4.7 TRANSPORTATION / TRAFFIC

4.7.1 Setting

This Supplemental Environmental Impact Report (EIR) tiers off of former California Environmental Quality Act (CEQA) analyses conducted for the California State University Channel Islands Master Plan as discussed in Section 1.0 *Introduction*. The 1998 Master Plan envisioned a combination of demolition and renovation of core campus area buildings and construction of new academic, elementary school, and research and development space in the campus core. The 1998 Master Plan also included development of 900 residential units within the East Campus. The academic campus was planned to grow into a four-year university serving 15,000 full time equivalent students (FTES) and approximately 1,500 faculty and staff by the year 2025. A total of 11,750 FTES would be served on site, while 3,250 FTES would be served off site. These aspects of the 1998 Master Plan remain unchanged in each of the subsequent Master Plan revisions (2000 and 2004). As of Fall 2007, about 3,600 students were enrolled at CSUCI. The analysis in this Supplemental EIR is limited to those aspects of the projects that are currently proposed, which would have physical environmental effects beyond those previously analyzed in the 2004, 2000 and 1998 CEQA analyses.

The proposed Facilities Projects include the development of a "New Access Roadway Area", which was formerly envisioned in the 2004 Master Plan Update EIR (formerly referred to as the 75 acre and 153 acre acquisition area), but which is now being analyzed for its design and internal access characteristics, including vehicular, bicycle and pedestrian flow. The New Access Roadway Area would not generate additional traffic, but would rather serve the original buildout of the campus as analyzed under the 1998 Master Plan.

The "Open Space Conveyance Area" [see Figure 2-3(b)], composed of Ventura County owned land would be added to the campus property, but would remain in open space for public use. CSUCI proposes to preserve open space and wildlife habitat within the Open Space Conveyance Area, while also providing community access and education programs by developing portions into a multi-use regional educational and recreational area, consistent with the previous intended use of this area. CSUCI would rehabilitate the property with the goal of protecting and restoring natural areas, removing unsafe structures and debris, monitoring and maintaining watershed health, and maximizing multiple-use recreational open space. The general program development components under consideration are fully described in Section 2.0 *Project Description*, but include the following.

1) Native Habitat Program
2) Trailhead and Hiking Trails
3) Open Space

The project site is located in an unincorporated portion of southern Ventura County at the eastern edge of the Oxnard Plain and at the western flank of the Santa Monica Mountains (See Figure 2-1). The CSUCI campus lies 1.5 miles south of the City of Camarillo, northeast of the intersection of Lewis and Potrero Roads and east of Calleguas Creek (See Figure 2-2). Campus access is taken via University Drive from Lewis Road. Regional access is provided by U.S.

Highway 101 to the north of the project site and Hueneme Road and State Route 1 from the southwest.

The overall traffic patterns and trip generation for the campus as originally analyzed in 1998 remain the same. This EIR analysis focuses on local circulation associated with the New Access Roadway Area and trip generation associated with the potential future Open Space Conveyance Area. This EIR analysis is based on two separate traffic studies, which are included as Appendix D. These studies include the following: *Preliminary Traffic Analysis, California State University Channel Islands Campus Entrance Road Project, CSUCI Project No. CI-45"* by Penfield & Smith, dated July 10, 2008; and *Traffic Analysis for the California State University Channel Islands Recreational Open Space Project*, Ventura County by Associated Transportation Engineers, dated December 19, 2008.

a. Study Area. The street network used for this study includes those proposed within the New Access Roadway Area, as well as Lewis Road, Calwetti Road, and University Drive (also referred to as Camarillo Drive within the Penfield & Smith Traffic Study contained in Appendix D). The potential future Open Space Conveyance Area and these roadways are shown on Figure 4.7-1 with existing traffic volumes. Following is a description of these roadways.

