.05059	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206379	**CARMEN DR / E PONDEROSA DR**	Thank you for sharing your suggestion. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
139	4/9/2021	Biking Comment	Visibility on the SW corner needs improved for pedestrian/bicyclist/vehicle safety.	1	0	34.22329	-119.03903	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206380	**ARNEILL RD / E PONDEROSA DR**	Thank you for sharing your suggestion. Sight distance may need to be evaluated at this location. Pedestrian and bicyclist safety are priorities in the LRSP, along with traffic safety for vehicles.
140	4/9/2021	Driving Comment	Residents of this neighborhood have a difficult time merging onto Santa Rosa rd from Adobe. I don't think a stop sign or traffic light is necessary as it would produce more traffic. I suggest removing visual barriers in the median such as street signs, bushes and trees. It is very difficult to see traffic and speed limits are high which doesn't give a lot of room for error. I have lived here in this neighborhood for 5 years and have seen multiple accidents at this intersection.	0	0	34.2275	-118.98296	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206395	**ADOBE WAY / SANTA ROSA RD**	Thank you for sharing your concern. The sight distance may need to be evaluated at this location.
141	4/9/2021	Biking Comment	Pedestrian an Bike route connection between Burnley and Coe. The City's Bike Network Plan shows a clear break in connectivity for the Class 3 bike route in this location. This type of route through the residential neighborhood would provide a safe family environment. Much different than along major busy and higher speed roadways. I would be more than happy to share additional ideas than this space allows. Please reach out to me.	5	0	34.22588	-119.05077	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206401	**CARMEN DR / E MODESTO AVE**	Thank you for sharing your concern. Pedestrian and bicycle safety are addressed in the LRSP.
142	4/9/2021	Biking Comment	Opening this up for public use would be a great benefit to this local community. I heard there is a plan, how long before it happens.	3	0	34.23169	-118.97204	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206403	**UPLAND RD / SANTA ROSA RD**	Thank you for sharing your suggestion. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
143	4/9/2021	Biking Comment	Please re-stripe so that the cyclist is not trapped by on-ramp traffic, both north and southbound directions. Unnecessary conflicts are created by this design. Both here and Pleasant Valley Road.	1	0	34.22209	-119.08524	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206409	**SPRINGVILLE DR / US 101 NB RAMPS**	Thank you for sharing your suggestion. Bicycle safety is addressed in the LRSP.
144	4/9/2021	Pedestrian Comment	Pedestrians might see the Not A Through Street sigh and turn around not knowing there is a walkway passage available in the cul-de-sac. Many streets in Camarillo have these walkways with the Not A Through Street signs confusing pedestrian, I was thinking a second sign needs to be attached letting folks know the option of a passage walkway available to them.	1	0	34.23954	-119.03375	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206410	**VIA TOMAS / E VIA DEL NOGAL**	Thank you for sharing your suggestion. Pedestrian safety is addressed in the LRSP.
145	4/9/2021	Driving Comment	When exiting from the apartment complex, there are often parked vehicles blocking vision of east bound traffic. Vehicle nose may be in traffic before driver can safely determine if they can make a left turn out of the complex.	1	0	34.22082	-119.05646	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206415	**LANTANA ST / PASEO CAMARILLO**	Thank you for sharing your concern. The sight distance may need to be evaluated at this location.
146	4/9/2021	Pedestrian Comment	Intersection is notorious for rolling stops.	0	0	34.22091	-119.0551	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206420	**LANTANA ST / PASEO CAMARILLO**	Thank you for sharing your observation. Enforcement strategies are addressed in the LRSP.
147	4/9/2021	Pedestrian Comment	Intersection is notorious for rolling stops.	0	1	34.22349	-119.05492	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206421	**LANTANA ST / E PONDEROSA DR**	Thank you for sharing your observation. Enforcement strategies are addressed in the LRSP.

Interactive Map Comments

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148	4/9/2021	Pedestrian Comment	Intersection is notorious for rolling stops.	1	1	34.22349	-119.06143	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206422	**REDWOOD AVE / E PONDEROSA DR**	Thank you for sharing your observation. Enforcement strategies are addressed in the LRSP.
149	4/9/2021	Driving Comment	The traffic signals at this intersection go in (and out) of sync. A light will be red, go green, and in an instant go back to red. I've mentioned it to officers while they were mopping up accidents.	1	0	34.23773	-119.0332	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206430	**TEMPLE AVE / LAS POSAS RD**	Thank you for sharing your observation. Evaluating signal timing is a recommendation in the LRSP.
150	4/9/2021	Pedestrian Comment	Mission drive is extremely dangerous for pedestrians, I cannot believe no one has been killed by being forced to walk in the street. In addition, Mission Drive continues to be a parking lot for cars due to multi-family units. The cars park on both sides of the road and choke off pedestrian lanes. And the carrot on the cake is trying to walk a child to Camarillo Heights with no sidewalks. For a state that wants everyone to ride a bike or walk, this is a horrible example of proper development.	2	0	34.23786	-119.04715	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206438	**MISSION ST / NEISH ST**	Thank you for sharing your concern. Pedestrian and bicycle safety is addressed in the LRSP.
151	4/9/2021	Pedestrian Comment	Need sidewalks along Lewis here. Dangerous for pedestrians.	2	1	34.21957	-119.03146	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206476	**SR 34 / BARRY ST**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans.
152	4/9/2021	Driving Comment	There needs to be a stop sign at Calle Sierra where it meets Calle Tesoro. Drivers coming to this intersection that must make a left or right often do not stop and turn in front of oncoming cars coming down Calle Tesoro. I've almost been hit numerous times.	0	0	34.23022	-119.01296	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206477	**CALLE SIERRA / CALLE TESORO**	Thank you for sharing your suggestion. Changes in traffic control would need to be evaluated per an engineering study before installation.
153	4/9/2021	Pedestrian Comment	On a busy time period it's really hard to cross without getting hit by a car.	1	0	34.23189	-119.03369	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206479	**TEMPLE AVE / VISTA ST**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.
154	4/9/2021	Pedestrian Comment	Everyone here has said it already, but thought I would reiterate anyway to emphasize the desperate need for a crosswalk+stop sign/street light - I see people (even young kids) trying to cross the street here all the time, and drivers always drive at high speeds. This is super dangerous.	1	1	34.22369	-119.06649	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206515	**CALLE LA RODA / E PONDEROSA DR**	Thank you for sharing your suggestion. Changes in traffic control would need to be evaluated per an engineering study before installation. Pedestrian safety and speed management are addressed in the LRSP.
155	4/9/2021	Pedestrian Comment	There is currently no sidewalk here on W Ventura Blvd from Springville Drive until it reaches Home Dept shopping center. You have to walk on a narrow path of dirt and it's too close to cars.	1	0	34.21685	-119.08252	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206516	**SPRINGVILLE DR / W VENTURA BLVD**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.
156	4/9/2021	Pedestrian Comment	There is currently no sidewalk here on W Ventura Blvd from Springville Dr to the intersection of W Ventura Blvd and W Verdulera St. It's a pretty narrow dirt path and too close to cars.	1	0	34.21667	-119.08862	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206517	**W VENTURA BLVD / VERDULERA ST**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.
157	4/9/2021	Driving Comment	When people turn onto Lewis Road from Upland or Las Posas (going southbound) there is no speed limit sign for a long time. Since it's unclear what the speed limit is, different drivers drive at different speeds, which is not ideal for various reasons, including safety. A speed limit sign here would be helpful.	1	0	34.23994	-119.01202	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206521	**SR 34 / CAMINO ALVAREZ**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans.
158	4/9/2021	Driving Comment	Suggest protected left turn as drivers seem to either forget or neglect to yield to thru traffic	5	0	34.23758	-119.03369	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206574	**TEMPLE AVE / LAS POSAS RD**	Thank you for sharing your suggestion. An engineering study would need to be performed to determine whether or not a dedicated left turn light is applicable at this location.
159	4/9/2021	Driving Comment	This street is dangerous because people always try to make a left turn illegally across double yellow lines at high speeds. So it is very dangerous for on coming traffic to drive by without getting into a crash . So my suggestion would be to paint over the double yellow lines with Red paint to stop this illegal crossing.	0	2	34.22866	-118.99709	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206577	**WOODCREEK RD / MISSION OAKS BLVD**	Thank you for sharing your concern. Pavement markings need to comply with the CA MUTCD standards. However, this location may benefit from enforcement. Enforcement strategies are addressed in the LRSP.
160	4/9/2021	Transit Comment	The stretch between Temple Ave and Arneill Rd has MANY speeders. There are also many pedestrians that walk their children and pets, as well as bicyclists who share the road along this stretch that are at risk of being hit by a speeding car. It would be nice to have police presence in this area every now and then to deter speeding.	0	0	34.22604	-119.03436	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206578	**E PONDEROSA DR / FIESTA DR**	Thank you for sharing your concern. Pedestrian safety, bicycle safety, enforcement strategies, and speed management are addressed in the LRSP.
161	4/9/2021	Driving Comment	The stretch between Temple Ave and Arneill Rd has MANY speeders. There are also many pedestrians that walk their children and pets, as well as bicyclists who share the road along this stretch that are at risk of being hit by a speeding car. It would be nice to have police presence in this area every now and then to deter speeding.	1	0	34.22606	-119.03436	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206579	**E PONDEROSA DR / FIESTA DR**	Thank you for sharing your concern. Pedestrian safety, bicycle safety, enforcement strategies, and speed management are addressed in the LRSP.
162	4/9/2021	Driving Comment	Ridge View and Flora Vista need speed bumps near the park and a 10 MPH zone.. Vehicles race east and west on Ridge View St and around the blind corner then north and south on Flora Vista Ave. There are lots of kids coming and going to the park. Ridge View and Flora Vista need to speed bumps and a reduced speed limit	0	1	34.21132	-119.01399	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206580	**RIDGE VIEW ST / FLORA VISTA AVE**	Thank you for sharing your suggestion. Speed management is addressed in the LRSP.

Interactive Map Comments

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map	Nearest Intersection	Response
163	4/9/2021	Driving Comment	Widen the medians to create better sight lines for left turns. The intersections of Euclid/Loop, Anacapa, and Mission are all configured in such a way that makes it difficult to see oncoming traffic unless you're driving a tall vehicle, especially if there is another driver taking a left in the opposing left turn lane. Also, add no U-turn signs to the above-mentioned intersections. Most vehicles these days are too large to make a U-turn without reversing for a three-point turn.	0	0	34.23548	-119.04101	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206606	**W LOOP DR / LAS POSAS RD**	Thank you for sharing your concern. The sight distance may need to be evaluated at these locations.
164	4/9/2021	Driving Comment	Extremely dangerous intersection. Whether turning left or right,.driver can't see due to the schols chain link fence. Pulling out into 2 lane traffic going 45mph through there is causing major accidents. Please reduce the speed limit and install a traffic signal at Temple and Lewis.	3	1	34.2208	-119.02861	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206607	**SR 34 / TEMPLE AVE**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans. Before installation of a traffic signal an engineering study would need to be performed to see if the location would meet warrants in the CA MUTCD
165	4/10/2021	Driving Comment	Need signal, blind turn entering Las posas	1	1	34.23163	-119.05898	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206625	**GETMAN ST / LAS POSAS RD**	Thank you for sharing your suggestion. Signal warrants would need to be run and met per the CA MUTCD to install a signal. May need to evaluate sight distance.
166	4/10/2021	Pedestrian Comment	Need ADA approved sidewalks on Harris at both Seybolt and nordman. Additionally need speed bumps added to Harris. Harris is used to bypass the speed bumps on Lantana when school is in session. Harris become a raceway.	0	0	34.22994	-119.05711	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206629	**HARRIS AVE / SEYBOLT AVE**	Thank you for sharing your suggestion. Speed management and pedestrian safety are addressed in the LRSP.
167	4/10/2021	Driving Comment	People Speed up Mission Oaks. This turn out of Creekside is very sketchy. No matter what direction you are trying to turn. A light or something like a stop sign, something to help curb the speeding. So people can turn safely.	2	1	34.22676	-119.00159	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206634	**CREEKSIDE RD / MISSION OAKS BLVD**	Thank you for sharing your suggestion. Speed management is addressed in the LRSP. Signal warrants would need to be run and met per the CA MUTCD to install a signal.
168	4/10/2021	Pedestrian Comment	Need sidewalks for kids along Mission Drive. Kids letting out of Camarillo Heights school need safe sidewalks.	3	0	34.23469	-119.04699	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206656	**MISSION DR / LAS POSAS RD**	Thank you for sharing your suggestion. Pedestrian safety is addressed in the LRSP.
169	4/10/2021	Driving Comment	Need stoplight at corner of Temple and Lewis. Driving in Camarillo for over 30yrs, this is one of the most dangerous turns trying to turn left due to lack of visibility. Cars need to creep out too much to see to their left which creates a very unsafe condition.	3	2	34.22177	-119.02963	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206657	**SR 34 / TEMPLE AVE**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans. Signal warrants would need to be run and met per the CA MUTCD to install a signal.
170	4/10/2021	Driving Comment	For years we have begged for a four way stop or red light at Temple and Vista Ct. Temple makes a hard curve. It's hard to see clearly to exit our tract onto Temple from Vista. Cars come bearing down quickly.	0	0	34.23219	-119.03996	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206658	**TEMPLE AVE / VISTA CT**	Thank you for sharing your concern. Changes in traffic control would need be evaluated per an engineering study.
171	4/10/2021	Driving Comment	Need traffic enforcement along Mission Drive. Vehicles exceed the 25MPH limit especially during the time Camarillo Heights students walk to and from school.	3	0	34.23661	-119.04777	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206660	**MISSION DR / VIA ACORDE**	Thank you for sharing your suggestion. Pedestrian safety, speed management, and enforcement strategies are addressed in the LRSP.
172	4/10/2021	Pedestrian Comment	Traffic signal and crosswalk needed at Adolfo and Los Pueblo. Cars speed on Adolfo and view of pedestrian is partially blocked	2	1	34.21614	-119.00016	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206666	**LOS PUEBLOS DR / ADOLFO RD**	Thank you for sharing your suggestion. Changes in traffic control would need to be evaluated per engineering study. Pedestrian safety and speed management are addressed in the LRSP.
173	4/10/2021	Pedestrian Comment	Crosswalk with flashing pedestrian signals should be added at this location. Numerous jaywalkers cross at this location between the condos and the shopping center. Simply adding a sign won't do anything to limit folks from crossing, safety mechanisms should be built in to assist pedestrians and warn vehicles.	0	1	34.2298	-118.99789	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206675	**WOODCREEK RD / MISSION VERDE DR**	Thank you for sharing your suggestion. Pedestrian safety is addressed in the LRSP.
174	4/10/2021	Driving Comment	The cross walk here is poorly marked. They started to fix it about a year ago, and didn't finish. Can the other walks be marked? Can there be light installed in the street?	2	0	34.23718	-119.02176	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206688	**E PONDEROSA DR / APPIAN WAY**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.
175	4/10/2021	Driving Comment	The City has been informed for the past 30 years about Adolfo Rd. in front of Rancho Adolfo Mobile Home Park and has been turned down everytime. This area is a race track we have had a death and numerous accidents. It's very hard to exit and enter the Park safely. I have told Camarillo Police many times, if you want to get loads of money just put officers in this area. They do come for a while and than they are gone. We have requested a signal light many times. Thank You.	3	1	34.22357	-119.01317	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206691	**RANCHO CALLEGUAS DR / ADOLFO RD**	Thank you for sharing your concern. Changes in traffic control would need to be evaluated per an engineering study. Speed management is addressed in the LRSP.

Interactive Map Comments

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map	Nearest Intersection	Response
176	4/10/2021	Driving Comment	Prior to repaving several (9+) years ago, there was a double yellow line on the curve onto Pleasant Valley Road (PVR) from eastbound Hwy. 34 which separated the left lane of eastbound PVR from the merging Hwy. 34 traffic which creates the right lane. See attached photo. There is now NO LINE at all to indicate that from this point eastward there are two lanes and no indication who has the right of way. The double yellow line was correct.	0	0	34.20212	-119.03975	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206696	**SR 34 / PLEASANT VALLEY RD**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans.
177	4/10/2021	Pedestrian Comment	A crosswalk is desperately needed from Palm Colony/Camino Cortina across Ponderosa to the City Park. Cars travel at least 50-60 mph on Ponderosa. This Ponderosa crossing is a tragedy waiting to happen.	0	0	34.22075	-119.07455	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206701	**CALISTOGA DR / W PONDEROSA DR**	Thank you for sharing your suggestion. Pedestrian safety and speed management are addressed in the LRSP.
178	4/10/2021	Biking Comment	I bike commute and so ride this stretch of Las Posas (between Temple and Arneill) at least once a week. Please address the roots from the pine trees pushing up the asphalt in the bike lane. Both directions are challenging, but south/west lane is THE WORST. The sidewalk was dealt within the last 4 weeks for pedestrians, which I appreciate, but the bike lane is dangerous.	3	0	34.23734	-119.03553	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206702	**CHARTER OAK DR / LAS POSAS RD**	Thank you for sharing your concern. Bicycle safety is addressed in the LRSP.
179	4/10/2021	Driving Comment	There must be some way to control the speed on Earl Joseph Drive which at this time is out of control. Perhaps a stop sign at Calle los Gatos or speed bumps.	4	0	34.22756	-119.07291	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206703	**GREEN LAWN AVE / EARL JOSEPH DR**	Thank you for sharing your concern. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
180	4/10/2021	Driving Comment	The eastbound Hwy.101 onramp from Ventura Blvd. across from the firehouse is a Mongolian Cluster$%*& (i.e. bad). The distance between the end of this onramp and the beginning of the Dawson Drive offramp is about 1100 feet yet there is an "added lane" sign posted on the highway a hundred feet before the onramp mergepoint. Given highway speeds involved, this is the most complex interchange in Camarillo and the MISINFORMATION imparted by this erroneously posted sign portends eventual disaster.	3	0	34.21676	-119.03511	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206706	**US 101 SB RAMPS / VENTURA BLVD**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans.
181	4/10/2021	Driving Comment	Corrected - Prior to repaving several (9+) years ago, there was a double yellow line on the curve onto Pleasant Valley Road (PVR) from eastbound Hwy. 34 which separated the left lane of eastbound PVR from the merging Hwy. 34 traffic which creates the right lane. See attached photo. There is now NO LINE at all to indicate that from this point eastward there are two lanes on PVR and no indication who has the right of way. The double yellow line was correct.	0	0	34.20526	-119.04073	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206708	**SR 34 / PLEASANT VALLEY RD**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans.
182	4/10/2021	Driving Comment	Dangerous railroad crossing at Las Posas/Upland and Lewis Road. When the light turns green to cross from Las Posas to Upland (or visa versa) at Lewis, the railroad lights can turn almost immediately red and the gates come down very fast after the first red light warning. As such, just as a car starts up to cross the intersection, it must stop in the intersection until the train crosses. Coming from Las Posas (which I have seen twice), you can get stuck in the intersection, thus blocking traffic	1	0	34.24182	-119.00974	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206712	**SR 34 / LAS POSAS RD**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans.
183	4/10/2021	Driving Comment	Because of the blind curve coming out of the parking lot from Harbor Freight, remove ALL hedges and signs that block the road/oncoming traffic. Even the low hedges can get in the way.	4	0	34.21776	-119.05279	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206713	**AMERICAS TIRE DWY / E DAILY DR**	Thank you for sharing your concern. Sight distance may need to be evaluated at this location.
184	4/10/2021	Driving Comment	When you go North on Camarillo Ranch Road and want to make a left turn onto Calle Tecate, the bushes on the corner prevent you from looking right to see if any cars are coming. You have to pull out onto Calle Tecate to see if any cars are coming.	1	0	34.22139	-119.01869	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206726	**CAMARILLO RANCH RD / CALLE TECATE**	Thank you for sharing your concern. The sight distance may need to be evaluated at this location.
185	4/10/2021	Biking Comment	Tree roots buckling bike lane. Bike lane not legal width all over city.	1	1	34.23794	-119.03162	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206742	**TEMPLE AVE / LAS POSAS RD**	Thank you for sharing your observation. Bicyclist safety is addressed in the LRSP.
186	4/10/2021	Biking Comment	Need left turn activation by bicycle. Needed all over city.	1	0	34.23364	-119.02391	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206743	**E PONDEROSA DR / N ADOLFO RD**	Thank you for sharing your suggestion. Bicyclist safety is addressed in the LRSP.
187	4/11/2021	Driving Comment	Camino Ruiz / Verdugo Way intersection could use a traffic light. Too many near-collisions with poor visibility. Verdugo Way also unsafe for pedestrian crossing.	2	0	34.21507	-119.00297	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206777	**CAMINO RUIZ / VERDUGO WAY**	Thank you for sharing your suggestion. The sight distance may need to be evaluated at this location. Pedestrian safety is addressed in the LRSP. Changes in traffic control need to be warranted through the CA MUTCD.