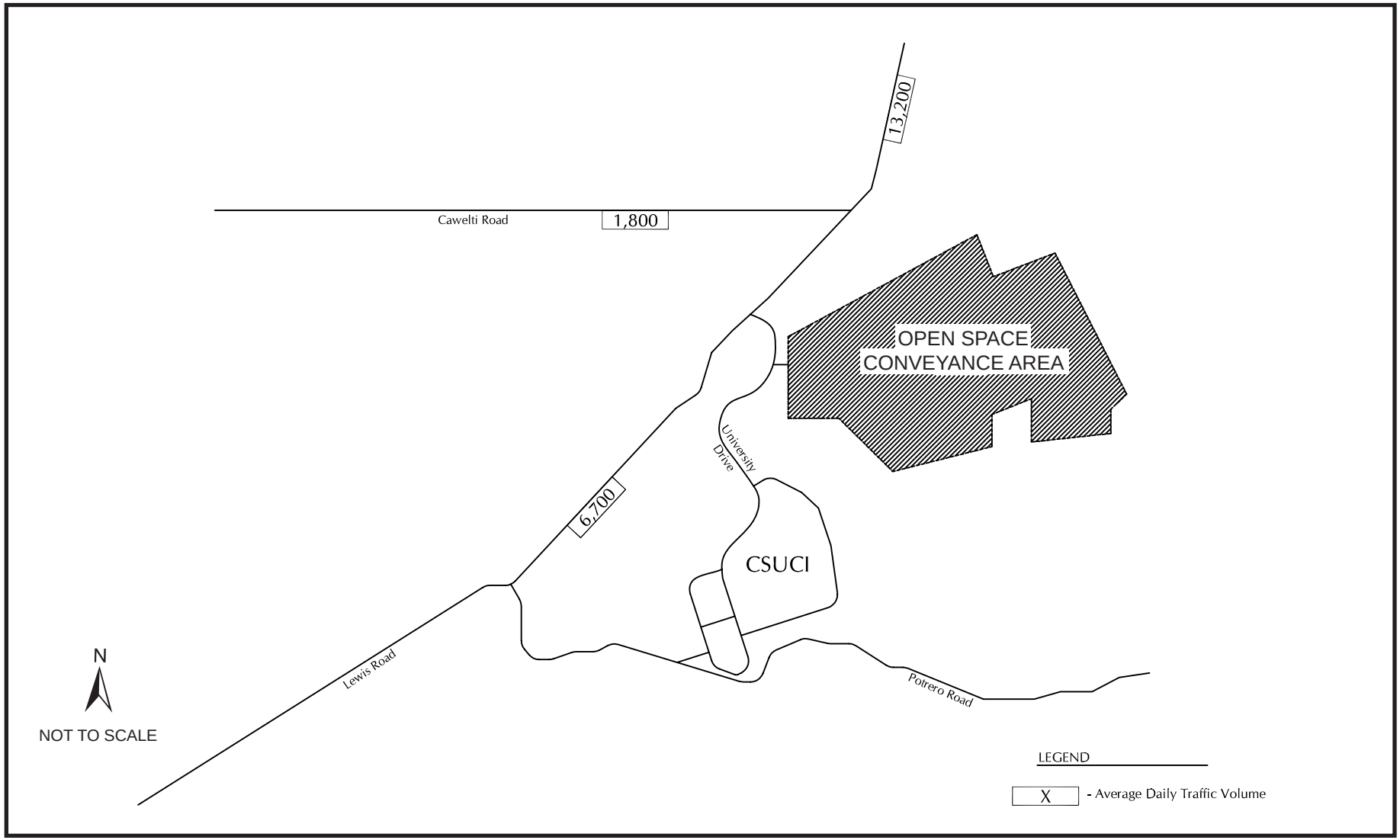
Lewis Road, located west of the project site, has been expanded to a four-lane arterial roadway between the City of Camarillo on the north and University Drive on the south. Lewis Road provides the primary regional access connection to the existing park facility and the CSUCI campus via its connection to University Drive. Lewis Road extends south of University Drive as a two-lane road to Potrero where it becomes Hueneme Road. Within the study-area Lewis Road, is signalized at the Cawelti Road and University Drive intersections.

Cawelti Road, located north of the project site, is a two-lane road that extends from Lewis Road to Las Posas Road on the west. Within the study-area, Cawelti Road is signalized at the Lewis Road and Las Posas Road intersections.

University Drive, located west of the project site, is two-lane road that extends easterly from Lewis Road and serves the CSUCI campus. A roadway connection (Old Dairy Road) to University drive provides access to the project site. Within the study-area, University Drive is signalized at the Lewis Road intersection.

In determining the operational characteristics of the roadway segments, "Levels of Service" (LOS) A through F are applied, with LOS A indicating free flow conditions and LOS F indicating severe congestion. Ventura County has adopted LOS D as the minimum operating standard for County thoroughfares and State Highways located within the County.

Levels of service for the study-area roadway segments were determined based on the roadway capacities adopted by Ventura County. Table 4.7-1 presents the existing ADT volumes and levels of service for the study-area roadways. The data presented in Table 4.7-1 indicate that the study-area roadways currently operate at LOS A which is considered acceptable based on Ventura County standards. Given the existing roadway volumes and operations (LOS A) and the recent improvements that have been made to Lewis Road (i.e. widening to 4-lanes and



Existing Average Daily Traffic Volumes

Figure 4.7-1

Source: Associated Transportation Engineers, December 2008.

installation of traffic signals at the Cawelti Road and University Drive intersections) it is estimated that the intersections currently operate in the LOS A - B range during the A.M. and P.M. peak hour periods. These operations would be considered acceptable based on the County's LOS D standard.

Table 4.7-1
Existing Average Daily Traffic

Roadway Segment	Classification/Geometry	Existing ADT	LOS
Lewis Road north of Cawelti Road	Class I / 4-Lane	13,200 ADT	LOS A
Cawelti Road west of Lewis Road	Class I / 2-lane	1,800 ADT	LOS A
Lewis Road north of Potrero Road	Class I / 4-Lane	6,700 ADT	LOS A

Source: Associated Transportation Engineers, 2008. See Appendix D.

b. Planned Improvements. The proposed New Access Roadways would create a shorter route from Lewis Road to the Campus. The existing University Drive connection from Lewis Road to the campus is about 1.5 miles, while the proposed New Access Roadway would be about ¾ mile long. Additionally, the New Access Roadway Area would involve development of up to 4,142 parking spaces in two parking lots. Vehicle parking would be situated along the northern side of Long Grade Canyon Creek. Two roadway bridges and two pedestrian bridges would be constructed to span Long Grade Canyon Creek thereby connecting the New Access Roadway Area with the main campus. Bicycle access is proposed in Class II bike lanes along the outside shoulders of the Primary Access Roadway and is also planned for construction atop the new and old levees. The New Access Roadway Area would be constructed in two phases. The first phase would include the Primary Access Roadway, the West Parking Lot (2,250 parking spaces), one vehicular bridge and one pedestrian bridge. The second phase would include development of the Secondary Access Roadway, the East Parking Lot (1,892 parking spaces) the second vehicular crossing and the second pedestrian crossing. The future play fields would be constructed with Phase II improvements or thereafter as funding allows.

Primary Access Road. The proposed Primary Access Roadway would provide access from Lewis Road to the Academic Core of the campus. The road was previously proposed as a divided roadway, separated by a 20-foot wide median, with curbs and gutters provide on each side of the road. A separate Class I bike path was planned adjacent the roadway alignment.

The traffic analysis conducted in 2000 and included as Appendix D of the 2000 Final Supplemental EIR (Associated Transportation Engineers, March 10, 2000) indicated the New Campus Access Roadway would need to be implemented at two lanes between CSUCI and Lewis Road by 2010 and four lanes by 2025. Subsequent to that analysis additional acreage was acquired to the north and the roadway design was altered such that a Primary Access Roadway and a Secondary Access Roadway evolved. The current design reflects that acquisition, which was discussed within the 2004 Supplemental EIR. The updated design provides four 12-foot wide lanes of travel eastward from Lewis Road along the Primary Access Roadway, tapering to two 12-foot wide lanes before the Long Grade Canyon Creek bridge crossing (see Figure 2-4).

The Primary Access Road would require a new two-lane bridge across Long Grade Canyon Creek to connect with Santa Barbara Avenue. Curbs and gutters were eliminated from the Primary Access Road design, except within select locations for adherence to mitigation measure S-AES-1(a), which was applied under the 2000 Supplemental EIR.

Secondary Access Road. The Secondary Access Road would provide two additional 12-foot wide lanes of capacity and is planned for construction in 2010 after completion of the Primary Access Roadway. The Secondary Access Road will be a two-lane road with median. As provided in the 2000 Master Plan, Santa Barbara Avenue has been extended parallel to Long Grade Canyon channel and would connect with the Secondary Access Road. The Secondary Access Road would require a new two-lane bridge across Long Grade Canyon Creek to connect with Santa Barbara Avenue. Curbs and gutters were eliminated from the Secondary Access Road design, except within select locations for adherence to mitigation measure S-AES-1(a), which was applied under the 2000 Supplemental EIR.

Parking. Two parking lots are proposed within the plan area (see Figure 2-3(a) and Figure 2-4). The West Parking Lot would accommodate up to 2,250 parking spaces, while the East Parking Lot would accommodate 1,892 parking spaces. The 2004 Supplemental EIR envisioned 5,200 spaces.

Potential Future Open Space Conveyance Area. The potential future Open Space Conveyance Area would be preserved primarily for passive recreation. A trailhead and trails to connect with existing trails in the Santa Monica Mountains are a potential proposed enhancement to the existing Regional Park use.