Interactive Map Comments

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map	Nearest Intersection	Response
188	4/11/2021	Biking Comment	Bike lane dangerous from Lewis to Crestview. Too narrow, rough unrepaired surface and regularly littered with tree debris.	1	0	34.24235	-119.01283	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206798	**CAMINO ALVAREZ / LAS POSAS RD**	Thank you for sharing your concern. Bicycle safety is addressed in the LRSP.
189	4/11/2021	Pedestrian Comment	This intersection is extremely dangerous for pedestrians. Cars do not stop or see them. I have seen cars blow through this intersection numerous times.	1	0	34.2221	-119.03895	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206803	**ARNEILL RD / PICKWICK DR**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.
190	4/11/2021	Driving Comment	Since making this a traffic light there habe been many accident where . when it was a stop sign people had to stop. Noe , they try to beat the light. You need to make people slow down on A the I'll.	0	0	34.22915	-119.03906	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206804	**ARNEILL RD / DUNNIGAN ST**	Thank you for sharing your concern. Speed management is addressed in the LRSP.
191	4/11/2021	Driving Comment	Another terrible light. People return left from Mobil without looking	0	0	34.22619	-119.04277	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206805	**MOBIL AVE / E PONDEROSA DR**	Thank you for sharing your concern. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
192	4/11/2021	Driving Comment	The threeway intersection is an accident waiting to happen. A signal light would be helpful. Or because the PV traffic at the stop sign, they have to yield to the "merging" traffic, a sign to remind them cross traffic doesn't stop.	2	0	34.20542	-119.0403	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206818	**SR 34 / PLEASANT VALLEY RD**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans. Signal warrants would need to be run and met per the CA MUTCD to install a signal.
193	4/11/2021	Driving Comment	Numerous multiple car accidents at this uncontrolled intersection of Las Posas and Lantana. Have also observed vehicle vs pedestrian incident. No stop light, no crosswalk, and cars typically drive over the speed limit. Overhead night lighting on medians at intersection is out intermittently. I live at the intersection and see what happens on a daily basis. Many near misses.	0	0	34.2325	-119.05401	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206837	**LANTANA ST / LAS POSAS RD**	Thank you for sharing your observations. Pedestrian safety and speed management are addressed in the LRSP.
194	4/11/2021	Pedestrian Comment	No crosswalk at the intersection of Lantana and Las Posas. Have seen student hit by a car, plus many near misses.	1	0	34.23248	-119.05392	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206838	**LANTANA ST / LAS POSAS RD**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.
195	4/11/2021	Driving Comment	Blind 3-way intersection. With the new townhomes and apartments, this road is more frequently traveled, especially by those needing to turn left onto Lewis at the stoplight at Dawson Place (since left turn is not permitted onto Lewis off of 3M Drive).	0	0	34.21041	-119.03267	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206843	**SR 34 / DAWSON PL**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans.
196	4/11/2021	Biking Comment	When I bike to work, I use the left-turn lanes at this intersection (west-bound Pleasant Valley on to Lewis). I will never get a left-turn arrow unless there is another car in a left-turn lane, with me. This is dangerous when traffic is low, forcing me to either use two cross-walks or to turn against the light.	1	0	34.20449	-119.03318	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206877	**SR 34 / PLEASANT VALLEY RD**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans.
197	4/11/2021	Biking Comment	When I bike to work, I use the left-turn lanes at this intersection (southbound Lewis onto University). I will never get a left-turn arrow unless there is another car in a left-turn lane, with me. Oncoming traffic here can be willfully blind to this intersection especially on foggy mornings, making this a very dangerous intersection for bicycles.	2	0	34.17155	-119.05369	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206878	**S LEWIS RD / UNIVERSITY DR**	Thank you for sharing your concern. Bicycle safety is addressed in the LRSP.
198	4/11/2021	Driving Comment	Adding a sign on the median that tells those who are leaving the Speedway gas station that it's a right turn only would be extremely helpful. The median is quite low and hard to see at night, and it's very easy to think that you may make a left hand turn. Perhaps adding a tree on the median could work to help make the median more visible too.	5	2	34.21968	-119.05081	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/206892	**CARMEN DR / E DAILY DR**	Thank you for sharing your suggestion. This concern is noted by the City.
199	4/12/2021	Driving Comment	Always car accidents in this intersection.	1	0	34.23228	-119.04685	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/207029	**BEDFORD DR / HOBART DR**	Thank you for sharing your concern. The LRSP analyzed collisions from the past 5 years throughout the City to determine areas to suggest mitigation measures.
200	4/12/2021	Driving Comment	Always car accidents in this intersection	1	0	34.23432	-119.04601	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/207030	**MISSION DR / EUCLID AVE**	Thank you for sharing your concern. The LRSP analyzed collisions from the past 5 years throughout the City to determine areas to suggest mitigation measures.
201	4/12/2021	Driving Comment	dangerous for cars turning onto Temple, people speed and its difficult to see when trying to enter Temple.	0	0	34.23128	-119.03301	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/207231	**TEMPLE AVE / VISTA ST**	Thank you for sharing your concern. Speed management is addressed in the LRSP. Sight distance may need to be evaluated at this location.
202	4/12/2021	Driving Comment	with the new Amazon facility turning onto Dawson place from businesses can take a very long time with drivers returning and leaving via Dawson Drive.	0	0	34.21051	-119.03675	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/207233	**S DAWSON DR / DAWSON DR**	Thank you for sharing your concern. This traffic concern is not directly related to safety, and therefore is not incorporated into the LRSP. However, your concern is noted by the City.

Interactive Map Comments

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map	Nearest Intersection	Response
203	4/12/2021	Driving Comment	Turning left from Temple onto Lewis is nearly impossible at certain times of day. It is extremely dangerous. I often drive out of my way just to avoid trying to make that turn. I have lived here my entire life, and that turn has always been a struggle, but it is getting worse and worse. We need a signal there.	2	0	34.22169	-119.02934	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/207268	**SR 34 / TEMPLE AVE**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans. Signal warrants would need to be run and met per the CA MUTCD before installation.
204	4/13/2021	Pedestrian Comment	The intersection of Camin Ruiz and Verdugo Way is very unsafe for pedestrians. The cars are flying through the intersection while pedestrians are trying to cross the Verdugo Way. Plus, there is even no mark crosswalk to cross the street. A stoplight and a marked crosswalk would significantly increase the safety of people who live at Teso Robles and work at the business center nearby.	5	0	34.2149	-119.00283	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/207499	**CAMINO RUIZ / VERDUGO WAY**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.
205	4/13/2021	Driving Comment	This T-intersection needs a stop sign OR caution, at least. Vehicles come down Mission Drive and turn right onto Sorrel St without glancing left to see if anyone is coming out of the cul-de-sac. Also, suggest speed bumps on Sorrel to slow traffic.	0	0	34.23354	-119.04578	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/207504	**MISSION DR / SORREL ST**	Thank you for sharing your suggestion. Changes in traffic control need to be evaluated through an engineering study. Speed management is addressed in the LRSP.
206	4/14/2021	Driving Comment	The lines on the pavement guiding left turn through the intersection need to be repainted. When on E. Daily turning South (left) onto Las Posas Rd, there are 2 left turn lanes. The right-most of the left turn lanes is to turn only into the far right lane to enter the 101 North. Since the painted lines have faded, cars often turn into the wrong lane, cutting off other cars.	0	1	34.22181	-119.06966	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/207894	**LAS POSAS RD / W DAILY DR**	Thank you for sharing your suggestion. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
207	4/14/2021	Driving Comment	Needs a 3-way stop sign.	0	0	34.20796	-119.02091	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/207895	**BRIDGEHAMPTON WAY / DAVENPORT ST**	Thank you for sharing your suggestion. Changes in traffic control need to be evaluated through an engineering study before installation.
208	4/14/2021	Pedestrian Comment	Needs a crosswalk. I've been told the city has studied this intersection multiple times only to find that it is "safer" to be unmarked because pedestrians will be more careful without having a false sense of security. I would counter that a crosswalk would alert _drivers_ to be more alert and considerate of pedestrians. Currently, cars can zoom along Bridgehampton between Pleasant Valley and Village Commons Blvd with no stopping, and no protected place for pedestrians to cross.	0	0	34.20795	-119.02088	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/207897	**BRIDGEHAMPTON WAY / DAVENPORT ST**	Thank you for sharing your suggestion. Pedestrian safety and speed management are addressed in the LRSP.
209	4/14/2021	Driving Comment	Would love to see a middle line painted on Bridgehampton Way. Cars are often parked along this stretch for the park. There is plenty of room for cars to pass, but many veer far into the oncoming side.	0	0	34.2085	-119.02368	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/207898	**BRISTER PARK CT / BRIDGEHAMPTON WAY**	Thank you for sharing your suggestion. It is noted by the City.
210	4/17/2021	Driving Comment	Should be a right turn only here. The left hand turn is impossible to make at this intersection.	2	0	34.22154	-119.02927	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/208562	**SR 34 / TEMPLE AVE**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans.
211	4/17/2021	Driving Comment	The arrow lights at this intersection for people traveling on Ponderosa (both ways) turn green after the lights for cars going straight though. This is backwards compared to every other light in the city. People turning left always should get to go before (or at the same time) as people driving straight through. Because the arrow lights turn green last here, I often see people start to 'go' when they see the green light intended for those driving straight through. Lot's of almost accidents here	4	0	34.22356	-119.03898	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/208563	**ARNEILL RD / E PONDEROSA DR**	Thank you for sharing your observation. Evaluating signal timing is a recommendation in the LRSP.
212	4/18/2021	Pedestrian Comment	The amber lights at the crosswalk at Camarillo High School on Mission Oaks are insufficient. They need to be red. I have used this crosswalk numerous times both as a pedestrian and as a driver and the flashing amber light is not as easily seen as a flashing red light. Drivers find the amber light as merely optional whether there are pedestrian or not.	1	0	34.21684	-119.00931	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/208681	**MISSION OAKS BLVD / ANGUILA PL**	Thank you for sharing your concern. Pedestrian traffic control devices must comply to CA MUTCD standards. Pedestrian safety is addressed in the LRSP.
213	4/18/2021	Driving Comment	Turning left onto Mission Oaks Boulevard from Institutional Ale makes absolutely no sense as well as being dangerous. It needs to be no left turn as it used to be.	0	0	34.21641	-119.0185	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/208682	**CAMARILLO RANCH RD / MISSION OAKS BLVD**	Thank you for sharing your concern. This location may need to be evaluated to determine if turning movement should be limited.
214	4/21/2021	Pedestrian Comment	I think the crosswalk at Arneill and Rocklyn needs flashing/warning lights when a pedestrian is in the crosswalk. Cars don't stop - or sometimes 1 car will stop but another will zoom right by without even realizing a pedestrian is walking in front of the 1st car that stopped. It's a real hazard and the warning lights could prevent a real tragedy. (As an example, the warnings on the crosswalks on Thompson Blvd in Ventura are the type that I am thinking of.)	1	0	34.23216	-119.03885	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/209545	**ARNEILL RD / ROCKLYN ST**	Thank you for sharing your suggestion. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
215	4/24/2021	Pedestrian Comment	A crosswalk is not provided to cross Verdugo Way along Camino Ruiz for pedestrians to safely walk across. Residences of Teso Robles, students from Adolfo Camarillo Hgih School, and other pedestrians are at high risk of crossing Verdugo Way given that the street's speed limit is 40 mph, and there is no sign for vehicles to slow down or stop for pedestrians.	4	0	34.21511	-119.00293	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/210100	**CAMINO RUIZ / VERDUGO WAY**	Thank you for sharing your concern. Pedestrian safety and speed management are addressed in the LRSP.

Interactive Map Comments

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map	Nearest Intersection	Response
216	4/24/2021	Pedestrian Comment	Needs a crosswalk	3	0	34.21507	-119.003	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/210101	**CAMINO RUIZ / VERDUGO WAY**	Thank you for sharing your suggestion. Pedestrian safety is addressed in the LRSP.
217	4/24/2021	Pedestrian Comment	Can't really cross the street without risking myself to oncoming traffic which rarely slows down, with the nearest crosswalk a ways off as well. Highly unsafe	3	0	34.21504	-119.00304	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/210102	**CAMINO RUIZ / VERDUGO WAY**	Thank you for sharing your concern. Pedestrian safety and speed management are addressed in the LRSP.
218	4/24/2021	Pedestrian Comment	No stop sign exists at this crosswalk here and there is no parking in front of the Teso Robles complex. A lot of the complex residents have to park here due to limited parking in the complex. For the safety of the residents and all pedestrians, and stop sign and cross walk should be considered for this intersection.	0	0	34.21505	-119.00287	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/210105	**CAMINO RUIZ / VERDUGO WAY**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP. Changes to traffic control need to be warranted through the CA MUTCD.
219	4/24/2021	Pedestrian Comment	No stop sign exists at this intersection here and there is no parking in front of the Teso Robles complex. A lot of the complex residents have to park here (next to the freeway) due to limited parking in the complex. For the safety of the residents and all pedestrians, a stop sign and cross walk should be considered for this intersection.	0	0	34.21254	-119.00316	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/210106	**CAMINO RUIZ / MANZANO ST**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP. Changes to traffic control need to be evaluated per an engineering study.
220	4/25/2021	Driving Comment	It's difficult to get over to the right lanes coming off ft the Main Street exit from the freeway 101	0	0	34.26254	-119.24363	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/210127	**MAIN ST / ARUNDELL AVE** (CITY OF VENTURA)	Thank you for sharing your concern. This location is under City of Ventura jurisdiction, so any concerns on their roadways should be coordinated through them.
221	4/25/2021	Pedestrian Comment	Parking here is common for apartment residents and they need to cross the street frequently. Theres no crosswalk so pedestrians risk crossing. Please make a crosswalk complete with stop signs. We very much appreciate it.	0	0	34.21507	-119.00287	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/210231	**CAMINO RUIZ / VERDUGO WAY**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP. Changes to traffic control need to be evaluated per an engineering study.
222	4/26/2021	Driving Comment	A right-turn arrow would be useful when turning from WB Daily onto NB Arniell	1	0	34.21762	-119.03879	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/210378	**ARNEILL RD / E DAILY DR**	Thank you for sharing your suggestion. This traffic suggestion is not directly related to safety, and therefore is not incorporated into the LRSP. However, your suggestion is noted by the City.
223	4/26/2021	Driving Comment	Make it clearer whether traffic turning from SB Arneill to EB Daily can enter the left turn lane before Lomita.	0	1	34.21836	-119.03894	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/210381	**ARNEILL RD / LOMITA ST**	Thank you for sharing your suggestion. Your suggestion is noted by the City.
224	4/26/2021	Driving Comment	Too may cars reach the 4-lane section of Santa Rosa and treat it as an invitation to speed, especially if they've been trapped behind slow traffic on the 2-lane section.	1	0	34.23497	-118.96942	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/210383	**MORONGO DR / SANTA ROSA RD**	Thank you for sharing your concern. Speed management is addressed in the LRSP.
225	4/26/2021	Driving Comment	Conflicts exist among drivers planning to turn right from SB Las Posas to WB Ventura -- should they get in the turn lane immediately and wait behind the traffic turning into the shopping center, or wait until after that traffic turns to enter the turn lane but there may be cars from the first group already in the turn lane.	1	0	34.21668	-119.06963	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/210384	**S LAS POSAS RD / W VENTURA BLVD**	Thank you for sharing your concern. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
226	4/29/2021	Driving Comment	The intersection of Arneill Road and Rocklyn Street is extremely dangerous to cross by foot. Turning left by car onto Arneill off Rocklyn can also be quite unsafe. Traffic heading north on Arneill often tries to beat the light on Dunnigan and then often progresses at high rates of speed toward Las Posas Rd. More traffic lights are not the answer. There should have been a 4-way stop at this intersection for many years. Also very dangerous to turn left onto Carmen Drive off Dunnigan Street.	2	0	34.23035	-119.03807	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/211335	**ARNEILL RD / ROCKLYN ST**	Thank you for sharing your concern. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
227	5/4/2021	Pedestrian Comment	Nowhere to cross on Ponderosa between Arneill and Temple...lots of speeders in this area. Residents of the senior community have to walk an additional block or more to get to the Von's shopping center because there is no safe place to cross as noted.	0	0	34.22394	-119.03412	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/212446	**ARNEILL RD / E PONDEROSA DR**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.
228	5/10/2021	Biking Comment	Need a signal that is triggered by bicycles	0	0	34.22129	-119.02936	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/213904	**SR 34 / TEMPLE AVE**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans. Signal warrants would need to be run and met per the CA MUTCD to install a signal.
229	5/10/2021	Biking Comment	Remove all median plants from roadways and make class 1 bike lanes all over the city.	2	0	34.22706	-119.06347	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/213905	**CALLE LA GUERRA / CALLE EL CONDOR**	Thank you for sharing your suggestion. Bicycle safety is addressed in the LRSP.

Interactive Map Comments

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map	Nearest Intersection	Response
230	5/10/2021	Biking Comment	Remove trees in sidewalks all over city in order to allow for easy visibility to oncoming traffic. The trees viewed from certain angles form a solid wall to oncoming vehicles.	0	1	34.22403	-119.04489	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/213907	**BISCAYNE AVE / REGENT ST**	Thank you for sharing your concern. The sight distance may need to be evaluated at this location.
231	5/10/2021	Driving Comment	The City of Camarillo should negotiate with Caltrans to widen Lewis Road from E. Daily Drive to Camino Alvarez.	0	0	34.22897	-119.02144	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/213964	**SR 34 / E ELMA ST**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans.
232	5/10/2021	Driving Comment	We need to add a flashing yellow arrow on every traffic safety like other cities.	0	0	34.22892	-119.07001	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/213965	**LAS POSAS RD / EARL JOSEPH DR**	Thank you for sharing your suggestion. The LRSP recommends installing additional flashing yellow arrows at various locations throughout the City.
233	5/10/2021	Driving Comment	Coming out of Creekside there is a blind corner to the left Traffic heading NE. The medium to the right traffic had the mound flattened years ago to give mor visibility. Problem is plants and trees were added that once matured far exceed the height of the mound. Having to navigate the blind to the left and the low visibility on the right to make a left turn from Creekside to M O can be dangerous depending on traffic levels. Maybe caution lights on blind curve. And trim vegetation on the right	1	0	34.22691	-119.00167	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/214010	**CREEKSIDE RD / MISSION OAKS BLVD**	Thank you for sharing your concern. The sight distance may need to be evaluated at this location.
234	5/11/2021	Driving Comment	There are constant accidents here. I believe the reversion back to the green arrow streetlights without the left turn yield on green would help alleviate this. It's sad that I often resort to not using this intersection to get to my house even though it's the closest signal. Better safe than sorry.	2	0	34.23341	-119.05152	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/214136	**GLENBROOK AVE / LAS POSAS RD**	Thank you for sharing your concern. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
235	5/17/2021	Driving Comment	As noted by others, the relative high speed and blind nature of this intersection is problematic. A suggested remedy would be to adjust the eastbound right lane on Earl Joseph into a right turn only lane onto Green Lawn and to add a traffic indicator that drivers approaching northbound in Green Lawn can see to know if traffic is approaching from there west/left (similar to what drivers on Earl Joseph get). A lower speed limit, and enforcement thereof, would also help.	1	0	34.22728	-119.0744	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/215924	**GREEN LAWN AVE / EARL JOSEPH DR**	Thank you for sharing your concern. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
236	5/18/2021	Driving Comment	There are no parking signs are the inside/SW corner of Aileen and Valle Lindo intended to keep cars from parking on the corner. Those signs are very often ignored, which makes navigating a turn here very risky as it's at the entrance of a busy park with kids and adults crossing and entering vehicles. Consider adding red paint to the curb and better, more obvious signage, or widening the sidewalk to remove the illegal parking opportunity.	0	0	34.22575	-119.05803	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/215929	**AILEEN ST / VALLE LINDO DR**	Thank you for sharing your observation. Enforcement strategies and pedestrian safety are addressed in the LRSP.
237	5/26/2021	Driving Comment	Remove trees and signage on Arneill for left turn traffic out of parking lot at Vons's.	1	0	34.22479	-119.03885	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/217811	**ARNEILL RD / CHANDLER ST**	Thank you for sharing your suggestion. The sight distance may need to be evaluated at this location.
238	5/29/2021	Pedestrian Comment	NO RIGHT TURN WHEN PEDESTRIANS HAVE RIGHT OF WAY TO CROSS SANTA ROSA RD VIA ALDOLFO RD- CARS CLOSEST TO SIDEWALK WILL STOP BUT CARS IN SECOND LANE KEEP TURNING, I HAVE NEARLY BEEN RUN OVER WITHOUT DRIVERS EVEN SEEING ME!	0	0	34.2182	-119.00533	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/218383	**SANTA ROSA RD / ADOLFO RD**	Thank you for sharing your concern. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
239	5/29/2021	Driving Comment	To many accidents at this intersection. Coming off Glenbrook and having the straight and go left lane is not working. Maybe having a left only lane would be better.It's not necessary to have a right only lane because the traffic making a right is minimal. Have a straight and right lane and then a left turn only. A 3 way light would also work if you don't want to change lane patterns.	0	0	34.23341	-119.0514	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/218386	**GLENBROOK AVE / LAS POSAS RD**	Thank you for sharing your concern. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
240	5/29/2021	Driving Comment	Durkin St. has become a replacement for Temple for people to speed down to get to Ponderosa. We see cars in excess of 40 miles per hour and heavy overflow traffic from the baseball fields on Temple that have insufficient safe parking. The result is a cluttered street of unfamiliar people parking and driving too fast, especially on weekends. Speed humps would help. Signs would be good barring the expense of speed humps.	0	0	34.22608	-119.02712	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/218414	**SR 34 / DURKIN ST**	Thank you for sharing your observation. Speed management is addressed in the LRSP.
241	5/30/2021	Driving Comment	The entire run of lane changes necessary to proceed from Arneill to Lewis and then to make a left onto Lewis is confusing, especially to anyone from out of the area. Ventura Blvd goes from 2 lanes to one lane proceeding forward at Arneill, to 3 lanes -- two of which are turn lanes with arrows on the pavement close to the intersection. So everyone going straight must go through one lane - but then split immediately into three lanes. It needs a redesign for safety, or overhead signage.	0	0	34.21627	-119.03873	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/218415	**ARNEILL RD / VENTURA BLVD**	Thank you for sharing your concern. An engineering study may need to be performed to determine if this location would benefit from a change in lane configuration.