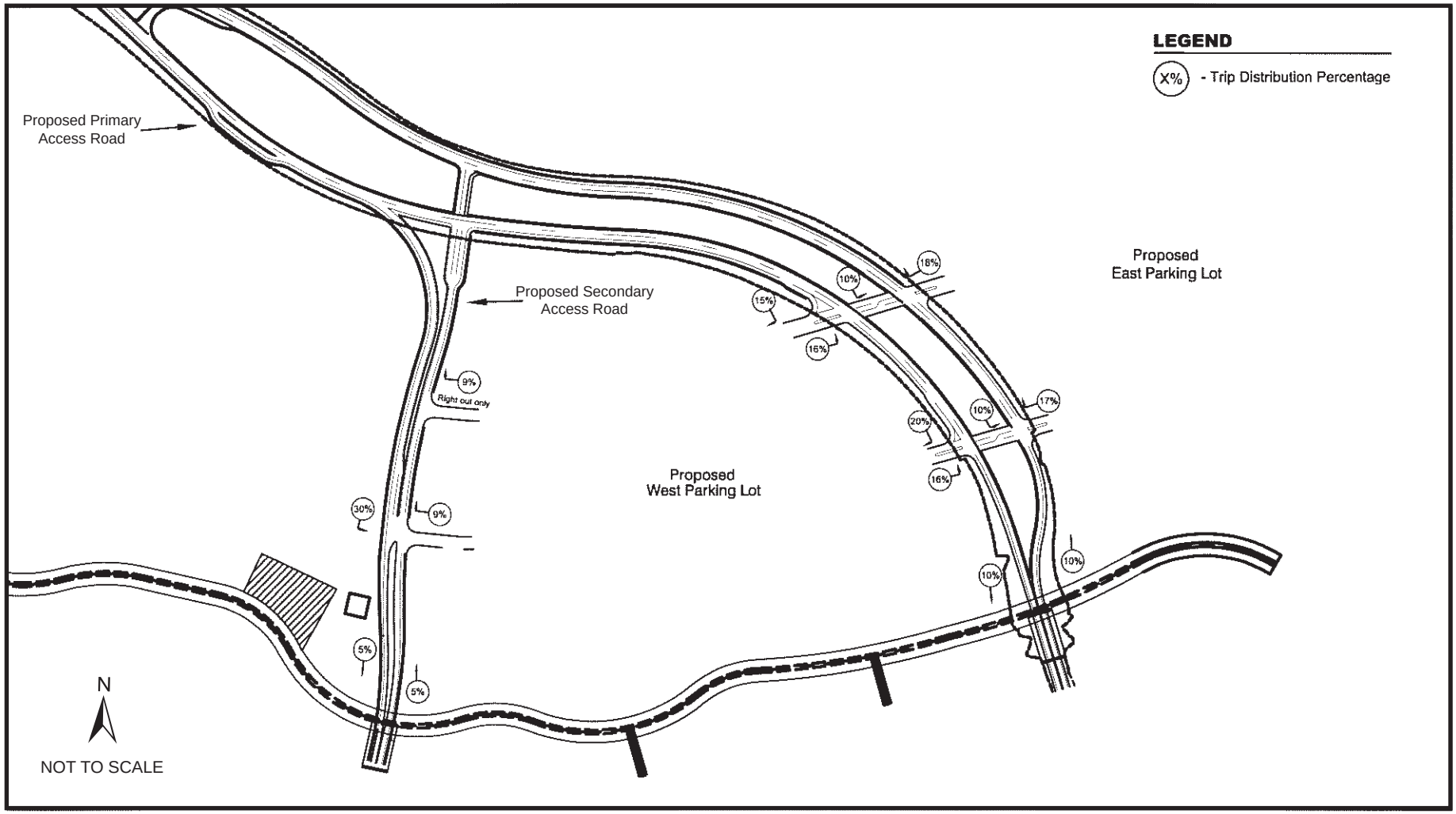
4.7.2 Impact Analysis

a. Methodology and Significance Thresholds. The analysis of project traffic included assumptions from the 2000 Final Supplemental EIR on trip generation and where the campus traffic will be coming from and going to within the campus roadway network.

Campus Traffic Volumes. As indicated above, the traffic impact analysis reviewed the project trip generation rates from the 1998 and 2000 Campus Master Plan EIR. Based on the trip generation rates previously utilized, the development scenario for ultimate buildout of the campus is estimated to generate 33,932 average daily trips, 3,205 AM peak hour trips, and 3,045 PM peak hour trips as illustrated in Table 4.7-2. The traffic was broken down by "Academic" related trips and "Non-Academic" related trips and assigned to the access roadways. The percent of campus traffic assigned to the access roadways is indicated in Table 4.7-3.

Internal Traffic Distribution. The traffic consultant made some additional assumptions regarding the distribution of incoming and outgoing traffic at the proposed parking lot driveways. The trip distribution percentages are shown on Figure 4.7-2.

The proposed Facilities Projects would result in a significant impact if the project would do either of the following.



Project Trip Distribution

Figure 4.7-2

Source: Pennfield & Smith, July 2008.

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).
- Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible use (e.g. farm equipment).

The first significance threshold is applicable with respect to the internal intersections, while the second threshold is applicable with respect to mixed vehicular, bicycle and pedestrian circulation. The County considers LOS D as the minimum acceptable level for intersection and roadways operations. See Table 4.7-3 for level of service criteria. Project impacts would be considered significant if the level of service were to exceed level of service D.

Table 4.7-2
CSUCI Campus Trip Generation

Land Use	Size	ADT trips	AM Peak Trips			PM Peak Trips		
			In	Out	Total	In	Out	Total
University	11,750	27,965	1,974	494	2,468	740	1,727	2,468
Subtotal		27,965	1,974	494	2,468	740	1,727	2,468
Mixed Use/Internal[a]		-1,939			-212			-195
Total Academic		26,026	1,804	451	2,256	682	1,591	2,273
SFR	175	1,675	33	98	131	111	65	177
Apartments	360	2,419	37	147	184	145	78	223
Condo-Townhome	365	2,139	27	133	161	127	63	190
School	600	774	139	113	252	0	0	0
R&D	350,000	2,839	360	74	434	57	121	378
Subtotal		9,845	596	566	1,161	440	527	968
Mixed Use/Internal [a]		-1,939			-121			-195
Total Non-Academic		7,906	487	463	949	352	421	773
Total External Trips		33,932	2,291	914	3,205	1,033	2,012	3,045

Source: Penfield and Smith, July 10, 2008.

[a] *Mixed Use/Internal Trips taken from 2000 Campus Master Plan EIR*

Table 4.7-3
Campus Traffic Distribution

Roadway	Percent of Academic Traffic	Percent of Non-Academic Traffic
Primary Access Road	70%	30%
University Drive (formerly Camarillo Drive)	30%	70%

Source: Trip distribution assumptions obtained from 2000 Campus Master Plan SEIR.

Table 4.7-4
Intersection Level of Service Criteria

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

Source: Penfield and Smith, July 10, 2008. Highway Capacity Manual, HCM2000, Transportation Research Board, Washington DC.

In December 1994, Ventura County adopted a Traffic Fee Mitigation Ordinance. Subsequent to the adoption of the ordinance, Ventura County amended the General Plan and Circulation Element to allow for participation in the Traffic Fee Program as a way of complying with the General Plan Policies.

b. Project Impacts and Mitigation Measures. As previously discussed, the access roadways were identified in the 2000 and 2004 SEIRs. Documentation included in the 2000 SEIR concluded that the proposed revisions in the 2000 Campus Master Plan would reduce vehicle trips generated compared to the 1998 Campus Master Plan due to credits for internal trips. The overall capacity of the college remains 11,750 full time equivalent students (FTES) on campus and 3,250 FTES off-site, in addition to residential, school and research/development (R&D) as previously indicated in Table 4.7-1. Proposed components not previously analyzed in former EIRs are the operating conditions for the internal circulation system of the New Access Roadway Area, trip generation from the potential future Open Space Conveyance Area and the new electrical substation. The following impacts and mitigation measures have been identified in association with the 2009 Facilities Projects.

09-Impact T-1 **The Primary Access Road and Secondary Access Road as proposed would have sufficient capacity to support the campus traffic at buildout. All new internal intersections would operate at or above LOS D, which is within acceptable standards. Therefore, impacts are Class III, *less than significant.***

Based on the trip distribution percentages presented in Figure 4.7-2 combined with the Campus Master Plan buildout scenario as indicated in Table 4.7-2, traffic volumes on the New Access Roadways are shown in Table 4.7-5 and on Figure 4.7-3.

Table 4.7-5
CSUCI Campus Volumes on New Entry Road

ADT	A.M. Peak Trips			P.M. Peak Trips		
	In	Out	Total	In	Out	Total
20,590	1,409	455	1,864	583	1,240	1,823

Source: Penfield and Smith, July 10, 2008.

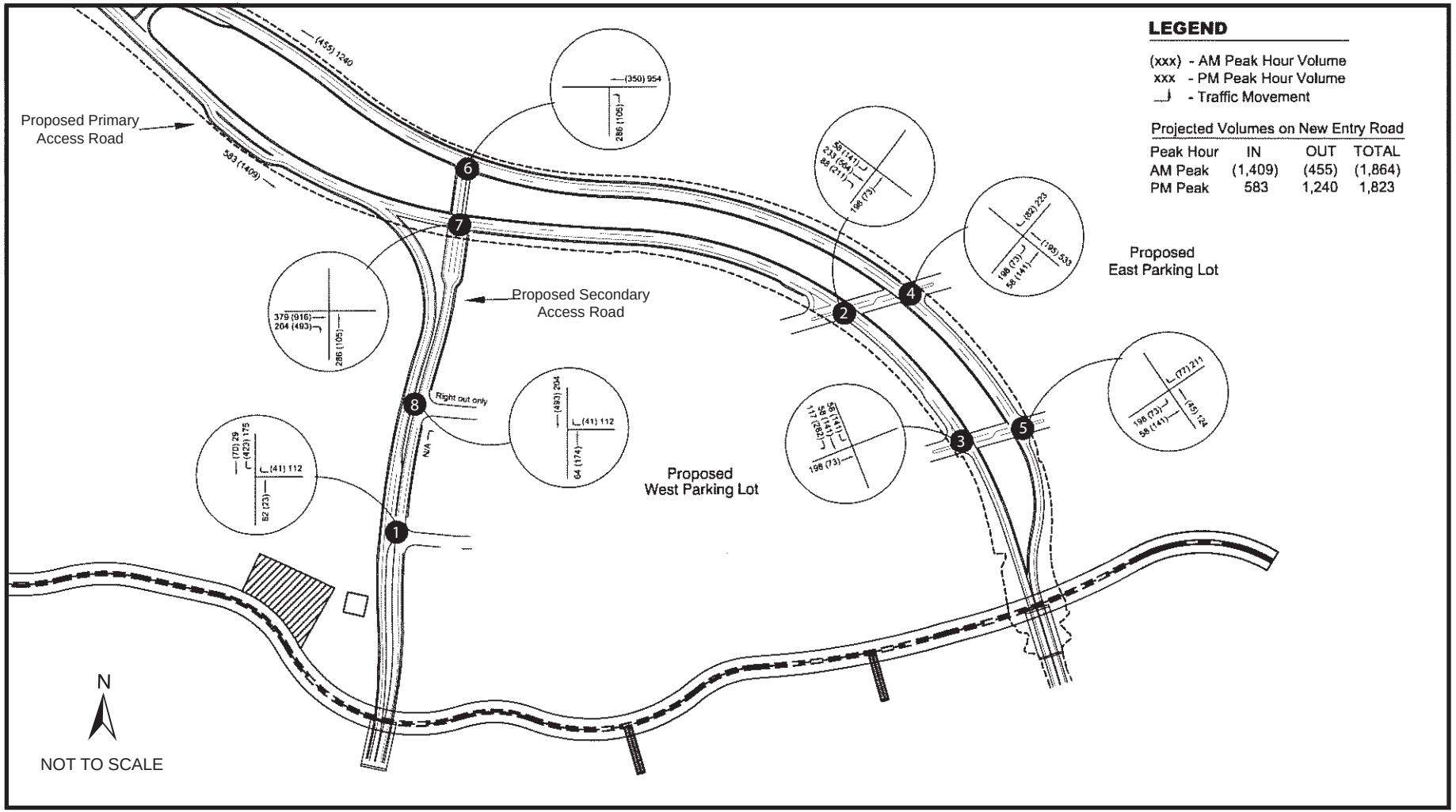
As shown above, the new access roadways are estimated to receive 20,590 average daily trips, 1,864 AM peak hour trips, and 1,240 PM peak hour trips. As proposed, the Primary Access Road and Secondary Access Road are anticipated to have sufficient capacity to support the projected daily traffic at buildout of the Campus Master Plan.

Additionally, eight intersections located along the proposed Primary Access Road and Secondary Access Road were evaluated with the buildout scenario traffic for the A.M. and P.M. peak hours. The LOS was calculated using the Highway Capacity Software (HCS-2000) and are based on the delay of the worst minor approach. Table 4.7-6 shows the projected LOS for each internal intersection while Figure 4.7-3 shows the locations of the numbered intersections with campus traffic applied.