Interactive Map Comments

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map	Nearest Intersection	Response
242	5/30/2021	Driving Comment	This is a *blind curve freeway exit.* Drivers coming off the freeway fly off and cannot see anything in the right lane until they come all the way around the bend. Likewise, impatient people waiting at the backed up left turn light here will attempt to squeak two lanes over across the blind curve to take Arneill instead. This has happened to me *five times* in three years coming off the freeway in the right lane. This interchange needs better visibility.	1	0	34.21672	-119.03653	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/218416	**US 101 SB RAMPS / VENTURA BLVD**	Thank you for sharing your concern. The sight distance may need to be evaluated at this location.
243	5/30/2021	Pedestrian Comment	There is a literal ditch full of trash as the only walkable option that is not in the roadway here on the side of the road adjacent to the school/Temple. The only alternative is to jaywalk across a busy road and walk on the narrow shoulder adjacent to the train tracks.	0	0	34.22213	-119.0287	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/218417	**SR 34 / TEMPLE AVE**	Thank you for sharing your concern. This area is under Caltrans jurisdiction, so any improvements to this area would need to be addressed by Caltrans.
244	5/30/2021	Driving Comment	This needs to be a 4-way stop. Most vehicles feel almost no impact from the speed bumps which are far too low. They speed through this area multiple times a day and a 4-way stop sign would help reduce the speed.	0	0	34.22921	-119.04288	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/218433	**MOBIL AVE / DUNNIGAN ST**	Thank you for sharing your suggestion. Changes to traffic control need to be warranted through the CA MUTCD. Speed management is addressed in the LRSP.
245	5/30/2021	Driving Comment	This is somewhat of a blind corner and people race on Dunnigan since this section has no bumps. Adding a speed bump on Dunnigan, just west of Rowland, would help reduce speeds and make turning from Rowland to Dunnigan safer.	0	0	34.22911	-119.04411	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/218434	**DUNNIGAN ST / N ROWLAND AVE**	Thank you for sharing your suggestion. Speed management is addressed in the LRSP.
246	5/30/2021	Driving Comment	Arneill Road is ridiculously fast. This is a main road going through two residential areas. Both the residential areas have community parks which are a vital part of the community. People treat Arneill like a freeway and if you put in stop signs it would be safer. More stop signs, less stop lights, will significantly reduce car speed and make the residents safer. A little inconvenience with congestion is worth the safety of the people who live here.	0	0	34.22724	-119.03893	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/218436	**ARNEILL RD / FIESTA AVE**	Thank you for sharing your observation. Speed management is addressed in the LRSP. Changes to traffic control need to be warranted through the CA MUTCD.
247	6/1/2021	Biking Comment	City should clean “bike lanes” after high winds cause pine cones and branches to accumulated the shoulder of the roads.	0	0	34.2291	-119.02966	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/218822	**TEMPLE AVE / E PONDEROSA DR**	Thank you for sharing your suggestion. Bicycle safety is addressed in the LRSP.
248	6/9/2021	Biking Comment	Arneill from Ponderosa to Ventura Blvd needs a protected bike/ped lane. West side with the trees would be an amazing path. Could be catalyst for redevelopment.	0	0	34.22124	-119.03895	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/220025	**ARNEILL RD / PICKWICK DR**	Thank you for sharing your suggestion. Pedestrian and bicycle safety are addressed in the LRSP.
249	6/9/2021	Driving Comment	very pedestrian unfriendly stretch of Ventura Blvd with two lanes of traffic speeding toward onramp. why does this offramp have 2 approaches across 101 while others in city only have one? this stretch should be 2 lane like rest of Old Town. problem will get worse when Dizdar is renovated. Lewis should be primary approach to offramp.	0	0	34.21627	-119.03793	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/220029	**S GLENN DR / VENTURA BLVD**	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.
250	6/9/2021	Biking Comment	Extend the bike path to the sea or at least CSUCI. Current short path already is mentioned in tourist guides. Appeal and use would increase greatly.	2	0	34.20565	-119.01712	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/220040	**BRIDGEHAMPTON WAY / PLEASANT VALLEY RD**	Thank you for sharing your suggestion. Bicycle safety is addressed in the LRSP.
251	6/9/2021	Biking Comment	another bike route with tremendous potential. could connect to TO, CSUCI and the sea	2	0	34.2128	-118.9882	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/220043	**CAMARILLO SPRINGS RD / CONEJO CREEK**	Thank you for sharing your suggestion. Bicycle safety is addressed in the LRSP.
252	6/13/2021	Driving Comment	Cars turning onto Morongo from Santa Rosa drive too fast through this neighborhood. Speed bumps on Morongo and Quito are needed. This neighborhood does NOT have sidewalks so young kids and people have to use the street for recreation. There have been MANY near misses in this area involving cars, bikes, young kids, etc.	0	0	34.23554	-118.97134	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/220666	**MORONGO DR / SANTA ROSA RD**	Thank you for sharing your concern. Pedestrian safety, bicycle safety, and speed management are addressed in the LRSP.
253	6/19/2021	Driving Comment	Need a Stop sign here	0	0	34.22663	-119.05152	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/221845	**CARMEN DR / E MODESTO AVE**	Thank you for sharing your suggestion. Changes to traffic control need to be warranted through the CA MUTCD before installation.
254	6/19/2021	Driving Comment	Leave the holiday Stop signs all year round	0	0	34.21772	-119.05751	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/221846	**CAMARILLO CENTER DR / VENTURA BLVD**	Thank you for sharing your suggestion. Changes to traffic control need to be warranted through the CA MUTCD before installation.
255	6/19/2021	Driving Comment	There needs to be a left turn traffic signal coming off of Carmen to Las Posas. Dangerous intersection	0	0	34.23313	-119.05147	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/221847	**GLENBROOK AVE / LAS POSAS RD**	Thank you for sharing your suggestion. This area is identified as a priority location in the Local Road Safety Plan and countermeasures are recommended.
256	6/19/2021	Biking Comment	Bike lanes are dangerous on Las Posas. Cars and trucks are constantly going over the speed limit of 45mph. I can see why these bike lanes are underutilized by the community. My family and I avoid riding our bikes on this road.	0	0	34.23238	-119.05585	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/221848	**CERRO VISTA WAY / LAS POSAS RD**	Thank you for sharing your concern. Speed management and bicycle safety are addressed in the LRSP.

Interactive Map Comments

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map	Nearest Intersection	Response
257	6/20/2021	Pedestrian Comment	Mission Drive NEEDS sidewalks! Considering most people on this street drive at least double the speed limit, walking on it is extremely dangerous. The speeding issue on this street also needs to be addressed. The speed limit is 25 mph but about 90% of the cars do at least double. It is a hill, has multiple driveways, a school zone, and no sidewalks!	0	0	34.23877	-119.04764	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/221880	**MISSION ST / NEISH ST**	Thank you for sharing your suggestion. Pedestrian safety and speed management are addressed in the LRSP.
258	6/20/2021	Pedestrian Comment	Cars speed up to 45 -50mph up and down Mission Dr. often ignoring pedestrians in crosswalks. A stop sign on Daphne St and Mission Dr would really help speeders to slow down and pedestrians to cross safely.	0	0	34.23913	-119.048	https://lrsp.mysocialpinpoint.com/camarillo/map#/marker/221898	**MISSION DR / DAPHNE ST**	Thank you for sharing your concern. Speed management and pedestrian safety are addressed in the LRSP. Changes to traffic control need to be warranted through the CA MUTCD.

Appendix B

Plans and Projects

Capital Improvements Program

City of Camarillo

Name	Location	Description	Construction
Planned			
US 101 Freeway Improvements Early Action	101 Freeway - US 101 freeway within City of Camarillo limits	Coordinate with VCTC's US 101 Improvements project to investigate possible early action projects in the City of Camarillo that can help reduce congestion on the freeway.	Planning only
Annual Overlay ST5023	Various	Provide asphalt overlay to local streets as recommended by the City of Camarillo Pavement Management Plan.	FY 22-23
Annual Resurfacing ST5024	Various	Provide asphalt resurfacing to local streets as recommended by the City of Camarillo Pavement Management Plan.	FY 22-23
Annual Overlay ST5068	Various	Provide asphalt overlay to local streets as recommended by the City of Camarillo Pavement Management Plan.	FY 23-24
Annual Resurfacing ST5069	Various	Provide asphalt resurfacing to local streets as recommended by the City of Camarillo Pavement Management Plan.	FY 23-24
Annual Overlay ST5089	Various	Provide asphalt overlay to local streets as recommended by the City of Camarillo Pavement Management Plan.	FY 24-25
Annual Resurfacing ST5088	Various	Provide asphalt resurfacing to local streets as recommended by the City of Camarillo Pavement Management Plan.	FY 24-25
Annual Overlay ST5100	Various	Provide asphalt overlay to local streets as recommended by the City of Camarillo Pavement Management Plan.	FY 25-26
Annual Resurfacing ST5099	Various	Provide asphalt resurfacing to local streets as recommended by the City of Camarillo Pavement Management Plan.	FY 25-26
Petit Street & Village at the Park Southbound Ramp	Southbound 101 freeway from Lewis Road on-ramp to Dawson Drive off-ramp	Improve southbound auxiliary lane on 101 freeway between the Lewis Road and Dawson Drive (Petit Street) interchange ramps to improve vehicle merging. The City received developer cash out funds for Tract 5350 per Resolution 2015-53 to complete the proposed improvements. This project may be combined with VCTC's US 101 Improvement Project.	FY 25-26
Hardscape and Sidewalk Renovation	Various	Remove and replace sidewalk, curb, and gutter in various locations citywide.	FY 25-26
Las Posas Park and Ride Parking Lot Expansion	Las Posas Park and Ride Parking Lot	Expand the Caltrans Park and Ride public parking lot.	FY 25-26
Annual Overlay ST5109	Various	Provide asphalt overlay to local streets as recommended by the City of Camarillo Pavement Management Plan.	Future
Annual Resurfacing ST5108	Various	Provide asphalt resurfacing to local streets as recommended by the City of Camarillo Pavement Management Plan.	Future
Pleasant Valley Road Southbound Off-Ramp	Santa Rosa/Pleasant Valley Interchange - South West Quadrant	Widen the southbound 101 freeway off-ramp to Pleasant Valley Road to two lanes. Design may impact the southbound Pleasant Valley Road on-ramp to the 101 freeway. The City received developer cash out funds for Tract 5350 per Resolution 2015-53 to complete the proposed improvements. (Improvements are in the Southwest portion of the interchange).	Future
In Progress			
Annual Overlay ST5022	Various	Provide asphalt overlay to local streets as recommended by the City of Camarillo Pavement Management Plan.	FY 21-22
Annual Resurfacing ST5021	Various	Provide asphalt resurfacing to local streets as recommended by the City of Camarillo Pavement Management Plan.	FY 21-22
Traffic Signal Improvements at Las Posas and Temple	Las Posas and Temple	Improvements include removal of existing outdated traffic signals and installation of new signals and concrete improvements to establish protected left turn operation on all four approaches.	FY 21-22
Pleasant Valley Road Bike Lanes	Pleasant Valley Road from Las Posas Road to 5th Street	Improve Pleasant Valley Road to construct bike lanes between Las Posas Road and 5th Street. To be coordinated with the ST-5066 Las Posas Road Widening to 6 Lanes project. Estimated annualized maintenance costs are $8,000 per year.	FY 21-22
Camarillo Hills Drain Replacement at Ventura Blvd	Las Posas Road and Ventura Blvd Intersection	Replace deteriorating reinforced concrete box under Ventura Boulevard and Las Posas Road. City will pursue funding opportunities from Caltrans.	FY 22-23
Springville Bike Path Phase 1	Adjacent to the northbound 101 freeway connecting bikeways on Ponderosa Drive to City limit near Central Avenue	Construct Bike Path from Central Avenue to Springville Drive approximately one mile.	FY 23-24
Metrolink Undercrossing	Metrolink Station	Construct pedestrian tunnel at Metrolink Station to improve access between the two parking lots and improve train operations by utilizing both platforms. An SB1 Transit Capital Grant was awarded to LOSSAN/VCTC for a large group of projects in the region including both the Metrolink Undercrossing and double-tracking west of Camarillo which will increase the level of train service through the County. City funds will be used as matching grant funds.	FY 23-24
Springville Bike Path Phase 2	Adjacent to the northbound 101 freeway between Las Posas Road and Springville Drive	Construct Bike Path from Las Posas Road to Springville Drive approximately one mile.	FY 25-26
Las Posas Road Dual Left at Ponderosa	Las Posas Road at Ponderosa Intersection	Widen Las Posas Road to provide dual left turn lanes (northbound Las Posas Road to westbound Ponderosa Drive). To be coordinated with the project SD-5030 Calle La Palmera Drainage Improvements.	FY 25-26
Central Avenue Bike Lane	Adjacent to the northbound 101 freeway connecting bikeways on Ponderosa Drive to City limit near Central Avenue	Construct Class II Bike Lanes from City limits to Central Avenue, approximately 1,800 feet.	Future
Las Posa Road Widening to 6 Lanes	Las Posas Road from Ventura Blvd to Pleasant Valley Road	Widen Las Posas Road to 6 lanes to address increased regional traffic. To be coordinated with the following projects: ST-5006 Pleasant Valley Road Bike Lanes, SD-5052 Camarillo Hills Drain Replacement at Ventura Blvd., SD-5092 Las Posas Road Storm Ditch Repair, and County projects in the area.	Future
Completed			
Annual Resurfacing ST5017	Various	Provide asphalt resurfacing to local streets as recommended by the City of Camarillo Pavement Management Plan.	Complete
Annual Overlay ST5019	Various	Provide asphalt overlay to local streets as recommended by the City of Camarillo Pavement Management Plan.	Complete
Annual Resurfacing ST5020	Various	Provide asphalt resurfacing to local streets as recommended by the City of Camarillo Pavement Management Plan.	Complete

Daily Drive Sidewalk & Gutter Replacement	Intersection at Daily Drive and Las Posas	Remove and replace sidewalk, curb and gutter, and construct asphalt overlay and remove pine trees on Daily Drive (both sides) between Calle LaRoda and Las Posas.	Complete
Earl Joseph Drive Paving	Various	Provide asphalt resurfacing to Earl Joseph Drive from Ponderosa Drive to Las Posas Road.	Complete
Las Posas Estates Resurfacing	Various	The County is to perform slurry seal resurfacing of City streets as part of the County's Las Posas Estates Resurfacing project. This ST-5105 City project is for the City's payment to the County to perform resurfacing of City streets in accordance with the Project Work Agreement. The 2016 General Reciprocal Agreement allows for the City and County to perform work for each other through the use of a Project Work Agreement.	Complete

Other Projects

City of Camarillo

Location	Description	Construction
Completed		
Ponderosa Dr at Earl Joseph Dr	Signalization	Complete
Ponderosa Dr at Camino Tierra Santa	Signalization	Complete
Arneill Rd at Dunnigan St	Signalization	Complete
Santa Rosa Rd from Via Latina Dr to San Rafael Way	Widened roadway in 2017	Complete

Appendix C

Collision Data

Collisions at Selected Intersections*

*Includes state-highway related locations

			Severity					Type															Year										
INTX ID	North/South Road	East/West Road	Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Approach Turn	Backing	Broadside	Head-On	Hit Object	Lost Control	Other	Overtake Turn	Overturned	Rear End	Sideswipe	Vehicle -Pedestrian	Not Stated	Pedestrian	Bicycle	2015	2016	2017	2018	2019	EPDO	Fatal + Injury	Overall Crash Rate	Fatal Crash Rate	Fatal + Injury Crash Rate	Total
1	LA PLATA DR	STERLING HILLS DR					2					1								1					1		1	2	0				2
2	CALLE TIERRA VIA	AVENIDA DE APRISA					1			1															1			1	0				1
4	CALLE TIERRA VISTA	CRESTVIEW AVE		1	1						1						1						1			1		41	2				2
5	CAMINO TIERRA SANTA	CRESTVIEW AVE			1		2			1		2											1	1		1		13	1				3
6	AVOCADO PL	CRESTVIEW AVE					1					1												1				1	0				1
7	VALLEY VISTA DR	ENCINO AVE		1		1						1					1						1		1			36	2				2
8	VALLEY VISTA DR	CRESTVIEW AVE			1		3			1		2				1								1	2		1	14	1				4
9	CALLE BELLA VIS	CRESTVIEW AVE		1				1																1				30	1				1
10	CRESTVIEW AVE	CAMINO ESPIENDIDO					1					1												1				1	0				1
11	PASAJE PETALOS	CENTRAL AVE			1	1					1						1										2	17	2				2
12	PONDEROSA DR	CENTRAL AVE		1	4	1	12	6		2	1					1	5	2		1			3	4	7	1	3	92	6	0.548	0	0.183	18
13	CENTRAL AVE	US 101 NB RAMPS			1												1									1		11	1				1
14	CENTRAL AVE	US 101 SB RAMPS				1	3			1	1	1						1					1	1	2			9	1				4
15	CENTRAL AVE	VENTURA BLVD					1											1							1			1	0				1
16	CALLE BELLA VIA	CALLE ESCALON					1											1								1		1	0				1
17	EARL JOSEPH DR	TOWNSITE PROM				1		1																			1	6	1				1
18	EARL JOSEPH DR	PONDEROSA DR			1	5	5	1		8								1		1				2	2	3	4	46	6	0.574	0	0.313	11
19	GREEN LAWN AVE	EARL JOSEPH DR	1									1														1		544	1				1
20	BRADFORD AVE	EARL JOSEPH DR					1										1								1			1	0				1
21	LAS POSAS RD	EARL JOSEPH DR		1	7	4	13	7		6	2	3				1	3	1		2			4	5	3	5	8	144	12	0.559	0	0.268	25
22	CAMINO LA MADERA	LAS POSAS RD			1		3	1		1		1		1										1	1	2		14	1				4
23	CALLE LA CUMBRE	LAS POSAS RD			1	2	1	2									1			1			1	2		1		24	3	0.129	0	0.097	4
24	REDWOOD AVE	LAS POSAS RD		1	2	1	2	2		1							2	1					2	2			2	60	4				6
25	AVENIDA DEL MANZANO	LAS POSAS RD			2					2													1	1				22	2				2
26	GETMAN ST	LAS POSAS RD					1											1					1					1	0				1
27	CERRO VISTA WAY	LAS POSAS RD			7	2	12	5		10		1					4		1		1		9	4	4	2	2	101	9	0.719	0	0.308	21
28	LANTANA ST	LAS POSAS RD		1	4		6			7		1		1			1			1		1	1	2	4		4	80	5				11
29	CARMEN DR/GLENBROOK AVE	LAS POSAS RD		1	8	6	22	16		5		8					3	1	1	3	1	1	11	5	12	3	6	176	15	0.828	0	0.335	37
30	MISSION DR	LAS POSAS RD			2	6	10	8		4	1	2					2	1					3	4	5	4	2	68	8	0.470	0	0.209	18
31	ANACAPA DR	LAS POSAS RD			6	1	8			10					1		1	1	1	1	1		2	3	4	2	4	80	7				15
32	W LOOP DR	LAS POSAS RD		2	3	6	6	4		6		2			1		2		1	1	1		3	6	3	2	3	135	11	0.414	0	0.268	17
33	ARNEILL RD	LAS POSAS RD			3	7	19	15		4		4					4	1	1		1		4	8	11	3	3	94	10	0.548	0	0.189	29
34	CHARTER OAK DR	LAS POSAS RD		1	7	8	11	13		3	1			1			4	2	1	2	1		3	6	8	5	5	166	16	0.643	0	0.381	27
35	TEMPLE AVE	LAS POSAS RD			5	4	16	7		6	1	4			1		5			1			4	3	4	9	5	95	9	0.527	0	0.190	25
36	LOMA DR	LAS POSAS RD				1	6			2		3					2						2		1	2	2	12	1				7
37	E LOOP DR	LAS POSAS RD		1	1		5			4		3											1	1	2	2	1	46	2				7
38	PONDEROSA DR N	LAS POSAS RD			6	8	15	10		5		2					7	4	1		1		8	5	5	5	6	129	14	0.691	0	0.334	29
39	ANTONIO AVE	LAS POSAS RD		1	6	3	12	7		6	2	3					1	2	1		1		4	6	6	2	4	126	10	0.634	0	0.288	22
40	FIELDGATE DR	LAS POSAS RD		1	1		3	1		2							2						2			3		44	2				5
41	MAR VISTA DR	LAS POSAS RD				2	5	1		1		3					1			1				1	3	3		17	2				7
42	SR 34	LAS POSAS RD			2	1	4			2		2					2			1				1	2		4	32	3				7
43	SEMINARY RD	UPLAND RD				1											1									1		6	1				1
44	FLYNN RD	UPLAND RD			3	2	6	2		4	1	1					3					1	1	5	3	2		51	5	0.294	0	0.134	11
45	HILLRIDGE DR	UPLAND RD					1								1											1		1	0				1
46	WOODCREEK RD	UPLAND RD			2	2	6	4		1	1	1						1		2			1	2	2	1	4	40	4	0.292	0	0.117	10
47	WORTH WAY	UPLAND RD			1	1		1		1												1			1	1		17	2				2
48	STACY LN	UPLAND RD					1					1														1		1	0				1
49	JEFFREY RD	UPLAND RD				1	1	1												1							1	7	1	0.093	0	0.047	2
50	SAN ONOFRE DR	UPLAND RD		2		1	1			3										1			1	1	1		1	67	3				4
51	UPLAND RD	PUEBLO VIS					1					1														1		1	0				1
52	UPLAND RD	SANTA ROSA RD	1	1	4	3	9	7		4		2					2	2	1		1		2	5	5	2	4	645	9	0.387	0.02149	0.193	18
53	CERRO VISTA WAY	CALLE HIGUERA					1							1									1					1	0				1
54	CERRO VISTA WAY	SAUSALITO DR					1			1																	1	1	0				1
55	LYNDHURST AVE	DAPHNE ST			1		1				1			1								1			1		1	12	1				2