Table 4.7-6
Projected Level of Service

Intersection[a]	Traffic Control	A.M. Peak Hour LOS	P.M. Peak Hour LOS
1	One-Way Stop	8.6/LOS A	9.1/LOS A
2	Two-Way Stop	**26.9/LOS D**	16.5/LOS C
3	Two-Way Stop	14.7/LOS B	12.8/LOS B
4	Two-Way Stop	13.2/LOS B	**26.4/LOS D**
5	Two-Way Stop	11.0/LOS B	17.3/LOS C
6	One-Way Stop	13.8/LOS B	21.9/LOS C
7	Two-Way Stop	**32.7/LOS D**	21.4/LOS C
8	One-Way Stop	9.5/LOS A	9.2/LOS A

Source: Penfield and Smith, July 10, 2008.
Refer to Figures 4.7-1 and 4.7-2 for intersection locations.
*Data in **Bold** illustrates those intersections operating at LOS D.*



Source: *Pennfield & Smith, July 2008.*

Internal Intersection Traffic Volumes

Figure 4.7-3

As shown in Table 4.7-6, two of the study intersections are forecast to operate at LOS D during the morning peak hour (#2 and #7) and one intersection is forecast to operate at LOS D during the afternoon peak hour (#4) with the buildout scenario traffic. Moreover, it is reminded that the LOS reflected represents the delay of the most affected minor approach. In addition, these are new intersections that are not subject to thresholds based on a decrease in an existing level of service and are private intersections within the bounds of the CSUCI campus. Nevertheless, the design capacity appears adequate to provide level of service of D or above to campus area traffic.

The development of these roadways and intersections would divert about 70% of the academic traffic from University Drive and is timed for development in accordance with previous construction warrant dates (2010 per the March 10, 2000 traffic memorandum by Associated Transportation Engineers). The roadways and parking would improve the campus circulation and would be developed consistent with capacity design recommendations. Therefore, impacts are less than significant.

Mitigation Measures. No mitigation measures are required.

Significance After Mitigation. Impacts are less than significant without mitigation.

09-Impact T-2 The proposed Facilities Projects would add infrastructure and increase use of campus facilities. However, the proposed facilities, including the potential future Open Space Conveyance Area would not result in a substantial increase in traffic trips beyond that identified in the 2000 Campus Master Plan because the FTES is not being changed. Therefore, impacts are Class III, *less than significant.*

The proposed facilities projects would add infrastructure, including roadways, bridges, a levee, an electrical substation, and athletic fields. Night lighting of athletic fields would increase the use of existing campus facilities in accordance with buildout projections for the campus through 2025. However, these projects would not result in additional trips because the projects do not facilitate the growth of the campus capacity. The FTES identified in the 2000 Campus Master Plan would remain the same. The proposed roadways would improve circulation for the campus in accordance with the design and road construction warrants determined previously in EIR analyses under the 2000 Campus Master Plan EIR (ATE, 2000).

The potential future Open Space Conveyance Area may have the potential to generate additional trips with the addition of a trailhead and trails that would connect to the existing network within the Santa Monica Mountains. Analysis of traffic associated with this additional use was conducted by Associated Transportation Engineers (December 19, 2008) and the memorandum is included in Appendix D. The potential future Open Space Conveyance Area, roadway network, and existing traffic volumes are shown on Figure 4.7-1. The existing traffic volumes and levels of service for affected roadways are shown in Table 4.7-1.

The University is not proposing to increase staff or faculty as a result of transfer of the regional park, thus there would be no traffic increases related to the staffing and maintenance of the park. Traffic generated by the proposed educational activities would be from CSUCI students

and staff that are on the existing campus and would not utilize County roadways to access the site. The project does include some enhancements to facilitate public access to the open space area that could increase traffic traveling to and from the site. There would also be occasional trips made from area schools to visit the site.

Trip generation estimates were developed for the existing Camarillo Regional Park facility based on the rates contained in the SANDAG Traffic Generators report for parks. Table 4.7-7 shows the trip generation estimates developed for the existing park. In order to provide a conservative assessment of future traffic, it is assumed that traffic generated at the park could increase by 5% as a result of the proposed public access improvements and the off-site school visits. This traffic increase is also shown in Table 4.7-7.

Table 4.7-7
Open Space Conveyance Trip Generation

Land-Use	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Existing							
Open Space	279 Acres	1.0 (a)	279	0.04 (a)	11	0.08 (a)	22
Future Traffic Added							
5% Increase	279 Acres	+14 Trips		+1 Trip		+1 Trip	

Source: Associated Transportation Engineers, December 19, 2008. See Appendix D
(a) SANDAG Park Rates

The data presented in Table 4.7-7 show that the future use of the park could generate 14 ADT, including one A.M. and one P.M. peak hour trip.

Roadway Operations. The addition of 14 average daily trips to the Ventura County roadways adjacent to the site would not significantly impact roadway operations. The roadways currently operate at LOS A and could continue to operate at LOS A with the addition of the 14 ADT. The project would therefore not impact the County roadway network based on Ventura County impact thresholds.

Intersection Impacts. The addition of one peak hour trip to the study-area intersections would not impact operations on the surrounding County roadways. The intersections currently operate in the LOS A-B range and the addition of one peak hour trip would not affect operations. The project would therefore not impact the adjacent intersections based on Ventura County impact thresholds.

Site Access. Access to the existing park is provided via a roadway connection (Old Dairy Road) to University Drive, located just south of the Calleguas Creek bridge. The existing driveway approach at University Drive does not provide traffic control or striping that defines ingress or egress for vehicles entering and exiting the site. It is therefore recommended that the project improve the driveway approach to provide standard intersection striping to define egress and ingress and install a stop-sign and provide a striped stop-bar at the outbound approach.