			Severity					Type																Year										
INTX ID	North/South Road	East/West Road	Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Approach Turn	Backing	Broadside	Head-On	Hit Object	Lost Control	Other	Overtake Turn	Overtuned	Rear End	Sideswipe	Vehicle -Pedestrian	Not Stated	Pedestrian	Bicycle	2015	2016	2017	2018	2019	EPDO	Fatal + Injury	Overall Crash Rate	Fatal Crash Rate	Fatal + Injury Crash Rate	Total
56	MISSION DR	DAPHNE ST					1	1																	1			1	0				1
57	GLENBROOK AVE	TAMARIX ST				1					1															1		6	1				1
58	TIFFANY CT	TAMARIX ST					1							1									1					1	0				1
59	PARKWAY DR	CHARTER OAK DR				1	1					1					1						1		1			7	1				2
60	LEAFWOOD DR	AMBER DR					1										1										1	1	0	-			1
61	TANGLEWOOD DR	AMBER DR			1													1								1		11	1				1
62	TEMPLE AVE	VIA CORZA					1					1												1				1	0				1
63	CALLE CITA	ANTONIO AVE					2			1											1				1		1	2	0				2
64	ANTONIO DR	ANTONIO AVE					1											1							1			1	0				1
65	MAR VISTA DR	ANTONIO AVE				1	1			1								1								2		7	1				2
66	ANTONIO AVE	VILLAMONTE CT				1		1																1				6	1				1
67	SPRINGVILLE DR	W VENTURA BLVD			1		1					1						1					1				1	12	1	0.100	0	0.050	2
68	SPRINGVILLE DR	US 101 SB RAMPS			1															1					1			11	1				1
69	SPRINGVILLE DR	US 101 NB RAMPS					2	1				1													1		1	2	0				2
70	CAMINO TIERRA SANTA	PONDEROSA DR			2	3	11			6		5					1	3		1			1	1	7	3	4	51	5	1.096	0	0.342	16
71	CALISTOGA DR	PONDEROSA DR					1			1																	1	1	0				1
72	BRADFORD AVE	PONDEROSA DR				1	3			2	1							1							2		2	3	0				4
73	LAS POSAS RD	PONDEROSA DR		1	12	7	14	16		8							7	1	1	1	1	1	7	6	7	6	8	218	20	0.601	0	0.354	34
74	WELLS FARGO DWY	PONDEROSA DR			2		1	1		2															1	1	1	23	2				3
75	RALPHS DWY	PONDEROSA DR					2	1				1											1		1			2	0				2
76	CALLE LA RODA	PONDEROSA DR			4	6	12	2		17		1						1		1		1	2	5	4	6	5	92	10				22
77	PASEO ARROYO	PONDEROSA DR					4			1	1	2											1			2	1	4	0				4
78	REDWOOD AVE	PONDEROSA DR			2	4	6	1		6		1		1	1		1		1			1	2	3	2	2	3	52	6				12
79	VALLE LINDO DR	PONDEROSA DR			1	1				2													1	1				17	2				2
80	LANTANA ST	PONDEROSA DR		1		2	9	1		4	2	1					3			1			2	2	1	4	3	51	3				12
81	CARMEN DR	PONDEROSA DR	1	1	8	2	12	8		7	1	2					5		1		1	2	5	7	2	6	4	686	12	0.674	0.0281	0.337	24
82	BRENTLY AVE	PONDEROSA DR			4	2	9	8		1		1					3	1	1		1		5	4	3	2	1	65	6	0.421	0	0.169	15
83	MOBIL AVE	PONDEROSA DR	1		4	2	8	2		5		1						3	3	1	3	1	3	2	3	2	5	608	7	0.421	0.0281	0.197	15
84	ARNEILL RD	PONDEROSA DR			8	9	17	7		11		2					11	2		1		2	7	8	5	4	10	159	17	0.525	0	0.262	34
85	PONDEROSA DR	VIA MONTOYA					2					1					1							2				2	0				2
86	TEMPLE AVE	PONDEROSA DR		2	3	2	6	7		2		2					2						2	4	5	2		111	7	0.356	0	0.192	13
87	ESTON ST	PONDEROSA DR			2	2	1			4							1						1		1		3	35	4				5
88	N SHEPERD DR	PONDEROSA DR			1		3	1		2							1					1	2	1	1			14	1				4
89	PONDEROSA DR	N ADOLFO RD			1	2	6			1		1	1		1		3	1		1				1	3	3	2	29	3				9
90	PONDEROSA DR	APPIAN WAY					3			2		1												2	1			3	0				3
91	BRADFORD AVE	RIPLEY ST					1										1						1					1	0				1
92	LAS POSAS RD	E CALLE LA GUERRA					1	1																		1		1	0	0.035	0	0.000	1
93	CALLE LA RODA	E CALLE LA GUERRA					1													1							1	1	0				1
94	CALLE EL CONDOR	EL BOSQUECILLO					1					1											1					1	0				1
95	LAS POSAS RD	E CALLE LA SOMBRA	1			2	1					1					2			1				1		1	2	557	3				4
96	CALLE LA RODA	E CALLE LA SOMBRA			1		3				1						1	1	1		1		2		1		1	14	1				4
97	W CALLE CIRCULO	E CALLE LA SOMBRA			1						1												1					11	1				1
98	SKEEL DR	AILEEN ST					1												1		1						1	1	0				1
99	SKEEL DR	COE ST			1					1												1			1			11	1				1
100	SEYBOLT AVE	COE ST					1			1																	1	1	0				1
101	HARRIS AVE	COE ST			1														1		1			1				11	1				1
102	BAYWOOD AVE	COE ST					1			1															1			1	0				1
103	LANTANA ST	COE ST				2				2													1			1		12	2				2
104	MISSION DR	EUCLID AVE					1								1								1					1	0				1
105	MISSION DR	SORREL ST					1					1														1		1	0				1
106	CARMEN DR	EDGEMONT DR			1	2	1			3								1						2	1		1	24	3				4
107	CARMEN DR	E MODESTO AVE			1	1	1	1			1	1											1	2				18	2				3
108	CLAYTON CT	E ROWLAND AVE					1										1							1				1	0				1
109	MOBIL AVE	DUNNIGAN ST				2	2			3		1											1		2	1		14	2				4
110	ARNEILL RD	DUNNIGAN ST			4	4	12	2		8		2					8						4	9	4	2	1	80	8	0.731	0	0.292	20

			Severity					Type													Pedestrian	Bicycle	Year											Total
INTX ID	North/South Road	East/West Road	Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Approach Turn	Backing	Broadside	Head-On	Hit Object	Lost Control	Other	Overtake Turn	Overtuned	Rear End	Sideswipe	Vehicle -Pedestrian	Not Stated			2015	2016	2017	2018	2019	EPDO	Fatal + Injury	Overall Crash Rate	Fatal Crash Rate	Fatal + Injury Crash Rate	
111	GEMINI AVE	DUNNIGAN ST					1											1							1			1	0				1
112	WAVERLY AVE	DUNNIGAN ST					1										1										1	1	0				1
113	WAVERLY AVE	WAVERLY CT					1					1														1		1	0				1
114	BRENTLY AVE	BRONSON ST			1												1										1	11	1				1
115	BRENTLY AVE	BURNLEY ST			1			1															1					11	1				1
116	PALMER AVE	DERBY ST				1												1							1			6	1				1
117	PALMER AVE	DUNNIGAN ST					1											1						1				1	0				1
118	PALMER AVE	WILCOX ST					1					1											1					1	0				1
119	ARNEILL RD	ROCKLYN ST	1		2	5	3	1		8		1							1		1	1	1	3	2	2	3	599	8				11
120	STONE MEADOW DR	ROCKLYN ST				1		1																1				6	1				1
121	ARNEILL RD	CAMARILLO VILLAGE SQ DWY			1	1	7			7	1						1						3	2	4			24	2				9
122	N LANDEN ST	MUNSON ST					1											1						1				1	0				1
123	TEMPLE AVE	E LANDEN ST				1											1									1		6	1				1
124	DWIGHT AVE	E LANDEN ST					1											1									1	1	0				1
125	TEMPLE AVE	WENDELL ST					2					1					1										2	2	0				2
126	TEMPLE AVE	LOS NOGALES AVE					2					1								1			1	1				2	0				2
127	TEMPLE AVE	VISTA ST		1	2					2										1				1	1		1	52	3				3
128	LOMA DR	DWIGHT AVE					1								1									1				1	0				1
129	CORBY AVE	RIVERMORE ST					1										1						1					1	0				1
130	DEWAYNE AVE	APPIAN WAY					2			1		1													2			2	0				2
131	MARCO DR	GERMAIN ST					2					1					1								1		1	2	0				2
132	LAS POSAS RD	W DAILY DR			10	8	32	19		12	1	2					7	6	2	1	2			8	14	11	5	12	190	18	0.721	0	0.260	50
134	CALLE LA RODA	E DAILY DR			2	2	10	6		2		1		1			3		1		2			3	3	6	2		44	4				14
135	LAS POSAS RD	US 101 NB OFF RAMP			2	1	2			3							2							2		1		2	30	3				5
136	LAS POSAS RD	US 101 SB RAMPS				8	13			3				1	1		12	3		1				2	8	2	3	6	61	8				21
137	REDWOOD AVE	PAEO CAMARILLO					2	1		1																	2	2	0				2
138	LANTANA ST	PASEO CAMARILLO		1	1	1	3			2					1		1	1	1		1	1			3	1		2	50	3				6
139	CARMEN DR	PASEO CAMARILLO			3		8	4		1	1	1		1			2			1			5	2	2	1	1	41	3	0.309	0	0.084	11
140	ROSEWOOD AVE	E DAILY DR				2	7		1	1							6			1			1	5			3	19	2				9
141	LANTANA ST	E DAILY DR				4	6	1		5	1	1						1		1					4	3	1	2	30	4				10
142	CARMEN DR	E DAILY DR		1	7	5	15	3		5	1	2		1	1		11	3		1		2	4	8	8	5	3	152	13	0.548	0	0.254	28
143	BENTLEY AVE	E DAILY DR			2	1	8	2		2		3		1			1			2			3	3	2	2	1	36	3				11
144	MOBIL AVE	E DAILY DR			2	2	5	1		2							3	2		1		1	4	1		3	1	39	4				9
145	RAEMERE ST	E DAILY DR			1		2			2								1							2		1	13	1				3
146	ARNEILL RD	E DAILY DR			10	9	14	13		3		2					9	4	1	1	1		5	7	11	5	5	178	19	0.841	0	0.484	33
147	N GLENN DR	E DAILY DR			1	2	7	2		3							3	1	1		1			4	3	1	2	30	3				10
148	US 101 NB RAMPS	E DAILY DR					2											1		1						1	1	2	0				2
149	SR 34	E DAILY DR			1		2			1		1								1					1		2	13	1				3
150	W VENTURA BLVD	VERDULERA ST					1					1															1	1	0				1
151	HOME DEPOT DWY	W VENTURA BLVD			1	1											1			1				1	1			17	2				2
152	OVERLAND RD	W VENTURA BLVD			3	3	5			7		2						2					2	5	2	1	1	56	6				11
153	WALMART DWY	W VENTURA BLVD					1			1															1			1	0				1
154	TOWN CENTER E	W VENTURA BLVD			3	1	2			3							2	1				1		2	1		3	41	4	0.183	0	0.122	6
155	S LAS POSAS RD	W VENTURA BLVD			7	5	27	5		7		2		1	1		16	6		1			9	10	7	6	7	134	12	0.460	0	0.141	39
156	PROMENADE DR	VENTURA BLVD			5	2	10	12		1								1	1	2	1		3	3	5	6		77	7	0.717	0	0.295	17
157	FACTORY STORES DR	VENTURA BLVD				1	8			5	2						2						3	3		3		14	1				9
158	CAMARILLO OUTLET	VENTURA BLVD			1	1	3	3		1										1			1	1	1	2		20	2	0.211	0	0.084	5
159	CAMARILLO CENTER DR	VENTURA BLVD			5	9	17	4		18		1			1		3	2		2			9	8	8	1	5	126	14				31
160	HERBERT DR	VENTURA BLVD		1			3	3							1									2	1	1		33	1				4
161	GRANADA ST	VENTURA BLVD					6					1			1		3	1					1		2	1	2	6	0				6
162	CARMEN DR	VENTURA BLVD			2	10	11	5		6		2					5	2	2	1	2		6	5	2	5	5	93	12	1.050	0	0.548	23
163	GENEIVE ST	VENTURA BLVD			1	1	5			3		1					2	1					1	3	2	1		22	2				7
164	COLONIA PL	VENTURA BLVD					1			1															1			1	0				1
165	CEDAR DR	VENTURA BLVD					2			1		1											1				1	2	0				2
166	N FIR ST	VENTURA BLVD					5			2		1					2						1	2	1		1	5	0				5

			Severity					Type													Pedestrian	Bicycle	Year										
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167	ARNEILL RD	VENTURA BLVD				7	15	6		7	1	3					2	2		1			5	6	5	4	2	57	7	0.438	0	0.139	22
168	PALM DR	VENTURA BLVD				2	1	2						1									1		2			13	2				3
169	S GLENN DR	VENTURA BLVD			1	2	2	1		2	1						1						1	1	1	1	1	25	3				5
170	US 101 SB RAMPS	VENTURA BLVD					3			1		1					1							1			2	3	0				3
171	SR 34	VENTURA BLVD			1	1	5	1			1	1					4							1	2	1	3	22	2				7
172	N DAWSON DR	PETIT ST		1	3	2	10	7		1	1						3	2	1	1	1	1	3	3	5	3	2	85	6	0.501	0	0.188	16
173	CAMARILLO ST	PETIT ST					3	1		1								1					2			1		3	0				3
174	VILLAGE AT THE PARK DR	PETIT ST																										0	0				0
175	CAMARILLO CENTER DR	HUGHES DR					2			2													1		1			2	0				2
176	GENEIVE ST	CHAPEL DR				1	1			1						1							1		1			7	1				2
177	N FIR ST	CHAPEL DR					1			1															1			1	0				1
179	MOBIL AVE	PICKWICK DR					3	1				1					1							1	1		1	3	0				3
180	ARNEILL RD	PICKWICK DR			4	9	16	10		7		4					2	2	2	2	2		4	8	5	5	7	114	13	0.504	0	0.226	29
181	KELLEY AVE	HARTNELL ST	1									1													1			544	1				1
182	TEMPLE AVE	HARTNELL ST			2	1				2							1						1		1	1		28	3				3
183	STAUNTON ST	HARTNELL ST					3					1					1	1					1	1	1			3	0				3
184	STAUNTON ST	OBRIEN CIR					1					1												1				1	0				1
185	ARNEILL RD	BARRY ST			5	2	8	4		7		1					1		2		2		4	3	4	4		75	7	0.322	0	0.150	15
186	N GLENN ST	BARRY ST					1			1														1				1	0				1
187	FULTON ST	BARRY ST					1	1																	1			1	0				1
188	SR 34	BARRY ST																										0	0				0
189	MOBIL AVE	RAEMERE ST		1			8	1		1				1			2	3		1				3	1		5	38	1				9
190	ARNEILL RD	LOMITA ST				2	4			1		1					4						1	2	1	1	1	16	2				6
191	N GLENN DR	LOMITA ST					1				1													1				1	0				1
192	MERRITT AVE	LEWIS RD																										0	0				0
193	SR 34	TEMPLE AVE				3											3										3	18	3				3
194	SR 34	DUNKIN ST																										0	0				0
195	SR 34	E ELMA ST			1					1																	1	11	1				1
196	SR 34	N ALDOFO RD			2		7	1		1		1					5			1			2		4	1	2	29	2				9
197	SR 34	GERMAIN ST																										0	0				0
198	SR 34	CROYDON AVE																										0	0				0
199	DORA ST	E ELMA ST					1			1															1			1	0				1
200	DORA ST	N SHEPERD DR					1											1						1				1	0				1
202	GRACIA ST	HELMA CT					1				1												1					1	0				1
203	GRACIA ST	N ADOLFO RD			2		2	1		1									1	1	1		2	1	1			24	2				4
204	GRACIA ST	STILES AVE					1											1						1				1	0				1
205	FLYNN RD	ADOLFO RD		1	6	5	20	19		4	1				1		5	1		1			6	8	8	4	6	146	12	0.626	0	0.235	32
206	ADOLFO RD	AVENIDA ACASO			2		2	3									1						1	2	1			24	2	0.125	0	0.063	4
207	RANCHO CALLEGUAS DR	ADOLFO RD			2	1	2			4		1											1	1	1	2		30	3				5
208	TAHQUITZ DR	ADOLFO RD	1		3	1		2		2		1											1		2		2	583	5				5
209	CEBOLLA DR	ADOLFO RD			1		3	1							1		2						1	3				14	1				4
210	MISSION OAKS BLVD	ADOLFO RD			5	10	19	15		3		4			1	1	8	1	1		1	1	8	6	12	4	4	134	15	0.611	0	0.269	34
211	SANTA ROSA RD	ADOLFO RD		1	5	5	24	3		6	1	1			1		13	9		1		1	6	14	8	5	2	139	11	0.412	0	0.130	35
212	CAMINO RUIZ	ADOLFO RD					1			1																1		1	0				1
213	LOS PUEBLOS DR	ADOLFO RD			3					2							1							2		1		33	3				3
214	CAMINO CARILLO	ADOLFO RD					2			1										1			1				1	2	0				2
215	FLYNN RD	MISSION OAKS BLVD			2		10	2	1	1	1	2					2	2		1				2	5	1	4	32	2				12
216	FLYNN RD	CALLE TECATE		1		1	4			2		2						1		1			2	2			2	40	2				6
217	FLYNN RD	MAYA LINDA		1		1	3			2							2	1					1	2		2		39	2				5
218	FLYNN RD	VISTA MERCADO			1		2			1							2						1			2		13	1				3
219	FLYNN RD	VIA REAL				1				1												1	1					6	1				1
220	FLYNN RD	CALLE TESORO			1	1	1			2							1								2		1	18	2				3
221	FLYNN RD	CALLE CANCUN				1														1							1	6	1				1
222	FLYNN RD	VIA SECOYA			1			1															1					11	1				1
223	JOSE AVE	APPIAN WAY					1											1					1					1	0				1

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224	S DAWSON DR	SR 34			1	1	8	3				1					6						1	4	1	1	3	25	2				10
225	S DAWSON DR	DAWSON DR			1	3	5	5		3					1									3	4	1	1	34	4				9
226	N DAWSON DR	MISSION OAKS BLVD	1				2					3												2	1			546	1				3
227	CAMARILLO RANCH RD	MISSION OAKS BLVD					3			2							1							1	1	1		3	0				3
228	RANCHO CALLEGUAS DR	MISSION OAKS BLVD				1	2			1							1				1			1	1		1	8	1				3
229	MISSION OAKS BLVD	ANGUILA PL			1	1						1					1							2				17	2				2
230	MISSION OAKS BLVD	HILLCREST DR					1					1															1	1	0				1
231	MISSION OAKS BLVD	COLONY DR			2		3			1					1		1	1		1			2		1		2	25	2				5
232	CREEKSIDE RD	MISSION OAKS BLVD					1			1														1				1	0				1
233	WOODCREEK RD	MISSION OAKS BLVD			4	1	3			5							1		1	1	1	1	1	4	1		2	53	5	0.313	0	0.196	8
234	ALDER VIEW LN	MISSION OAKS BLVD			1		1			1		1												1	1			12	1				2
235	OAK CANYON RD	MISSION OAKS BLVD				1	1			1							1							1			1	7	1				2
236	MISSION OAKS BLVD	JOSHUA TRL					1														1					1		1	0				1
237	AVENIDA ACASO	VIA FRESCO			1			1														1		1				11	1				1
238	AVENIDA ACASO	CEDARBROOK WALK					1							1										1				1	0				1
239	CAMARILLO RANCH RD	CALLE TECATE				1											1							1				6	1				1
240	CAMARILLO RANCH RD	CAMINO RANCHERO				1	1			2												1		1			1	7	1				2
241	RANCHO CALLEGUAS DR	CALLE ARGOLLA					2	1									1							2				2	0				2
242	HILLCREST DR	COLONY DR					1					1															1	1	0				1
243	HACIENDA DR	HILLCREST DR					1										1									1		1	0				1
244	HACIENDA DR	HUNT CIR				1	1					1		1										1	1			7	1				2
245	LA CULEBRA CIR	PASEO DEL CAMPO			1		1			1								1						1	1			12	1				2
246	WOODCREEK RD	PASEO DEL CAMPO			1		1			1		1										1		1	1			12	1				2
247	WOODCREEK RD	MISSION VERDE DR				1	1			1							1						2					7	1				2
248	BUTTERFIELD ST	FIELDCREST DR					1											1						1				1	0				1
249	QUALRIDGE DR	FIELDCREST DR			2					1							1						1	1				22	2				2
250	RIDGEWOOD DR	FIELDCREST DR				1	1										1				1				1		1	7	1				2
251	ALTA COLINA RD	LAUREL PARK DR					1											1						1				1	0				1
252	WOODCREEK RD	E ELM VIEW DR		1			1					1				1							1				1	31	1				2
253	OAK CANYON RD	SADDLEBACK WAY			1	1						1					1							1	1			17	2				2
254	S LAS POSAS RD	PLEASANT VALLEY RD		2	3	6	14	11		2		1		1			6	3	1		1		7	5	9	1	3	143	11	0.464	0	0.204	25
255	SOUTHFIELD RD	PLEASANT VALLEY RD	1		2	2	4	1				4				1	1			2			2		3	2	2	582	5				9
256	SR 34	PLEASANT VALLEY RD				5	5	1		1	1	3					3	1					2		2	2	4	35	5				10
257	CALLE SAN PABLO	PLEASANT VALLEY RD					1											1						1				1	0				1
258	SR 34	PLEASANT VALLEY RD			1		6					2					4	1					1	1	1	2	2	17	1				7
259	CONSTITUTION AVE	PLEASANT VALLEY RD			2	3		1		2							2							2	3			40	5				5
260	VILLAGE COMMONS BLVD	PLEASANT VALLEY RD		1	3	1	2	3				2					2						2	2		1	2	71	5	0.213	0	0.152	7
261	BRIDGEHAMPTON WAY	PLEASANT VALLEY RD			6		4	5		2							2				1		1	3	2	3	1	70	6	0.249	0	0.149	10
262	PANCHO RD	PLEASANT VALLEY RD		1	1		7	2				2			1		1	1		2			2	1	2	2	2	48	2	0.186	0	0.041	9
263	PLEASANT VALLEY RD	RIDGE VIEW ST			2	2		2		1					1										1	2	1	34	4	0.095	0	0.095	4
264	PLEASANT VALLEY RD	CALLE CUESTA			1	3	8			4							3	4		1			1	2	1	6	2	37	4				12
265	PLEASANT VALLEY RD	US 101 NB RAMPS				1	6			3							2	2						1	1	2	3	12	1				7
266	SANTA ROSA RD	VERDUGO WAY			9	5	17	2		6		2			1		11	6		3			9	6	5	6	5	146	14	0.347	0	0.157	31
267	RANA PL	SANTA ROSA RD			1		2				1						2					1		2	1			13	1				3
268	LOS PUEBLOS DR	SANTA ROSA RD			5	6	13	10		2	1	2					8			1			3	5	6	7	3	104	11	0.438	0	0.201	24
269	WOODCREEK RD	SANTA ROSA RD			4	5	16	12		3	1	3					1	2		3		1	4	3	10	3	5	90	9	0.464	0	0.167	25
270	LEISURE VILLAGE DR	SANTA ROSA RD			5	2	7	4		3		2					3	1		1			4	3	2	2	3	74	7	0.307	0	0.153	14
271	OAK CANYON RD	SANTA ROSA RD		2	4	2	13	8		1	1	2		1			2	4	1	1	1		3	6	4	5	3	129	8	0.511	0	0.195	21
272	ADOBE WAY	SANTA ROSA RD		1		1	5			2	1	3						1					3	1	2	1		41	2				7
273	VIA LATINA DR	SANTA ROSA RD					3			2								1						2	1			3	0				3
274	SAN RAFAEL WAY	SANTA ROSA RD				1				1														1				6	1				1
275	LEISURE VILLAGE DR E	SANTA ROSA RD				1	1										2							2				7	1	0.056	0	0.028	2
276	MORONGO DR	SANTA ROSA RD			2		2			1	1	1						1					1	1		1	1	24	2				4
277	TUSCAN GROVE PL	SANTA ROSA RD		1		1	3					3				1				1				1		1	3	39	2				5
278	CAMINO RUIZ	VIA CALDRON					1													1					1			1	0				1

			Severity					Type															Year										
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279	LOS PUEBLOS DR	MARIPOSA PL			1		1											1	1		1			1		1		12	1				2
280	LOS PUEBLOS DR	LEISURE VILLAGE DR W			3		3	1		1							3			1			4		2			36	3				6
281	E AVENIDA ENCANTO	MIRA FLORES CT					1							1									1					1	0				1
283	PARDEE PLZ	VERDUGO WAY					4	2		2													1		3			4	0	0.157	0	0.000	4
284	CAMINO RUIZ	VERDUGO WAY			1	3	2	2		3									1			1		3	2	1		31	4				6
285	SR 34	DAWSON PL				1	1	1													1					1	1	7	1				2
286	WESTPARK CT	VILLAGE AT THE PARK DR					2					1					1								1		1	2	0				2
287	VILLAGE COMMONS BLVD	VILLAGE AT THE PARK DR				1	1			1									1		1					1	1	7	1				2
288	VILLAGE COMMONS BLVD	BRIDGEHAMPTON WAY		1			3					1			1		1	1					2	1			1	33	1				4
289	BRISTER PARK CT	BRIDGEHAMPTON WAY			1														1		1						1	11	1				1
290	PICKETT AVE	HEDGE LN					1					1														1		1	0				1
291	PANCHO RD	ADOHR LN			1		4			1		2					2							2	2	1		15	1				5
292	PANCHO RD	CALLE ALTO			1			1															1					11	1				1
293	PANCHO RD	CALLE CARGA			1		1	1									1							1		1		12	1				2
294	CALLE PLANO	CALLE CARGA				1				1															1			6	1				1
295	PANCHO RD	HOWARD RD					3				1	2												2		1		3	0				3
296	WOOD RD	W VERDULERA ST					2							1			1						1		1			2	0				2
297	SPRINGVILLE DR	PONDEROSA DR			1		4			1		4											1	1	2		1	15	1				5
298	CRESTVIEW AVE	ASHDALE CT					1					1													1			1	0				1
299	GREEN LAWN AVE	GREEN GLADE CT					1							1									1					1	0				1
300	SPANISH MOSS PL	RIPELY ST			1						1															1		11	1				1
301	CARMEN DR	US 101 NB RAMPS		1	1		2	1		1					1		1					1			1	2	1	43	2				4
302	MARCO DR	LAS POSAS RD					3					1					2							3				3	0				3
303	SR 34	CAMINO ALVAREZ																										0	0				0
305	GRACIA ST	BARCA ST					1	1															1					1	0				1
306	ADOLFO RD	ALMENDRO WAY				1				1															1			6	1				1
308	MARIPOSA DR	MAZANITA ST					2				1										1			1			1	2	0				2
309	FENMORE AVE	FENMORE CT			1					1																	1	11	1				1
310	WALKER AVE	DUMETZ ST			1		1			1							1					1				1	1	12	1				2
311	FULTON ST	PONDEROSA DR			2		1					1						1		1				2	1			23	2				3
312	ARNEILL RD	FIESTA AVE			1	2	2			3		1					1						1	1	1	1	1	25	3				5
313	CRESTVIEW AVE	CORTE CERRITO					2					2												1	1			2	0				2
314	BRADFORD AVE	PASEO ESPIENDIDO			1					1															1			11	1				1
315	JAY AVE	N CALLE LA SOMBRA					2					1					1							1	1			2	0				2
316	CALLE CANON	CALLE BODEGA			1				1																1			11	1				1
317	CALLE SEGUNDA	PASEO LOMA CT					1														1						1	1	0				1
318	PASEO LOMA CT	SEVILLA ST					1											1								1		1	0				1
319	S LAS POSAS RD	CAMARILLO CENTER DR				1											1								1			6	1				1
320	NIKE DWY	CAMARILLO CENTER DR																										0	0				0
321	AMERICAS TIRE DWY	E DAILY DR				1	4			2	1					1		1						2	3			10	1				5
322	N LAKESIDE AVE	EDGEWATER LN					2										1	1					1		1			2	0				2
323	PASEO DEL VALLE	PASEO CAMARILLO			1		1					1					1						1		1			12	1				2
324	CALLE LA GUERRA	CALLE EL CONDOR					1										1							1				1	0				1
325	ELM ST	CHAPEL DR					1							1									1					1	0				1
326	S GLENN DR	CHAPEL DR					1										1								1			1	0				1
327	PALMER AVE	GORMAN ST					1										1								1			1	0				1
328	MISSION ST	NEISH ST					1								1										1			1	0				1
329	VIKING ST	DANBROOK AVE					1										1						1					1	0				1
330	DORMAN ST	BERWICK RD					1										1						1					1	0				1
331	FLYNN RD	VIA PEDCADOR					2					1									1			1			1	2	0				2
332	ADHOR LN	RIDGE VIEW ST					1					1															1	1	0				1
333	VIA MONTECITO	VIA ALBA					1					1												1				1	0				1
334	MISSION OAKS BLVD	FIELDCREST DR					1										1										1	1	0				1
335	VIA CARRANZA	MISSION OAKS BLVD					2			1											1	1		1	1			2	0				2
336	DANBURY DR	SUMMERFIELD ST					1										1							1				1	0				1

			Severity					Type														Pedestrian	Bicycle	Year										
INTX ID	North/South Road	East/West Road	Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Approach Turn	Backing	Broadside	Head-On	Hit Object	Lost Control	Other	Overtake Turn	Overturned	Rear End	Sideswipe	Vehicle -Pedestrian	Not Stated			2015	2016	2017	2018	2019	EPDO	Fatal + Injury	Overall Crash Rate	Fatal Crash Rate	Fatal + Injury Crash Rate	Total
337	ELM ST	VENTURA BLVD					1					1													1				1	0				1
338	CARVATO DR	CALLE LUMINOSO			1							1														1			11	1				1
339	SADDLEBACK TRL	ARABIAN PL					1											1							1				1	0				1
340	N ADOLFO RD	ALMENDRO WAY			1					1																		1	11	1				1
341	MILLIGAN DR	STILES AVE			1					1																1			11	1				1
342	ARNEILL RD	CHANDLER ST			1	1	1			2								1					1	1	1	1			18	2				3
343	FIELDCREST DR	CLEARWATER DR					2			1							1								2				2	0				2
344	CALLE TECATE	VIA ALONDRA					1			1													1						1	0				1
345	CAMARILLO SPRINGS RD	US 101 SB RAMPS					1											1									1		1	0				1
346	W LOOP DR	LEMON DR					1											1					1						1	0				1
347	BARCELONA ST	CHAPEL DR					1										1							1					1	0				1
348	MARSALA WAY	SAN VITO LN					1					1												1					1	0				1
349	DEL CIERVO PL	PADRE LN					1										1						1						1	0				1
350	VIA THOMAS	VIA THOMAS					1														1					1			1	0				1
Total			10	43	383	365	1154	437	3	497	50	219	1	23	27	9	390	159	43	97		44	34	357	475	462	301	360	-	-	-	-	-	1955

Collisions at Selected Segments

				Severity					Type														Year												
SEG ID	Street Name	From	To	Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Approach Turn	Backing	Broadside	Head-On	Hit Object	Other	Overtake Turn	Overturned	Ran Off Road	Rear End	Sideswipe	Vehicle - Pedestrian	Not Stated	Pedestrian	Bicycle	2015	2016	2017	2018	2019	EPDO	Length	24-HOUR ENTERING VOLUME	Fatal + Injury	Overall Crash Rate	Fatal Crash Rate	Fatal + Injury Crash rate	Total
001A	CENTRAL AVE	PASAJE PETALOS	W VENTURA BLVD		1	3	3	8	6				3		2				3		1		1	3	1	2	6	3	89	0.35	17,000	7	1.38137	0	0.226	15
002A	W VENTURA BLVD	CENTRAL AVE	WOOD RD			2		3	1				1	1					2					2	2		1		25			2				5
002B	W VENTURA BLVD	W VENTURA BLVD	CARMEN DR		1	6	4	23	1		3		11		1	2		5	9	1	1	1		8	5	7	8	6	143	2.42	18,000	11	0.42769	0	0.335	34
002C	W VENTURA BLVD	CARMEN DR	COLONIA PL`				1	3			1	1	1		1									2		1	1		9			1				4
002D	W VENTURA BLVD	COLONIA PL	LEWIS RD				1	9	1		1		1	1				3	2		1				4	2	2	2	15			1				10
003A	SPRINGVILLE DR	W PONDEROSA DR	W VENTURA BLVD			3		2				1	2					1	1					1	1	1		2	35			3				5
004A	W PONDEROSA DR	SPRINGVILLE DR	LAS POSAS RD		1			1					1							1		1			1			1	31			1				2
004B	E PONDEROSA DR	LAS POSAS RD	APPIAN WAY		1	4	6	20			6	6	8					6	4		1		1	9	1	5	11	5	130	3.16	17,000	11	0.3162	0	0.355	31
004C	N PONDEROSA DR	APPIAN WAY	ANTONIO AVE		1		1		1											1		1				1		1	36			2				2
005A	LAS POSAS RD	CAMARILLO CENTER DR	LEWIS RD		1	17	12	52	1		11	6	19	1	1	1		20	15	1	6	1	2	22	6	8	23	23	341	4.64	35,000	30	0.27667	0	0.470	82
005B	UPLAND RD	LEWIS RD	SANTA ROSA RD			6	2	5			1	2	6			1		1	2					1	1	4	7		83			8				13
005C	LAS POSAS RD	CAMARILLO CENTER DR	PLEASANT VALLEY RD					1											1					1					1			0				1
006A	CARMEN DR	LAS POSAS RD	VENTURA BLVD			1	1	10			1	1	3		1			5	1					4	1	1	3	3	27			2				12
007A	ARNEILL RD	LAS POSAS RD	BARRY ST	1		6	12	25			24		3	1				6	4	2	4	2		9	5	7	15	8	707	1.18	23,000	19	0.88834	0.02019	0.453	44
007B	ARNEILL RD	BARRY ST	VENTURA BLVD				1	4			2							1	1		1		1		1	2	1	1	10			1				5
008A	N ADOLFO RD	E PONDEROSA DR	LEWIS RD		1			1				1						1								2			31	0.34	11,000	1	0.29602	0	0.050	2
008B	ADOLFO RD	LEWIS RD	END			3	6	12			4	3	6					5	3			1		5	2	5	7	2	81	2.20	18,000	9	0.29058	0	0.274	21
009A	PLEASANT VALLEY RD	CITY BOUNDARY	E 5TH ST			6	7	12	1		1		4	3	1	1		10	3		1			6	6	5	4	4	120	2.65	20,000	13	0.25846	0	0.356	25
009B	PLEASANT VALLEY RD	E 5TH ST	S LEWIS RD			1	2	1				1	2					1							1		2	1	24			3				4
009C	PLEASANT VALLEY RD	LEWIS RD	BRIDGEHAMPTON WAY		1	1	1	6			1		3		2			2	1					2	4	1	2		53			3				9
009D	PLEASANT VALLEY RD	BRIDGEHAMPTON WAY	US 101		1	2	3	8			2	1	2	1		1		5	1		1			2	3	2	2	5	78			6				14
009E	SANTA ROSA RD	US 101	MORONGO DR		2	5	3	25			1	2	12		1	1		11	7					7	7	7	9	5	158	2.81	23,000	10	0.29674	0	0.238	35
009F	SANTA ROSA RD	MORONGO DR	HILLTOP LN		1	3		4				1	4			1		1			1			3	2	1	2		67			4				8
010A	W DAILY DR	END	LAS POSAS RD					3				1									2						1	2	3			0				3
010B	E DAILY DR	LAS POSAS RD	E DAILY DR			1	1	8			7							1	1		1		1	2		1	3	4	25			2				10
010C	E DAILY DR	E DAILY DR	MOBIL AVE			9	7	29	5		10	2	17					2	7	1	1	1	2	7	11	8	13	6	170	1.62	13,000	16	1.17082	0	0.674	45
010D	E DAILY DR	MOBIL AVE	LEWIS RD			1	2	7				2			1	1		3	3					3	1	2	1	3	30			3				10
011A	S DAWSON DR	PLEASANT VALLEY RD	US 101		1		2	11	1		2	2	1		2	2		2	2					2	5	2	3	2	53			3				14
011B	MISSION OAKS BLVD	US 101	UPLAND RD		4	5	5	7	3		6	1	2	1		1	1	2	3		1		4	3	8	2	4	4	212	3.38	14,000	14	0.24317	0	0.548	21
012A	BEARDSLEY RD	CITY BOUNDARY	RAMONA DR		1			1				1	1															2	31			1				2
014A	AVENIDO DE AUTLIN	END	AVENIDA DE APRISA			1		1					1						1							1		1	12			1				2
015A	AVENIDA DE APRISA	DEL NORTE RD	CALLE TIERRA VIS				1	1					1								1				1			1	7			1				2
016A	CRESTVIEW AVE	AVENIDA DE APRISA	VALLEY VISTA DR	1	3	1		3	1			1	3			1					2			2		2		4	648	1.71	11,000	5	0.23304	0.02913	0.249	8
016B	CRESTVIEW AVE	VALLEY VISTA DR	EARL JOSEPH DR					2											1		1			1		1			2			0				2
017A	CAMINO TIERRA SANTA	CRESTVIEW AVE	W PONDEROSA DR					1										1						1					1			0				1
018A	EARL JOSEPH DR	W PONDEROSA DR	LAS POSAS RD			1		2					1					1			1			1		1	1		13			1				3
019A	BARTON AVE	END	END			1		1						1				1						1	1				12			1				2
020A	E CALLE LA GUERRA	LAS POSAS RD	CALLE LA CUMBRE					2											2						1			1	2			0				2
021A	CALLE LA RODA	E CALLE LA GUERRA	E DAILY DR					3											2					2		1			3			0				3
022A	CALLE LA MADERA	CALLE HIGUERA	LAS POSAS RD			1					1												1				1		11			1				1
023A	CALLE HIGUERA	CALLE LA MADERA	BAJA VISTA WAY			1		1			1		1														2		12			1				2
024A	CALLE LARIOS	CAMINO LA MADERA	CAMINO CASTENADA					1					1														1		1			0				1
025A	CAMINO CASTENADA	CALLE HIGUERA	CALLE PORTILLA					1						1											1				1			0				1
026A	AVENIDA DEL MANZANO	CALLE HIGUERA	LAS POSAS RD					3			2										1					1	1	1	3			0				3
027A	VIA LA SILVA	CORTE ROSSLINDA	SAUSALITO DR			1												1										1	11			1				1
028A	PASEO CASTILLE	END	END					1						1										1					1			0				1
029A	VALLEY VISTA DR	CITY BOUNDARY	CRESTVIEW AVE			1	1				1								1					1		1			17			2				2
030A	GLENBROOK AVE	END	LAS POSAS RD					4					1					1	2					1	1		1	1	4			0				4
031A	MISSION DR	CITY BOUNDARY	LAS POSAS RD					3			1		1						1					2	1				3			0				3
032A	PARKWAY DR	BROOKHILL DR	AMBER DR					1										1								1			1			0				1
033A	CHARTER OAK DR	LAS POSAS RD	PARKWAY DR					1					1											1					1			0				1
033B	AMBER DR	PARKWAY DR	CITY BOUNDARY					2								2										2			2			0				2
034A	ANTONIO AVE	MAR VISTA DR	MAR VISTA DR					1													1			1					1			0				1
035A	MAR VISTA DR	ANTONIO AVE	CITY BOUNDARY			1		3			1								2		1	1		1		1		2	14			1				4
036A	VIA ZAMORA	LA MARINA DR	CAMINO TIERRA SANTA					1					1											1					1			0				1
037A	CAMINO ESPLENDIDO	CALLE VIS	CRESTVIEW AVE					2						2										1				1	2			0				2
038A	SKEEL DR	AILEEN ST	EUCLID AVE					1					1														1		1			0				1
039A	AILEEN ST	CALLE LA SOMBRA	VALLE LINDO DR					2						1					1					1			1		2			0				2