The project access road is currently controlled by a gate located approximately 130-feet east of University Drive. The existing distance of 130' between the driveway gate and University Drive provides an adequate length for vehicle storage (approximately 6 vehicles) so that traffic queues at the park gate would not extend to University Drive and potentially interfere with through traffic.

Parking. There is currently no formal centralized parking area for the park. Observations at the existing site indicate that vehicles park in various areas, such as adjacent to the model airplane strip and near the old dairy. Improvements would include provision of a centralized parking area once the existing facilities are removed and the improvements to the area have been implemented.

Buildout Conditions. Roadway volumes for the Buildout scenario were derived from the data published in the 2000 EIR completed for the CSUCI Campus Master Plan Project. The ADT volumes include traffic from buildout of the County's General Plan and completion of the CSUCI campus master plan project as shown earlier in Table 4.7-2. Buildout ADT volumes are presented on Figure 4.7-4 and Buildout roadway operations are shown in Table 4.7-8.

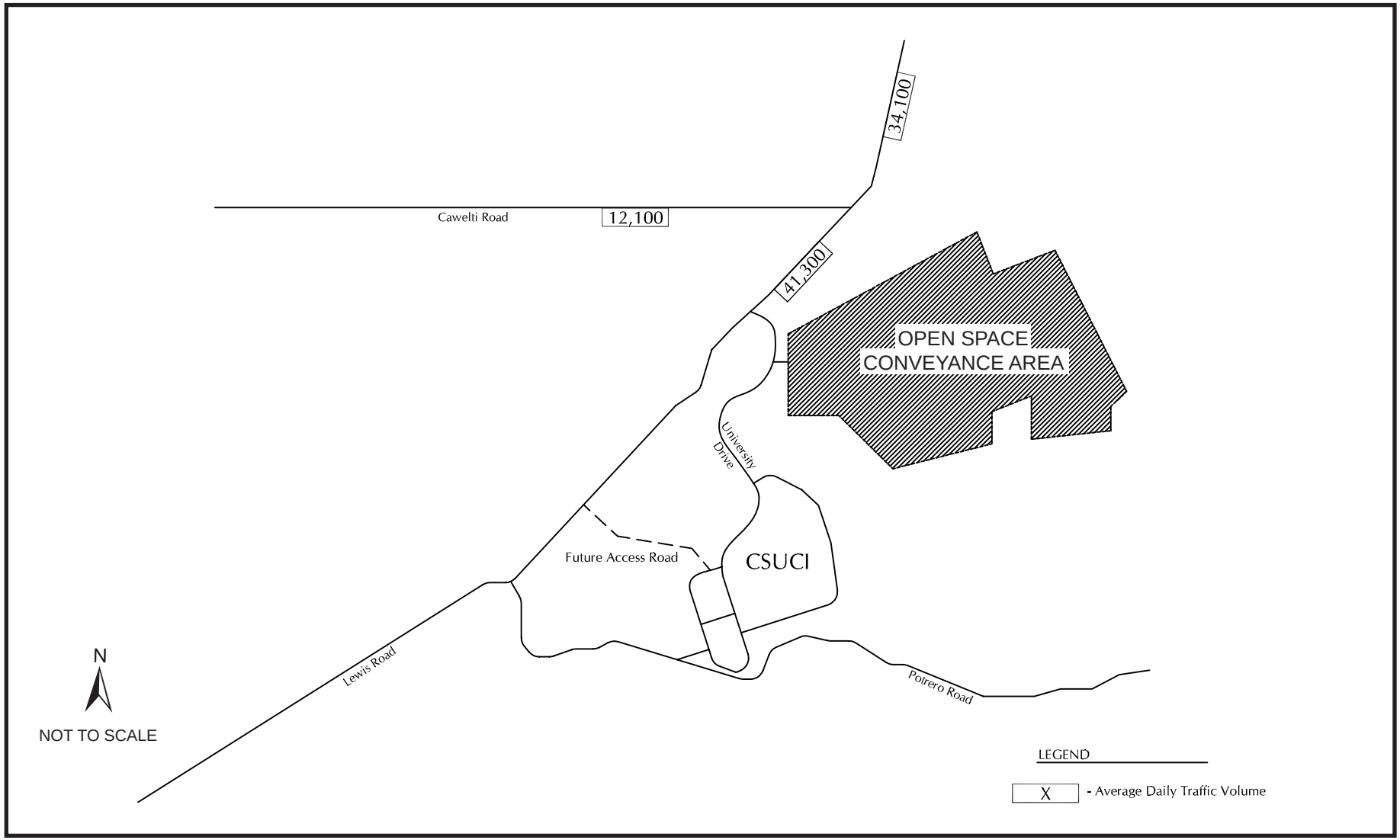
Table 4.7-8
Average Daily Traffic Volumes at Buildout

Roadway Segment	Classification/Geometry	Buildout ADT	LOS
Lewis Road north of Cawelti Road	Class I / 4-Lane	34,100 ADT	LOS C
Cawelti Road west of Lewis Road	Class I / 2-lane	12,100 ADT	LOS D
Lewis Road north of Potrero Road	Class I / 4-Lane	41,300 ADT	LOS D

Source: Associated Transportation Engineers December 19, 2008. See Appendix D.