				Severity					Type														Year												
SEG ID	Street Name	From	To	Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Approach Turn	Backing	Broadside	Head-On	Hit Object	Other	Overtake Turn	Overtuned	Ran Off Road	Rear End	Sideswipe	Vehicle -Pedestrian	Not Stated	Pedestrian	Bicycle	2015	2016	2017	2018	2019	EPDO	Length	24-HOUR ENTERING VOLUME	Fatal + Injury	Overall Crash Rate	Fatal Crash Rate	Fatal + Injury Crash rate	Total
040A	BAYWOOD AVE	END	COE ST					1			1																1	1			0				1
041A	LANTANA ST	LAS POSAS RD	E DAILY DR			1		7			1		2		1			1	2		1			2	1	1	3	1	18			1				8
042A	COE ST	SKEEL DR	CARMEN DR			1		1	1				1														2		12			1				2
043A	DUNNIGAN ST	N MODESTO AVE	ARNIELL RD			1	1											1	1					1		1			17			2				2
044A	REGENT ST	BURNLEY ST	BISCAYNE AVE					2	1		1													1	1				2			0				2
044B	N ROWLAND AVE	E ROWLAND AVE	BISCAYNE AVE			1	1	1				1						1			1			1	1	1			18			2				3
045A	BISCAYNE AVE	END	E PONDEROSA AVE					2			1	1												1		1			2			0				2
046A	MOBIL AVE	BRIARFIELD ST	E PONDEROSA AVE					2	1										1						2				2			0				2
046B	MOBIL AVE	E PONDEROSA AVE	E DAILY DR			1	1	6			4							2	2					1		2	2	3	23			2				8
047A	TEMPLE AVE	LAS POSAS RD	SR 32			1		4			1		2						1		1			1	1		2	1	15			1				5
048A	BROOKHAVEN AVE	LOS NOGALES AVE	DWIGHT AVE					2				1									1			1				1	2			0				2
049A	E LANDEN ST	N LANDEN ST	DEWAYNE AVE			1		2			2							1						2	1				13			1				3
050A	DEWAYNE AVE	END	E LANDEN ST					1					1													1			3			0				1
051A	PASEO CAMARILLO	PASEO DEL VALLE	CARMEN DR			2	6	9	1		4		1	1	3			3	2	1	1	1	1	6	4	4	1	2	67			0				17
052A	ROSEWOOD AVE	E PONDEROSA DR	E DAILY DR				1	1			1								1									2	7			1				2
053A	BRENTLY AVE	E PONDEROSA DR	E DAILY DR			1		1										2							1		1		12			1				2
054A	MURRAY AVE	YOLANDA ST	E DAILY DR					3					1						1		1				1		2		3			0				3
055A	PICKWICK DR	MOBIL AVE	FULTON ST			2	4	5	2		3							2	3	1		1		2	1	3	2	3	51			6				11
056A	HARTNELL ST	FULTON ST	TEMPLE AVE					1											1								1		1			0				1
057A	BARRY ST	MOBIL AVE	ARNIELL RD					1											1							1			1			0				1
058A	RAEMERE ST	MOBIL AVE	E DAILY DR			1	1	5			1	1							4		1			2	1		1	3	22			2				7
059A	GORMAN ST	MOBIL AVE	PALMER AVE					1										1										1	1			0				1
060A	LOMITA ST	ARNIELL RD	END				1	1										1	1							1		1	7			1				2
061A	STANTON ST	HARTNELL ST	DUMETZ ST				1												1									1	6			1				1
062A	WALKER AVE	DUMETZ RD	TEMPLE AVE					4	2									1	1						2	2			4			0				4
063A	BELDEN AVE	HARTNELL ST	DUMETZ ST					1											1								1		1			0				1
064A	KELLEY AVE	HARTNELL ST	MERRITT AVE		1															1		1		1					30			1				1
065A	ESTON ST	E PONDEROSA DR	SHARON DR		1			2					1						1		1			1	1	1			32			1				3
066A	DURKIN ST	STILES AVE	SHARON DR					1											1					1					1			0				1
067A	STILES AVE	ESTON ST	GRACIA ST					2	1										1					2					2			0				2
068A	BELAIR CT	END	SHEPHERD DR					1											1					1					1			0				1
069A	SHARON DR	END	CURT DR					1				1													1				1			0				1
070A	CASTANO DR	DARA ST	N ALDOFO RD			1		1						1					1					1				1	12			1				2
071A	GRACIA ST	DARA ST	END					2						1							1						2		2			0				2
072A	JOSE AVE	VICENTE AVE	ALMENDRO WAY					2										1	1					1		1			2			0				2
073A	FORTUNA AVE	JOSE AVE	MARCO DR			1															1						1		11			1				1
074A	MARCO DR	LAS POSAS RD	GERMAIN ST					1											1								1		1			0				1
075A	WOOD RD	W VENTURA BLVD	W VERDULERA ST				1	1	1					1										1	1				7			1				2
076A	N AVIADOR ST	W VENTURA BLVD	W VERDULERA ST					1	1																		1		1			0				1
077A	W VERDULERA ST	WOOD RD	W VENTURA BLVD			1		1			1				1									2					12			1				2
078A	OVERLAND RD	END	W VENTURA BLVD				1				1																	1	6			1				1
079A	PARK N RIDE DR	S LAS POSAS RD	END				1	2			1	1							1						1		1	1	8			1				3
080A	CAMARILLO CENTER DR	S LAS POSAS RD	W VENTURA BLVD					3					1		1			1							2			1	3			0				3
081A	BARCELONA ST	W CHAPEL DR	SEVILLA ST					2										1	1					1	1				2			0				2
082A	GRANADA ST	VENTURA BLVD	SEVILLA ST			2		1			1							1		1		1					1	1	23			2				3
083A	GENEIVE ST	VENTURA BLVD	END					1											1								1		1			0				1
084A	KENNETH ST	GENIEVE ST	GENIEVE ST					2					1	1										2					2			0				2
085A	GRANDVIEW CIR	END	CEDAR DR					1										1									1		1			0				1
086A	COLONIA PL	VENTURA BLVD	CEDAR DR					3					1					1				1			1	2			3			0				3
087A	PALM DR	VENTURA BLVD	GRANDVIEW DR					3			1								1		1			1	1			1	3			0				3
088A	CHAPEL DR	ELM DR	END					2					1						1							2			2			0				2
089A	S GLENN DR	VENTURA BLVD	END				1				1												1				1		6			1				1
090A	AVIATION DR	CONVAIR DR	EUBANKS ST					1											1									1	1			0				1
091A	FLYNN RD	UPLAND RD	CALLE TESORO				1						1											1					6			1				1
092A	FLYNN RD	CALLE TESORO	ADOLFO RD					1			1																1		1			0				1
093A	FLYNN RD	ADOLFO RD	MISSION OAKS BLVD		1	2	3	8			3		6					5						1	1	1	5	6	78			6				14
094A	CALLE TECATE	VIA ALONDRA	END					2	1									1								1		1	2			0				2
095A	AVENIDA ACASO	FLYNN RD	ADOLFO RD			1					1																1		11			1				1
096A	CORTE OLIVAS	END	VIA FRESCO					1						1										1					1			0				1

				Severity					Type														Year												
SEG ID	Street Name	From	To	Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Approach Turn	Backing	Broadside	Head-On	Hit Object	Other	Overtake Turn	Overturned	Ran Off Road	Rear End	Sideswipe	Vehicle -Pedestrian	Not Stated	Pedestrian	Bicycle	2015	2016	2017	2018	2019	EPDO	Length	24-HOUR ENTERING VOLUME	Fatal + Injury	Overall Crash Rate	Fatal Crash Rate	Fatal + Injury Crash rate	Total
097A	VIA OLIVERA	END	MISSION OAKS BLVD					1										1									1		1						1
098A	RANCHO CALIGUAS DR	ADOLFO RD	MISSION OAKS BLVD					2											1		1							1	1	2			0				2
099A	PASEO DEL CAMPO	CREEKSIDE RD	WOODCREEK RD		1			2					1						1	1		1		1				1	1	32			1				3
100A	CALLE LOZANO	WOODCREEK RD	MISSION OAKS BLVD				1					1														1				6			1				1
101A	WOODCREEK RD	MISSION OAKS BLVD	SANTA ROSA RD			2	1	1				1	3											1		1	1	1	29			3				4
102A	LAUREL PARK CIR	END	LAUREL PARK DR					1											1						1				1			0				1
103A	CHERRY RIDGE DR	HOLLYRIDGE DR	HOLLYRIDGE DR					1		1																	1		1			0				1
104A	OLD RANCH RD	PALOMAR CIR	SADDLEBACK TRL			1													1					1					11			1				1
105A	TERRA BELLA LN	TERRA BELLA CIR	UPLAND RD					1														1						1	1			0				1
106A	QUITO CT	CAMINO LAS RAMBLAS	END				1	1				1	1											1			1		7			1				2
107A	FIELDCREST DR	WOODCREEK RD	MISSION OAKS BLVD				1							1													1		6			1				1
108A	PETIT ST	DAWSON DR	VILLAGE AT THE PARK DR				1	2			2							1						1	1	1			8			1				3
109A	VILLAGE AT THE PARK DR	PETIT ST	VILLAGE COMMONS BLVD					4					1					3						1		1	2		4			0				4
109B	WESTPARK CT	END	END					1					1												1				1			0				1
110A	VILLAGE COMMONS BLVD	END	END					2						1								1			1		1		2			0				2
111A	COMMONS PARK DR	CANOPY DR	VILLAGE AT THE PARK DR					1											1					1					1			0				1
112A	CANOPY LN	COMMONS PARK DR	VILLAGE COMMONS BLVD					1										1										1	1			0				1
113A	BRIDGEHAMPTON WAY	VILLAGE COMMONS BLVD	PLEASANT VALLEY RD					1										1								1			1			0				1
114A	WILLOW GLEN CT	VIA ROSAL	END					1														1					1		1			0				1
115A	PANCHO RD	FALLEN LEAF AVE	PLEASANT VALLEY RD					1												1				1					1			0				1
116A	BENT TWIG AVE	APPLETREE AVE	APPLETREE AVE			1										1								1					11			1				1
117A	FLORA VISTA AVE	MILPAS ST	RIDGE VIEW ST					1										1								1			1			0				1
118A	RIDGE VIEW ST	FLORA VISTA AVE	PLEASANT VALLEY RD					1						1										1					1			0				1
119A	ADOHR LN	CITY BOUNDARY	RIDGE VIEW ST					1												1						1			1			0				1
120A	PANCHO RD	ADOHR LN	HOWARD RD				1		1																			1	6			1				1
121A	CALLE ALTO	PANCHO RD	END					3					1					2							1	1	1		3			0				3
122A	CALLE PLANO	CALLE ALTO	CALLE QUETZAL			1	1	1												1	1	1	1				2		18			2				3
123A	CAMARILLO SPRINGS RD	IRENA AVE	US 101					1						1										1					1			0				1
124A	VILLAGE AT THE PARK DR	VILLAGE COMMONS BLVD	END					2				1	1														1	1	2			0				2
125A	LOS PUEBLOS DR	END	SANTA ROSA RD					1										1								1			1			0				1
125B	LOS PUEBLOS DR	SANTA ROSA RD	ADOLFO RD			1							1												1				11			1				1
126A	ABRAZO DR	MARIPOSA PL	BARODA DR					1											1									1	1			0				1
127A	FELICIA ST	MARIPOSA PL	HEATHER ST					1											1							1			1			0				1
128A	VERDUGO WAY	SANTA ROSA RD	CAMINO CARILLO					5	1									4									4	1	5			0				5
129A	CAMINO RUIZ	ADOLFO RD	CAMINO CARILLO			1		1										1	1							1		1	12			1				2
129B	CAMINO RUIZ	VIA CALDERON	ADOLFO RD				1					1													1				6			1				1
130A	CAMINO DEVILLE	CAMINO LEON	END					1														1						1	1			0				1
131A	LEISURE VILLAGE DR	VILLAGE 8	VILLAGE 14			1					1												1		1				11			1				1
133A	ASHBURY CT	END	END					1			1															1			1			0				1
134A	HILDAGO ST	BARODA DR	DELOZ DR					1												1				1					1			0				1
135A	ACACIA ST	MAGNOLIA ST	CAMARILLO ST			1														1				1					11			1				1
136A	BURNLEY ST	END	CARMEN DR					1					1														1		1			0				1
136B	BURNLEY ST	CARMEN DR	BRENTLY AVE			1													1								1		11			1				1
137A	BRADFORD AVE	EARL JOSEPH DR	W CALLE LA SAMBRA			1					1																	1	11			1				1
138A	ENCINO AVE	END	CITY BOUNDARY					1						1											1				1			0				1
139A	CALLE LA CUBRE	EARL JOSEPH DR	CALLE LA GUERRA					1			1														1				1			0				1
140A	SUN GROVE DR	AILEEN ST	VALLE LINDO DR					1														1					1		1			0				1
141A	CALAVERAS DR	END	END					1											1									1	1			0				1
142A	VIA THOMAS	END	VIA VELA			1														1						1			11			1				1
143A	MANSON ST	TEMPLE AVE	LANDEN ST					1												1					1				1			0				1
144A	KENDALL AVE	LANDEN ST	E PONDEROSA DR			1					1												1	1					11			1				1
145A	E BARCA ST	CORONA ST	GRACIA ST					1											1						1				1			0				1
146A	ACALA ST	END	GRACIA ST					1									1									1			1			0				1
147A	CORBY AVE	KENDALL AVE	RIVERMORE ST					1												1						1			1			0				1
148A	WOODCREEK RD	UPLAND RD	MISSION OAKS BLVD		1											1							1	1					30			1				1
149A	COLONY DR	SANTA ROSA RD	E AVENIDA ENCANTO			1					1												1			1			11			1				1
150A	FACTORY STORES DR	VENTURA BLVD	CAMARILLO CENTER DR					1					1												1				1			0				1
151A	ROMAN AVE	APPIAN WAY	GERMAIN ST			1																1				1			11			1				1
152A	ALTA VISTA PL	AVENIDA ACASO	VIA SECOYA					1			1															1			1			0				1

				Severity					Type														Year											
SEG ID	Street Name	From	To	Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Approach Turn	Backing	Broadside	Head-On	Hit Object	Other	Overtake Turn	Overturned	Ran Off Road	Rear End	Sideswipe	Vehicle -Pedestrian	Not Stated	Pedestrian	Bicycle	2015	2016	2017	2018	2019	EPDO	Length	24-HOUR ENTERING VOLUME	Fatal + Injury	Overall Crash Rate	Fatal Crash Rate	Fatal + Injury Crash rate	Total
153A	CALLE TESORO	FLYNN RD	AVENIDA ACASO					1							1										1			1			0				1
154A	SAN ONOFRE CT	UPLAND RD	UPLAND RD			1							1												1			11			1				1
155A	VIA MONTECITO	END	END					1					1												1			1			0				1
156A	PASEO NOCHE	END	UPLAND RD			1		1					2											1	1				12			1				2
157A	CASTILLO DE ROSA	END	WORTH WAY					1					1													1			1			0				1
158A	STACY LN	WORTH WAY	UPLAND AVE					1	1															1					1			0				1
159A	CREEKSIDE RD	MISSION OAKS BLVD	LA PORTE ST					1											1					1					1			0				1
160A	APPLETREE AVE	SPINDLEWOOD AVE	RIDGE VIEW ST					1											1						1				1			0				1
161A	PASEO RICOSO	SAN FRANCESCA DR	SAN FRANCESCA DR					1											1					1					1			0				1
162A	GRAHAM AVE	HARNELL ST	DUMETZ ST					2						2											2				2			0				2
163A	DEL NORTE RD	CITY BOUNDARY	CENTRAL AVE					3					1						1		1			1		2			3			0				3
164A	MERRIT AVE	HARTNELL ST	SR 34					1							1										1				1			0				1
165A	SUMMERFIELD ST	FIELDCREST DR	MISSION OAKS BLVD			1							1													1			11			1				1
Total				2	26	133	118	529	37	1	131	47	165	28	21	18	1	143	150	13	53	14	20	182	133	144	194	155	-	-	-	-	-	-	-	808

BICYCLE COLLISIONS IN THE CITY OF CAMARILLO
BETWEEN 2015 AND 2019

YEAR	LOCATION	VIOLATION CATEGORY	SEVERITY
2016	LEISURE VILLAGE DR, 325 FT E OF VILLAGE 13	AUTO R/W VIOLATION	VISIBLE INJURY
2019	WALKER AVE / DUMETZ ST	AUTO R/W VIOLATION	VISIBLE INJURY
2015	E DAILY DR, 213 FT W OF CALLE LA RODA	AUTO R/W VIOLATION	PROPERTY DAMAGE ONLY
2015	N SHEPERD DR / PONDEROSA DR	AUTO R/W VIOLATION	VISIBLE INJURY
2015	LAS POSAS RD / PONDEROSA DR	AUTO R/W VIOLATION	VISIBLE INJURY
2015	MOBIL AVE / E DAILY DR	AUTO R/W VIOLATION	VISIBLE INJURY
2016	MISSION OAKS BLVD / ADOLFO RD	AUTO R/W VIOLATION	COMPLAINT OF PAIN
2016	MISSION OAKS BLVD, 163 FT N OF MISSION OAKS BLVD	AUTO R/W VIOLATION	PROPERTY DAMAGE ONLY
2016	AVENIDA ACASO / VIA FRESCO	AUTO R/W VIOLATION	VISIBLE INJURY
2016	CARMEN DR/GLENBROOK AVE / LAS POSAS RD	AUTO R/W VIOLATION	VISIBLE INJURY
2016	MISSION OAKS BLVD, E OF CAMARILLO RANCH ROAD	AUTO R/W VIOLATION	SEVERE INJURY
2016	WOODCREEK RD / PASEO DEL CAMPO	AUTO R/W VIOLATION	VISIBLE INJURY
2017	ARNEILL RD, 162 FT S OF BARRY STREET	AUTO R/W VIOLATION	COMPLAINT OF PAIN
2017	E DAILY DR, W OF LANTANA STREET	AUTO R/W VIOLATION	PROPERTY DAMAGE ONLY
2017	SKEEL DR / COE ST	AUTO R/W VIOLATION	VISIBLE INJURY
2017	LANTANA ST / PASEO CAMARILLO	AUTO R/W VIOLATION	PROPERTY DAMAGE ONLY
2017	WORTH WAY / UPLAND RD	AUTO R/W VIOLATION	VISIBLE INJURY
2015	FLYNN RD / VIA REAL	IMPEDING TRAFFIC	COMPLAINT OF PAIN
2017	CENTRAL AVE, 158 FT N OF WEST PONDEROSA DRIVE	IMPROPER TURNING	SEVERE INJURY
2018	E PONDEROSA DR, 189 FT W OF MOBIL AVE	IMPROPER TURNING	COMPLAINT OF PAIN
2015	ARNEILL RD / ROCKLYN ST	OTHER HAZARDOUS MOVEMENT	VISIBLE INJURY
2017	E DAILY DR, FT W OF ROSEWOOD AVE	OTHER HAZARDOUS MOVEMENT	VISIBLE INJURY
2018	ARNEILL RD / PONDEROSA DR	PED OR OTHER UNDER INFLUENCE	VISIBLE INJURY
2016	CARMEN DR / VENTURA BLVD	PEDESTRIAN VIOLATION	VISIBLE INJURY
2015	CARMEN DR / E DAILY DR	TRAFFIC SIGNALS AND SIGNS	VISIBLE INJURY
2015	SANTA ROSA RD / ADOLFO RD	TRAFFIC SIGNALS AND SIGNS	COMPLAINT OF PAIN
2016	LAS POSAS RD / US 101 SB RAMPS	TRAFFIC SIGNALS AND SIGNS	COMPLAINT OF PAIN
2016	TOWN CENTER E / W VENTURA BLVD	TRAFFIC SIGNALS AND SIGNS	VISIBLE INJURY
2016	SR 34 / PLEASANT VALLEY RD	TRAFFIC SIGNALS AND SIGNS	VISIBLE INJURY
2016	ARNEILL RD / PONDEROSA DR	UNKNOWN	VISIBLE INJURY
2017	SR 34 / DAWSON PL	UNKNOWN	SEVERE INJURY
2019	PASEO CAMARILLO, 520 FT E OF ROSEWOOD AVE	UNKNOWN	COMPLAINT OF PAIN
2015	ARNEILL RD / CHANDLER ST	UNSAFE LANE CHANGE	VISIBLE INJURY
2015	ADOLFO RD, 198 FT N OF ADOLFO ROAD	UNSAFE LANE CHANGE	COMPLAINT OF PAIN
2018	LAS POSAS RD, 158 FT W OF ARNEILL RD	UNSAFE LANE CHANGE	VISIBLE INJURY
2015	WOODCREEK RD, S OF QUAIL RIDGE DRIVE	UNSAFE SPEED	SEVERE INJURY
2017	COLONY DR, E OF LOS PUEBLOS DRIVE	UNSAFE SPEED	VISIBLE INJURY
2017	LANTANA ST / LAS POSAS RD	UNSAFE SPEED	VISIBLE INJURY
2018	CALLE LA MADERA, 160 FT N OF CALLE NAVARRO	UNSAFE SPEED	VISIBLE INJURY
2018	CARMEN DR / PONDEROSA DR	UNSAFE SPEED	VISIBLE INJURY
2016	VIA CARRANZA / MISSION OAKS BLVD	UNSAFE STARTING OR BACKING	PROPERTY DAMAGE ONLY
2016	LYNDHURST AVE / DAPHNE ST	UNSAFE STARTING OR BACKING	VISIBLE INJURY
2016	WOODCREEK RD / MISSION OAKS BLVD	UNSAFE STARTING OR BACKING	VISIBLE INJURY
2015	KENDALL AVE, N OF DWIGHT AVE	WRONG SIDE OF ROAD	VISIBLE INJURY
2016	FLYNN RD / UPLAND RD	WRONG SIDE OF ROAD	VISIBLE INJURY
2016	FLYNN RD / MISSION OAKS BLVD	WRONG SIDE OF ROAD	VISIBLE INJURY
2016	CARMEN DR / PONDEROSA DR	WRONG SIDE OF ROAD	VISIBLE INJURY
2017	MISSION OAKS BLVD, 338 FT E OF CAMARILLO RANCH ROAD	WRONG SIDE OF ROAD	COMPLAINT OF PAIN
2017	CARMEN DR / E DAILY DR	WRONG SIDE OF ROAD	SEVERE INJURY
2017	MOBIL AVE / PONDEROSA DR	WRONG SIDE OF ROAD	PROPERTY DAMAGE ONLY
2017	WOODCREEK RD / SANTA ROSA RD	WRONG SIDE OF ROAD	VISIBLE INJURY
2017	RANA PL / SANTA ROSA RD	WRONG SIDE OF ROAD	VISIBLE INJURY
2018	LAS POSAS RD, 494 FT E OF PONDEROSA DRIVE	WRONG SIDE OF ROAD	VISIBLE INJURY
2018	CARMEN DR / US 101 NB RAMPS	WRONG SIDE OF ROAD	SEVERE INJURY
2018	GRACIA ST / N ADOLFO RD	WRONG SIDE OF ROAD	VISIBLE INJURY
2018	S GLENN DR, 275 FT N OF GRANDVIEW DRIVE	WRONG SIDE OF ROAD	COMPLAINT OF PAIN
2019	CALLE LA RODA / PONDEROSA DR	WRONG SIDE OF ROAD	VISIBLE INJURY
2019	CAMARILLO RANCH RD / CAMINO RANCHERO	WRONG SIDE OF ROAD	COMPLAINT OF PAIN
2019	N DAWSON DR / PETIT ST	WRONG SIDE OF ROAD	COMPLAINT OF PAIN
2019	MISSION OAKS DR	WRONG SIDE OF ROAD	VISIBLE INJURY

PEDESTRIAN COLLISIONS IN THE CITY OF CAMARILLO

BETWEEN 2015 AND 2019

YEAR	LOCATION	PEDESTRIAN ACTION	SEVERITY
2018	ARNEILL RD, 134 FT N OF BARRY ST	IN ROAD, INCLUDING SHOULDER	PROPERTY DAMAGE ONLY
2015	MOBIL AVE / PONDEROSA DR	CROSSING IN CROSSWALK AT INTERSECTION	FATAL
2019	W LOOP DR / LAS POSAS RD	NO PEDESTRIANS INVOLVED	COMPLAINT OF PAIN
2019	VILLAGE COMMONS BLVD / VILLAGE AT THE PARK DR	NO PEDESTRIANS INVOLVED	PROPERTY DAMAGE ONLY
2016	ARNEILL RD / ROCKLYN ST	CROSSING IN CROSSWALK AT INTERSECTION	FATAL
2015	GRACIA ST / N ADOLFO RD	CROSSING IN CROSSWALK AT INTERSECTION	VISIBLE INJURY
2015	KELLEY AVE, 160 FT N OF KNIGHT RONDO	CROSSING NOT IN CROSSWALK	SEVERE INJURY
2015	ANACAPA DR / LAS POSAS RD	CROSSING IN CROSSWALK AT INTERSECTION	VISIBLE INJURY
2015	PROMENADE DR / VENTURA BLVD	CROSSING IN CROSSWALK AT INTERSECTION	VISIBLE INJURY
2015	ANTONIO AVE / LAS POSAS RD	CROSSING IN CROSSWALK AT INTERSECTION	VISIBLE INJURY
2015	ARNEILL RD / BARRY ST	CROSSING IN CROSSWALK AT INTERSECTION	VISIBLE INJURY
2015	CARMEN DR / PONDEROSA DR	CROSSING IN CROSSWALK AT INTERSECTION	VISIBLE INJURY
2016	N GLENN DR / E DAILY DR	CROSSING IN CROSSWALK AT INTERSECTION	VISIBLE INJURY
2016	REDWOOD AVE / PONDEROSA DR	CROSSING IN CROSSWALK AT INTERSECTION	VISIBLE INJURY
2016	MOBIL AVE / PONDEROSA DR	CROSSING IN CROSSWALK AT INTERSECTION	VISIBLE INJURY
2016	LAS POSAS RD / US 101 SB RAMPS	CROSSING IN CROSSWALK AT INTERSECTION	VISIBLE INJURY
2016	BRENTLY AVE / PONDEROSA DR	CROSSING IN CROSSWALK AT INTERSECTION	COMPLAINT OF PAIN
2016	HARRIS AVE / COE ST	CROSSING NOT IN CROSSWALK	VISIBLE INJURY
2016	CALLE LA RODA / E DAILY DR	CROSSING IN CROSSWALK AT INTERSECTION	VISIBLE INJURY
2016	W PONDEROSA DR, 99 FT E OF BRADFORD AVE	CROSSING NOT IN CROSSWALK	SEVERE INJURY
2016	CARMEN DR / VENTURA BLVD	CROSSING IN CROSSWALK AT INTERSECTION	COMPLAINT OF PAIN
2018	ARNEILL RD, 183 FT N OF BARRY ST	CROSSING NOT IN CROSSWALK	FATAL
2016	PONDEROSA DR N / LAS POSAS RD	CROSSING IN CROSSWALK AT INTERSECTION	VISIBLE INJURY
2016	PASEO CAMARILLO, W OF CARMEN Drive	NOT IN ROAD	VISIBLE INJURY
2016	ARNEILL RD / PICKWICK DR	CROSSING IN CROSSWALK AT INTERSECTION	VISIBLE INJURY
2016	ARNEILL RD / E DAILY DR	CROSSING IN CROSSWALK AT INTERSECTION	COMPLAINT OF PAIN
2016	LANTANA ST / PASEO CAMARILLO	CROSSING IN CROSSWALK AT INTERSECTION	SEVERE INJURY
2016	CAMINO RUIZ / VERDUGO WAY	CROSSING IN CROSSWALK AT INTERSECTION	COMPLAINT OF PAIN
2016	N DAWSON DR / PETIT ST	CROSSING IN CROSSWALK AT INTERSECTION	SEVERE INJURY
2017	CERRO VISTA WAY / LAS POSAS RD	CROSSING IN CROSSWALK AT INTERSECTION	PROPERTY DAMAGE ONLY
2017	OAK CANYON RD / SANTA ROSA RD	CROSSING IN CROSSWALK AT INTERSECTION	VISIBLE INJURY
2017	CALLE LA RODA / E DAILY DR	CROSSING IN CROSSWALK AT INTERSECTION	VISIBLE INJURY
2017	CHARTER OAK DR / LAS POSAS RD	CROSSING IN CROSSWALK AT INTERSECTION	VISIBLE INJURY
2017	LAS POSAS RD / W DAILY DR	CROSSING IN CROSSWALK AT INTERSECTION	COMPLAINT OF PAIN
2018	MOBIL AVE / PONDEROSA DR	CROSSING IN CROSSWALK AT INTERSECTION	COMPLAINT OF PAIN
2019	MISSION OAKS BLVD / ADOLFO RD	CROSSING IN CROSSWALK AT INTERSECTION	COMPLAINT OF PAIN
2019	WOODCREEK RD / MISSION OAKS BLVD	CROSSING IN CROSSWALK AT INTERSECTION	VISIBLE INJURY
2019	SKEEL DR / AILEEN ST	NO PEDESTRIANS INVOLVED	PROPERTY DAMAGE ONLY
2019	ARNEILL RD / LAS POSAS RD	CROSSING IN CROSSWALK AT INTERSECTION	VISIBLE INJURY
2019	CALLE LA RODA / E CALLE LA SOMBRA	CROSSING IN CROSSWALK AT INTERSECTION	VISIBLE INJURY
2017	W VENTURA BLVD, 599 FT S OF HUGHES DR	IN ROAD, INCLUDING SHOULDER	COMPLAINT OF PAIN
2018	PASEO DEL CAMPO, 121 FT W OF WOODCREEK RD	NOT IN ROAD	SEVERE INJURY
2015	ARNEILL RD / BARRY ST	CROSSING IN CROSSWALK AT INTERSECTION	VISIBLE INJURY
2015	CARMEN DR/GLENBROOK AVE / LAS POSAS RD	CROSSING IN CROSSWALK AT INTERSECTION	VISIBLE INJURY
2015	PICKWICK DR, 125 FT E OF ARNEILL RD	CROSSING NOT IN CROSSWALK	PROPERTY DAMAGE ONLY
2019	MAR VISTA DR, 304 FT E OF FIELDGATE DR	CROSSING IN CROSSWALK, NOT AT INTERSECTION	VISIBLE INJURY
2016	LOS PUEBLOS DR / MARIPOSA PL	IN ROAD, INCLUDING SHOULDER	VISIBLE INJURY
2017	UPLAND RD / SANTA ROSA RD	CROSSING NOT IN CROSSWALK	SEVERE INJURY
2017	CALLE PLANO, 303 FT E OF CALLE PLANO	IN ROAD, INCLUDING SHOULDER	COMPLAINT OF PAIN
2019	BRISTER PARK CT / BRIDGEHAMPTON WAY	IN ROAD, INCLUDING SHOULDER	VISIBLE INJURY
2019	GRANADA ST	CROSSING NOT IN CROSSWALK	VISIBLE INJURY
2018	SR 34 / E DAILY DR	CROSSING IN CROSSWALK AT INTERSECTION	COMPLAINT OF PAIN
2015	CARMEN DR / VENTURA BLVD	CROSSING IN CROSSWALK AT INTERSECTION	PROPERTY DAMAGE ONLY
2015	ARNEILL RD / PICKWICK DR	CROSSING IN CROSSWALK AT INTERSECTION	PROPERTY DAMAGE ONLY
2019	LAS POSAS RD / PONDEROSA DR	CROSSING NOT IN CROSSWALK	COMPLAINT OF PAIN
2019	LAS POSAS RD	IN ROAD, INCLUDING SHOULDER	VISIBLE INJURY
2018	E DAILY DR, 575 FT E OF CARMEN DR	CROSSING IN CROSSWALK AT INTERSECTION	COMPLAINT OF PAIN
2019	LAS POSAS RD / W DAILY DR	CROSSING IN CROSSWALK AT INTERSECTION	PROPERTY DAMAGE ONLY
2019	N PONDEROSA DR	NOT IN ROAD	SEVERE INJURY
2019	S LAS POSAS RD / PLEASANT VALLEY RD	IN ROAD, INCLUDING SHOULDER	SEVERE INJURY

Appendix D

Field Reconnaissance

Field Visit on Friday, April 30, 2021

Sunny and clear and around 80 degrees.

Field Locations and notes

1. Carmen Dr at Daily Dr
    a. Faded backplates
2. Ponderosa Dr at Camino Tierra Santa / Earl Joseph Ave
    a. Traffic Signal installed in 2020
        i. Turned on same time as Earl Joseph Avenue but the installation of the 2 was about 1-2 weeks apart.
    b. Video Detection and APS push buttons
    c. New Large Signal poles with deep foundations
    d. Permissive lefts
    e. Bike lanes on Ponderosa
3. Las Posas Rd at Ventura Blvd
    a. Most traffic
    b. Guardian bracket adaptors to install touchless APS
    c. Need to add 1 head per lane
        i. Install a bigger pole to handle more heads
    d. Drainage ditch on southwest corner
    e. Discontinuous sidewalk
        i. Project by airport will continue this
    f. Upgrading to video detection
    g. Evaluate bike lane for southbound
    h. Hotel and Conference Center/Outlets
    i. Build southeast and southwest curb ramp
    j. Yellow back plate
4. Las Posas Rd at Daily Dr
    a. Will install 8 Guardian wave buttons near US 101
        i. Around $6,000
5. Las Posas Rd at Ponderosa Dr
    a. Project to add dual lefts
        i. On Capital projects list
    b. ADA access issues
    c. Northeast corner could benefit from a bulbout
6. Las Posas Rd at E Calle La Sombra (photos taken were at E Calle La Guerra)
    a. ADA ramps
    b. Guardian push buttons
    c. High visibility school crossing
    d. 25 mph speed limit
    e. Shopping and School
    f. Install ped/bike warning signs
    g. People still cross
7. Earl Joseph Ave at Green Lawn Ave
    a. Fatality location
    b. RRFB on signal ahead sign
    c. Motorcycle fatality
8. Arneill Rd at Rocklyn St

    a. Fatality location
    b. Uncontrolled crosswalk with school on other side
    c. Park and school on other side
    d. Back-to-back signs
    e. Arneill is 40mph
    f. At night ped crossing (2017, 2018, 2019)?
9. Ponderosa Dr at Carmen Dr
    a. Fatality location
    b. Flashing yellow arrows on all approaches
        i. Verify direction of left turn collisions
    c. Upgrade curb ramps on northeast and northwest corners
10. Ponderosa Dr at Mobil Ave
    a. Fatality location
    b. Northwest and southeast pedestrian push button need replacement
11. Las Posas Rd at Carmen Dr/Glenbrook Ave
    a. Flashing yellow arrows good
    b. Bus stop
    c. School crosswalk
    d. ADA
12. Adolfo Rd at Tahquitz Dr
    a. Fatality location
    b. High visibility curb ramps
        i. HAWK/RRFB
13. Arneill Rd at Pickwick Dr
    a. Faded backplates

Appendix E

Community Outreach

City of Camarillo

601 Carmen Drive • P.O. Box 248 • Camarillo, CA 93011-0248

NEWS RELEASE

For Immediate Release:
March 18, 2021

Contact: Michelle Glueckert D'Anna
Community Relations Officer
(805) 388-5370

Camarillo is Seeking Community Input on Local Roadway Safety Issues

Camarillo, California – The City of Camarillo is seeking community input in developing a Local Road Safety Plan (LRSP). The LRSP will be used to analyze safety data such as roadway geometry, collision trends, and traffic violations on local City roads to develop countermeasures that can most effectively address the safety issues that contribute to collisions.

The LRSP offers a proactive approach to addressing safety needs on public streets by providing a framework for residents, stakeholders, and City staff, to identify, analyze, and prioritize roadway safety improvements on City streets. The LRSP is a safety planning process that uses a systematic data-driven analysis to proactively address local roadway safety needs, evaluating input from multiple key stakeholders.

The LRSP outreach process will include engaging stakeholders from the five E's of Traffic Safety: Engineering, Enforcement, Education, Emergency Response, and Emerging Technologies. The LRSP will be consistent with California's Statewide Strategic Highway Safety Plan (SHSP) and provide eligibility for grant funding through the Highway Safety Improvement Program (HSIP). The ultimate goal of the LRSP is to develop a list of countermeasures that can be applied systemically across multiple locations to proactively reduce fatalities and injury collisions.

The LRSP is anticipated to be complete by summer of 2021. The plan will be reviewed by the Transportation & Infrastructure Committee, followed by a Stakeholder Working Group meeting, Public Engagement Meeting, and ultimately to the Camarillo City Council for adoption. The final plan will guide the development of specific improvement projects to be implemented by the Traffic Engineering Division or through a future 5-Year Capital Improvement Program.

The City invites community members and stakeholders to help address roadway safety issues within Camarillo by pinpointing a problem spot on our interactive map, or by taking a quick survey: www.cityofcamarillo.org/lrsp.

Want to know more about LRSP? Check out this video from the US Department of Transportation: Local Road Safety Plan - YouTube

The City of Camarillo invites residents and stakeholders to share their experience, observation and suggestions regarding roadway safety in our City. Together we can make it safer to walk, bike, and drive in Camarillo!

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CAMARILLO Acorn

Thoughts on traffic? Share through survey

Data used for road safety plan

April 02, 2021

By Alex Wilson
alex@theacorn.com

CHECK IT OUT—Residents who want to provide input on ways to help improve the safety of roads, sidewalks and bike lanes around town can visit cityofcamarillo.org/lrsp. Screenshot from City of Camarillo website

The City of Camarillo is asking residents to use an interactive online tool to help improve the safety of roads, sidewalks and bike lanes around town.

City officials have embarked on the creation of a local road safety plan to analyze data on collision trends, traffic violations and bottlenecks that cause delays and frustration.

Residents can visit a website to take a survey about traffic issues. It includes an interactive map of the city where people can drag icons to spots where they have concerns about traffic and describe what they've seen there.

Andrew Grubb, senior civil engineer, said the interactive map includes a variety of icons for

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“You can put a driving comment, transit comment, school comment, cycling comment or pedestrian comment in areas that are of most concern to you. And then we’ll take those comments, review them, and then from there we’ll decide if there’s a trend,” Grubb said.

The website also includes a “heat map” showing areas of the city where collisions happen most frequently. Intersections with the most crashes include Ponderosa Drive at Arneill Road, Flynn Road at Adolfo Road, and Las Posas Road at Daily Drive.

A stakeholder meeting is planned with groups including Caltrans, Ventura County Fire Department, Channel Islands Bike Club and the Pleasant Valley School District.

A public meeting will be held virtually in May or June; the exact date has not been determined.

The data collected will be reviewed by the city’s Transportation Infrastructure Committee, and the plan will go before the Camarillo City Council for final adoption.

Grubb said public input is critical for the development of the plan since residents are the ones driving, walking and biking around the city every day.

“Our citizens are going to be our eyes and ears out there,” he said.

The program is funded by an $80,000 grant and a 10% match from the city.

Completion of the plan should help make the city eligible for additional traffic safety grants.

The overall goal is to reduce injury collisions and fatalities on local roadways.

Specific projects suggested through the plan may be carried out by the traffic engineering division as part of a five-year capital improvement program.

A draft document should be completed in May, and city officials hope to have the plan finished by summer.

Residents who want to provide input can visit cityofcamarillo.org/lrsp.

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VC Star.

CAMARILLO

Where are the least safe roads in Camarillo? City officials seek public input

Jeremy Childs Ventura County Star

Published 6:00 a.m. PT April 9, 2021

Anyone in Camarillo who has walked along a road with no sidewalk, learned a bike lane ended while riding through the streets or made a risky left turn into fast-moving traffic—now is the chance to make a change.

The Camarillo Department of Public Works is asking the public for input to help create a "Local Road Safety Plan," which aims to address road safety issues with targeted solutions. Depending on the changes proposed, the projects could range from anything as simple as changing the striping of a car lane to something as significant as installing a new traffic signal.

Dave Klotzle, Camarillo's public works director, said the process goes above and beyond simple project planning.

"It's also a step that's needed then to be eligible for future grant money," Klotzle explained.

There are currently two ways to submit feedback to the city online: by filling out a survey with written comments or using an interactive map to pinpoint locations that need attention. Both can be completed by visiting the project's webpage at https://lrsp.mysocialpinpoint.com/camarillo. Feedback is expected to be collected through June, though no hard deadline is currently in place.

As of Wednesday afternoon, the project's interactive map had at least 80 driving-related comments, 29 pedestrian-related comments, 16 biking-related comments, two public transit-related comments and one school-related comment for a total of 128 comments submitted.

One of the locations with the highest number of comments was the intersection of Ponderosa Drive and Calle La Roda, located in the northwestern part of the city. The comments request a crosswalk be added to Ponderosa with either flashing lights or stop signs, as the intersection only consists of stop signs on Calle La Roda currently.

Half a mile west on Ponderosa, the Palm Colony residential neighborhood has two other longstanding traffic safety issues that have affected residents for years.