The data presented in Table 4.7-8 indicate that the study-area roadways are forecast to operate at LOS D or better under the Buildout scenario. These operations are considered acceptable based on the LOS D operating standard for roadways located in the unincorporated areas of the County. The addition of the 14 average daily trips that could potentially be generated by the project traffic would not generate a significant cumulative impact to the County roadways under the Buildout + Project scenario, as all of the roadways would continue to operate at LOS D or better.

Intersection Operations. The EIR completed for the CSUCI Campus Master Plan Project identified future operational deficiencies at the Lewis Road/University Drive and Lewis Road/Cawelti Road intersections. The EIR recommended that Lewis Road be widened to 4 lanes at the intersections and that traffic signals be installed at both locations in order to accommodate Buildout traffic volumes. These Buildout mitigation measures have been installed at both intersections. The addition of one peak hour trip that could potentially be generated by the project would not generate significant cumulative impacts at the study-area intersections under the Buildout + Project scenario, as the mitigations required at the adjacent intersections to accommodate buildout of the campus have been installed.



Buildout Average Daily Traffic Volumes

Figure 4.7-4

Source: Associated Transportation Engineers, December 2008.

Mitigation Measures. No mitigation measures are required. However, as previously stated, it is recommended that the project improve the driveway approach to Open Space Conveyance Area to provide standard intersection striping to define egress and ingress and install a stop-sign and provide a striped stop-bar at the outbound approach.

Significance After Mitigation. Impacts are less than significant without mitigation.

09-Impact T-3 The New Access Roadway Area design modifies a previous proposal to construct a Class I bike path adjacent the Primary Access Road. The current proposal involves construction of bike lanes along the shoulders of the Primary and Secondary Access Roadways with additional bike lanes along the new and old levees. This is a Class II, *significant but mitigable* impact.

The New Access Roadway Design modifies a previous proposal to construct a separate Class I bike path adjacent the Primary Access Roadway. The revised design incorporates the provision of bike lanes along the outside shoulders of the Primary and Secondary Access Roadways (see Section 2.0 *Project Description*). The shoulders are five feet wide along the Primary Access Roadway for about the first 360feet east of Lewis Road, widening to eight feet wide for the next 3,060 feet and then narrowing to four feet wide for about 250 feet just prior to the bridge across Long Grade Canyon Creek. The project description indicates that the eight foot wide shoulders would be signed and striped to accommodate bicycles. The narrower four and five foot wide transitions from the eight foot wide shoulders would be less desirable for cyclists, as it would reduce space between the cyclist and the vehicle travel lane. Pursuant to California Standards for Class II Bikeways (Chapter 1000 California Highway Design Manual Section 1003.2 Class II Bikeways), there are three types of Class II Bikeways of varying width depending on parking and striping. If parallel parking exists along the bikeway, widths are 10.8 to 11.8 feet from the curb. However, if no parking is allowed, the bikeway width should be four feet. The proposed project would provide a minimum of four feet on the shoulder of the New Primary Access Roadway. This is a potentially significant impact.

Construction of additional Class I bicycle lanes along the new and old levees to provide continuous travel from Lewis Road along the Long Grade Canyon Creek Levee would provide an alternative route for cyclists that would avoid any potential for conflicts with motorists. Moreover, this potential Class I system could be designed to facilitate multi-use traffic including pedestrians and skateboarders if allowed in the future. Concern was expressed by Ventura County Watershed Protection District regarding assurance that any modifications to the levee to construct bicycle paths, including landscaping, would not affect the levee function or maintenance.

Mitigation Measures. The following mitigation measures would reduce the potential for bicycle circulation hazards to a level that is less than significant.

09-T-3(a) Bikeways. The bikeways along the primary and secondary access roadways shall be designed as a continuous bicycle linkage with signage and striping to provide a minimum bicycle travel lane of four feet, restricting on-street parking and stopping where

necessary to ensure the minimum four foot exclusive cyclist safe travel width. Bikeways shall provide signage and striped connections to pedestrian bridges or provide signage and striped access across vehicular bridge crossings such that conflicts between motorists and cyclists are reduced.

09-T-3(b) **Class I Levee Bike Paths.** The Class I bike paths along the new and old levees shall be designed as a continuous bicycle linkage with signage at Lewis Road and on Campus directing cyclists to the path. Ventura County Watershed Protection District shall be consulted during the design phase to ensure the design does not affect the function or maintenance of the levee.

Significance after Mitigation. Less than significant.

c. Cumulative Impacts. The cumulative development scenario includes the proposed project in addition to those listed in Table 3-1. Additionally, as indicated under 09- Impact T-2, buildout of the County General Plan was also accounted for in the future analysis of roadway conditions. Mitigation measures applied in the past under the 1998 and 2000 Supplemental EIRs have mitigated the potential for adverse effects. Roadway improvements have been implemented such that buildout of the campus may proceed without adversely affecting the regional roadway network.

The two County of Ventura projects identified as part of the cumulative development scenario in Table 3-1 include a 40-acres hydroponic tomato production expansion and a conditional use permit to allow wedding festivities. The approved tomato facility would add traffic trips that would use roadways within the project vicinity. The trips expected would not likely result in significant traffic increases due to the nature of the land use. The wedding festivity would be limited to 150 guests per event and would occur on Saturdays and Sundays for a maximum of 35 calendar year days. The traffic expected for this facility may contribute minor amounts of traffic to project vicinity roadways during non-school times. It should be noted that both of these sites are located approximately 2.5 miles from the CSUCI Campus.

Based on the discussions located above, cumulative development projects would result in less than significant cumulative traffic impacts.