Larry Ames — a resident of Palm Colony — said the intersection of West Ponderosa Drive and Camino Cortina needs a crosswalk, as pedestrians frequently jaywalk to reach the park across the street.

He also said Earl Joseph Drive, which runs along the back end of the neighborhood, has an abundance of speeding vehicles that could be slowed down with a stop sign at Calle Los Gatos.

Despite years of asking the city to address their concerns, Ames feels like the demands have fallen on deaf ears.

Klotzle said he was aware of Ames and countered that the safety plan is an opportunity to submit the projects for formal consideration.

"We're reaching out to the community. Anybody can provide input," Klotzle said.

Ames said he does not intend to submit feedback to the safety plan based on his skepticism of the city government's receptiveness to his prior requests. However, several other users have submitted comments on the interactive map for both the stop signs at Calle Los Gatos and the crosswalk on West Ponderosa.

"Pedestrians, many times children, crossing to and from park are in danger of getting hit. Drivers frequently speed on Ponderosa. It’s a tragedy waiting to happen," one comment read.

For more information on the city's Local Road Safety Plan, visit the city of Camarillo's dedicated webpage for the project:

https://www.cityofcamarillo.org/departments/public_works1/local_road_safety_plan.php

Jeremy Childs is a breaking news and public safety reporter covering the night shift for the Ventura County Star. He can be reached by calling 805-437-0208 or emailing jeremy.childs@vcstar.com. You can also find him on Twitter @Jeremy_Childs.

Appendix F

Recommended Countermeasures for Priority Locations

Recommended Countermeasures for Priority Intersections

Intersection	Focus Area	CRF[1]	Recommended Countermeasures	Reasoning
Ponderosa Dr / Carmen Dr	Intersections	15%	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number	8 approach turn, 7 broadside, and 5 rear end collisions.
			Install flashing yellow arrow indication at intersections with permissive left turns[2]	8 approach turn and 7 broadside collisions.
		15%	Improve signal timing (coordination, phases, red, yellow, or operation)	3 study intersections on Ponderosa Dr and 2 study intersections on Carmen Dr.
		30%	Provide protected left turn phase (left turn lane already exists)	8 approach turn and 7 broadside collisions.
		10%	Install guide marks for left-turns	8 approach turn and 7 broadside collisions. Left-turn lanes on all approaches
	Pedestrians	60%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	1 pedestrian collision.
	Bicyclists	15%	Install advance stop bar before crosswalk (Bicycle Box)	2 bicycle-related collisions.
		-	Install Sharrow pavement markings and signs on minor approaches	2 bicycle-related collisions. No bicycle markings on minor road.
		-	Install green bike conflict paint at intersections and driveways	2 bicycle-related collisions. Several driveways in close proximity to the intersection.
Santa Rosa Rd / Upland Rd	Intersections	15%	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number	7 approach turn, 4 broadside, and 2 rear end collisions.
			Install flashing yellow arrow indication at intersections with permissive left turns[2]	7 approach turn and 4 broadside collisions.
		15%	Improve signal timing (coordination, phases, red, yellow, or operation)	2 study intersections on Santa Rosa Rd.
		30%	Provide protected left turn phase (left turn lane already exists)	7 approach turn and 4 broadside collisions.
	Pedestrians	25%	Install pedestrian crossing	1 pedestrian collision.
Ponderosa Dr / Mobil Ave	Intersections	15%	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number	5 broadside and 2 approach turn collisions.
			Install flashing yellow arrow indication at intersections with permissive left turns[2]	5 broadside and 2 approach turn collisions.
		15%	Improve signal timing (coordination, phases, red, yellow, or operation)	3 study intersections on Ponderosa Dr.
		30%	Provide protected left turn phase (left turn lane already exists)	5 broadside and 2 approach turn collisions.
		10%	Install guide marks for left-turns	5 broadside and 2 approach turn collisions. Left-turn lanes on all approaches
	Bicyclists	-	Install bike conflict paint at intersections and driveways	1 bicycle collision.
	Pedestrians	60%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	3 pedestrian collisions.
Arneill Rd / Rocklyn St	Intersections	30% / VARIES	Install signals or convert to roundabout from two-way stop if CA MUTCD warrants are satisfied.	8 broadside collisions. Reduction of conflict points due to elimination of left-turn and right-angle movements on a roundabout and reduction of collision severity at intersection.
		15%	Install/upgrade larger or additional stop signs	8 broadside and 1 approach turn collisions.
		25%	Upgrade intersection pavement markings	Alert drivers on minor road of stop ahead.
		20%	Improve sight distance to intersection (Clear Sight Triangles)	8 broadside and 1 approach turn collisions. 15mph speed difference between major and minor roads, with parking and trees alongside major road
	Pedestrians	35%	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	1 pedestrian collision. No crossing on southern leg of intersection.
Adolfo Rd / Tahquitz Dr	Intersections	30% / VARIES	Install signals or convert to roundabout from two way stop if CA MUTCD warrants are satisfied.	2 approach turn and 2 broadside collisions. Reduction of conflict points due to elimination of left-turn and right-angle movements on a roundabout and reduction of collision severity at intersection.
		15%	Install/upgrade larger or additional stop signs	2 approach turn and 2 broadside collisions.
		25%	Upgrade intersection pavement markings	Alert drivers to upcoming intersection. Intersection is on a slight horizontal curve.

Recommended Countermeasures for Priority Intersections

Intersection	Focus Area	CRF[1]	Recommended Countermeasures	Reasoning
Las Posas Rd / W Ponderosa Dr	Intersections	15%	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number	16 approach turn, 8 broadside, and 7 rear end collisions.
			Install flashing yellow arrow indication at intersections with permissive left turns[2]	16 approach turn and 8 broadside collisions.
		15%	Improve signal timing (coordination, phases, red, yellow, or operation)	4 study intersections on Las Posas Rd and 3 study intersections on Ponderosa Dr.
		30%	Provide protected left turn phase (left turn lane already exists	16 approach turn and 8 broadside collisions.
	Bicyclists	15%	Install advance stop bar before crosswalk (Bicycle Box)	1 bicycle collision.
Las Posas Rd / W Daily Dr	Intersections	15%	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number	19 approach turn, 12 broadside, and 7 rear end collisions.
			Install flashing yellow arrow indication at intersections with permissive left turns[2]	19 approach turn and 12 broadside collisions.
		15%	Improve signal timing (coordination, phases, red, yellow, or operation)	4 study intersections on Las Posas Rd.
		30%	Provide protected left turn phase (left turn lane already exists	19 approach turn and 12 broadside collisions.
		-	Restrict U-turns at intersection	19 approach turn and 12 broadside collisions.
	Pedestrians	60%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	2 pedestrian collisions.
Las Posas Rd / Carmen Dr / Glenbrook Ave	Intersections	15%	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number	16 approach turn, 5 broadside, and 3 rear end collisions.
			Install flashing yellow arrow indication at intersections with permissive left turns[2]	16 approach turn and 5 broadside collisions.
		15%	Improve signal timing (coordination, phases, red, yellow, or operation)	4 study intersections on Las Posas Rd and 2 study intersections on Carmen Dr.
		30%	Provide protected left turn phase (left turn lane already exists	16 approach turn and 5 broadside collisions.
	Pedestrians	60%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	1 pedestrian collision.
Santa Rosa Rd / Adolfo Rd	Intersections	15%	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number	13 rear end, 6 broadside, and 3 approach turn collisions.
		15%	Improve signal timing (coordination, phases, red, yellow, or operation)	2 study intersections on Santa Rosa Rd.
Ventura Blvd / Las Posas Rd	Intersections	15%	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number	13 rear end, 7 broadside, and 5 approach turn collisions.
		15%	Improve signal timing (coordination, phases, red, yellow, or operation)	4 study intersections on Las Posas Rd.
		40%	Provide Advanced Dilemma Zone Detection for high speed approaches	13 rear end, 7 broadside, and 5 approach turn collisions. NB approach on Las Posas Rd has 55mph speed limit and transistions from rural to developed around this intersection.

[1] Per Local Roadway Safety Manau

[2] Flashing yellow indication at intetrsection is not implemented if protected left turn phase is provided. Countermeasure will be eligible for HSIP Cycle 11 funding

Recommended countermeasure for HSIP application

Recommended Countermeasures for Priority Segments

Segment	Focus Area	CRF[1]	Recommended Countermeasures	Reasoning
Arneill Rd (Las Posas Rd to Barry St)	-	25%	Install edge-lines and centerlines	4 sideswipe collisions. Replace Bott Dots with thermoplastic lane markings to increase visibility.
		-	Consolidate existing driveways to limit the number of access points	24 broadside colllisions. High density of driveways.
		-	Clear approach sight distance at minor streets/driveway access	24 broadside collisions.
	Pedestrians	35%	Install/upgrade pedestrian crossing (with enhanced safety features)	2 pedestrian collisions from pedestrians not on sidewalks/crosswalks.
Crestview Ave (Avenida de Aprisa to Valley Vista Dr)	-	35%	Remove or relocate fixed objects outside of Clear Recovery Zone	3 hit object collisions.
		30%	Install dynamic/variable speed warning signs	Several horizontal curves. 1 fatal and 1 injury collision occurred on horizontal curve.
		15%	Install delineators, reflectors and/or object markers	3 hit object collisions.
Las Posas Rd (Camarillo Center Dr to SR 34)	-	35%	Remove or relocate fixed objects outside of Clear Recovery Zone	19 hit object collisions.
		30%	Install dynamic/variable speed warning signs	20 rear end collisions.
		15%	Install delineators, reflectors and/or object markers	19 hit object collisions.
		25%	Install edge-lines and centerlines	15 sideswipe and 6 head on collisions. Replace Bott Dots with thermoplastic lane markings to increase visibility.
Mission Oaks Blvd (US 101 to Upland Rd)	-	25%	Install edge-lines and centerlines	3 sideswipe and 1 run off road collision. Replace Bott Dots with thermoplastic lane markings to increase visibility.
	Bicyclists	-	Install bike conflict paint at intersections and driveways	4 bicycle and 6 broadside collisions. Portion of the segment is in a school zone.
E Daily Dr (E Daily Dr to Mobil Ave)	-	35%	Add segment lighting	10 collisions at night. 1 collision at night without streetlights.
		35%	Remove or relocate fixed objects outside of Clear Recovery Zone	17 hit object collisions.
		15%	Install delineators, reflectors and/or object markers	17 hit object collisions. Many collisions concentrated around horizontal curves.
Santa Rosa Rd (US 101 to Morongo Dr)	-	35%	Remove or relocate fixed objects outside of Clear Recovery Zone	12 hit object collisions. Many collisions concentrated around horizontal curves.
		30%	Install dynamic/variable speed warning signs	11 rear end collisions. Many collisions concentrated around horizontal curves.
		25%	Install edge-lines and centerlines	Replace Bott Dots with thermoplastic lane markings to increase visibility.
		15%	Install delineators, reflectors and/or object markers	12 hit object collisions. Many collisions concentrated around horizontal curves.
W Ventura Blvd (W Ventura Blvd to Carmen Dr)	-	35%	Remove or relocate fixed objects outside of Clear Recovery Zone	11 hit object collisions. Several horizontal curves.
		30%	Install dynamic/variable speed warning signs	5 rear end collisions. Several horizontal curvse.
		25%	Install edge-lines and centerlines	11 hit object and 9 sideswipe collisions. Replace Bott Dots with thermoplastic lane markings to increase visibility.
Ponderosa Dr N (Las Posas Rd to Appian Way)	-	30%	Install dynamic/variable speed warning signs	4 fixed objects collisions south of Temple Ave. Slight reverse curve at this location.
		25%	Install edge-lines and centerlines	8 hit object, 6 head-on, and 4 sideswipe collisions. Replace Bott Dots with thermoplastic lane markings to increase visibility.
		-	Increase DUI enforcement	7 collisions due to driving under the influence.
		-	Restrict left-turning vehicles from Ralph's parking lot	11 collisions between Las Posas Rd and Calle la Roda.
Pleasant Valley Rd	-	35%	Add segment lighting	7 collisions at night. 5 collision at night without streetlights.

Recommended Countermeasures for Priority Segments

Segment	Focus Area	CRF[1]	Recommended Countermeasures	Reasoning
(City Boundary to E	-	30%	Install dynamic/variable speed warning signs	10 rear end collisions. 9 collisions due to unsafe speed.
Central Ave (Pasaje Petalos to W Ventura Blvd)	-	25%	Install edge-lines and centerlines	6 approach turn, 3 hit object, and 3 sideswipe collisions. Replace Bott Dots with thermoplastic lane markings to increase visibility.
		-	Consolidate existing driveways to limit the number of access points	6 approach turn colllisions. 6 automobile right of way and 5 improper turning violations. High density of driveways.
	Bicyclists	35%	Install bike lanes	1 bike collision. No current bike lanes.
[1] Per Local Roadway Safety Manaul				
	Recommended countermeasure for HSIP application			

Appendix G

Countermeasures from the Local Roadway Safety Manual (Version 1.6)

HSIP Countermeasures from the LRSM (Version 1.6)

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity
S01	Lighting	Add intersection lighting	Night	40%	20	100%	Medium
S02	Signal Mod.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	All	15%	10	100%	Very High
S03	Signal Mod.	Improve signal timing (coordination, phases, red, yellow, or operation)	All	15%	10	50%	Very High
S05	Signal Mod.	Install emergency vehicle pre-emption systems	Emergency Vehicle	70%	10	100%	High
S06	Signal Mod.	Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)	All	55%	20	90%	Low
S07	Signal Mod.	Provide protected left turn phase (left turn lane already exists)	All	30%	20	100%	High
S08	Signal Mod.	Convert signal to mast arm (from pedestal-mounted)	All	30%	20	100%	Medium
S09	Operation/ Warning	Install raised pavement markers and striping (Through Intersection)	All	10%	10	100%	Very High
S10	Operation/ Warning	Install flashing beacons as advance warning	All	30%	10	100%	Medium
S11	Operation/ Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	100%	Medium
S12	Geometric Mod.	Install raised median on approaches	All	25%	20	90%	Medium
S13PB	Geometric Mod.	Install pedestrian median fencing on approaches	P & B	35%	20	90%	Low
S14	Geometric Mod.	Create directional median openings to allow (and restrict) left-turns and u-turns	All	50%	20	90%	Medium
S15	Geometric Mod.	Reduced Left-Turn Conflict Intersections	All	50%	20	90%	Medium
S16	Geometric Mod.	Convert intersection to roundabout (from signal)	All	Varies	20	100%	Low
S17PB	Ped and Bike	Install pedestrian countdown signal heads	P & B	25%	20	100%	Very High
S18PB	Ped and Bike	Install pedestrian crossing	P & B	25%	20	100%	High
S19PB	Ped and Bike	Pedestrian Scramble	P & B	40%	20	100%	High
S20PB	Ped and Bike	Install advance stop bar before crosswalk (Bicycle Box)	P & B	15%	10	100%	Very High
S21PB	Ped and Bike	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	P & B	60%	10	100%	Very High

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity
NS01	Lighting	Add intersection lighting	Night	40%	20	100%	Medium
NS02	Control	Evaluate conversion to all-way STOP control (from 2-way or Yield control)*	All	50%	10	100%	High
NS03	Control	Evaluate installing signals*	All	30%	20	100%	Low
NS04	Control	Convert intersection to roundabout (from all way stop)	All	Varies	20	100%	Low
NS05	Control	Convert intersection to roundabout (from stop or yield control on minor road)	All	Varies	20	100%	Low
NS05mr	Control	Convert intersection to mini-roundabout	All	30%	20	90%	Medium
NS06	Operation/ Warning	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	All	15%	10	100%	Very High
NS07	Operation/ Warning	Upgrade intersection pavement markings	All	25%	10	100%	Very High
NS08	Operation/ Warning	Install Flashing Beacons at Stop-Controlled Intersections	All	15%	10	100%	High
NS09	Operation/ Warning	Install flashing beacons as advance warning	All	30%	10	100%	High
NS10	Operation/ Warning	Install transverse rumble strips on approaches	All	20%	10	90%	High
NS11	Operation/ Warning	Improve sight distance to intersection (Clear Sight Triangles)	All	20%	10	90%	High
NS12	Operation/ Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	100%	Medium
NS13	Geometric Mod.	Install splitter-islands on the minor road approaches	All	40%	20	90%	Medium
NS14	Geometric Mod.	Install raised median on approaches	All	25%	20	90%	Medium
NS15	Geometric Mod.	Create directional median openings to allow (and restrict) left-turns and u- turns	All	50%	20	90%	Medium
NS16	Geometric Mod.	Reduced Left-Turn Conflict Intersections	All	50%	20	90%	Medium
NS17	Geometric Mod.	Install right-turn lane	All	20%	20	90%	Low
NS18	Geometric Mod.	Install left-turn lane (where no left-turn lane exists)	All	35%	20	90%	Low
NS19PB	Ped and Bike	Install raised medians / refuge islands	Ped and Bike	45%	20	90%	Medium
NS20PB	Ped and Bike	Install pedestrian crossing at uncontrolled locations (new signs and markings only)	Ped and Bike	25%	10	100%	High
NS21PB	Ped and Bike	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	Ped and Bike	35%	20	100%	Medium
NS22PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	Ped and Bike	35%	20	100%	Medium
NS23PB	Ped and Bike	Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))	Ped and Bike	55%	20	100%	Low

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity
R01	Lighting	Add segment lighting	Night	35%	20	100%	Medium
R02	Remove/ Shield Obstacles	Remove or relocate fixed objects outside of Clear Recovery Zone	All	35%	20	90%	High
R03	Remove/ Shield Obstacles	Install Median Barrier	All	25%	20	100%	Medium
R04	Remove/ Shield Obstacles	Install Guardrail	All	25%	20	100%	High
R05	Remove/ Shield Obstacles	Install impact attenuators	All	25%	10	100%	High
R06	Remove/ Shield Obstacles	Flatten side slopes	All	30%	20	90%	Medium
R07	Remove/ Shield Obstacles	Flatten side slopes and remove guardrail	All	40%	20	90%	Medium
R08	Geometric Mod.	Install raised median	All	25%	20	90%	Medium
R09	Geometric Mod.	Install median (flush)	All	15%	20	90%	Medium
R10PB	Geometric Mod.	Install pedestrian median fencing on approaches	P & B	35%	20	90%	Low
R11	Geometric Mod.	Install acceleration/ deceleration lanes	All	25%	20	90%	Low
R12	Geometric Mod.	Widen lane (initially less than 10 ft)	All	25%	20	90%	Medium
R13	Geometric Mod.	Add two-way left-turn lane (without reducing travel lanes)	All	30%	20	90%	Medium
R14	Geometric Mod.	Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes)	All	30%	20	90%	Medium
R15	Geometric Mod.	Widen shoulder	All	30%	20	90%	Medium

R16	Geometric Mod.	Curve Shoulder widening (Outside Only)	All	45%	20	90%	Medium
R17	Geometric Mod.	Improve horizontal alignment (flatten curves)	All	50%	20	90%	Low
R18	Geometric Mod.	Flatten crest vertical curve	All	25%	20	90%	Low
R19	Geometric Mod.	Improve curve superelevation	All	45%	20	90%	Medium
R20	Geometric Mod.	Convert from two-way to one-way traffic	All	35%	20	90%	Medium
R21	Geometric Mod.	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	100%	High
No.	**Type**	**Countermeasure Name**	**Crash Type**	**CRF**	**Expected Life (Years)**	**HSIP Funding Eligibility**	**Systemic Approach Opportunity**
R22	Operation/ Warning	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	All	15%	10	100%	Very High
R23	Operation/ Warning	Install chevron signs on horizontal curves	All	40%	10	100%	Very High
R24	Operation/ Warning	Install curve advance warning signs	All	25%	10	100%	Very High
R25	Operation/ Warning	Install curve advance warning signs (flashing beacon)	All	30%	10	100%	High
R26	Operation/ Warning	Install dynamic/variable speed warning signs	All	30%	10	100%	High
R27	Operation/ Warning	Install delineators, reflectors and/or object markers	All	15%	10	100%	Very High
R28	Operation/ Warning	Install edge-lines and centerlines	All	25%	10	100%	Very High
R29	Operation/ Warning	Install no-passing line	All	45%	10	100%	Very High
R30	Operation/ Warning	Install centerline rumble strips/stripes	All	20%	10	100%	High
R31	Operation/ Warning	Install edgeline rumble strips/stripes	All	15%	10	100%	High
R32PB	Ped and Bike	Install bike lanes	P & B	35%	20	90%	High
R33PB	Ped and Bike	Install Separated Bike Lanes	P & B	45%	20	90%	High
R34PB	Ped and Bike	Install sidewalk/pathway (to avoid walking along roadway)	P & B	80%	20	90%	Medium
R35PB	Ped & Bike	Install/upgrade pedestrian crossing (with enhanced safety features)	P & B	35%	20	90%	Medium
R36PB	Ped and Bike	Install raised pedestrian crossing	P & B	35%	20	90%	Medium
R37PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	P & B	35%	20	100%	Medium
R38	Animal	Install animal fencing	Animal	80%	20	90%	Medium

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