

**COUNTY OF VENTURA
PUBLIC WORKS AGENCY**

MEMORANDUM

DATE: November 10, 2025

TO: Dave Ward, Planning Director

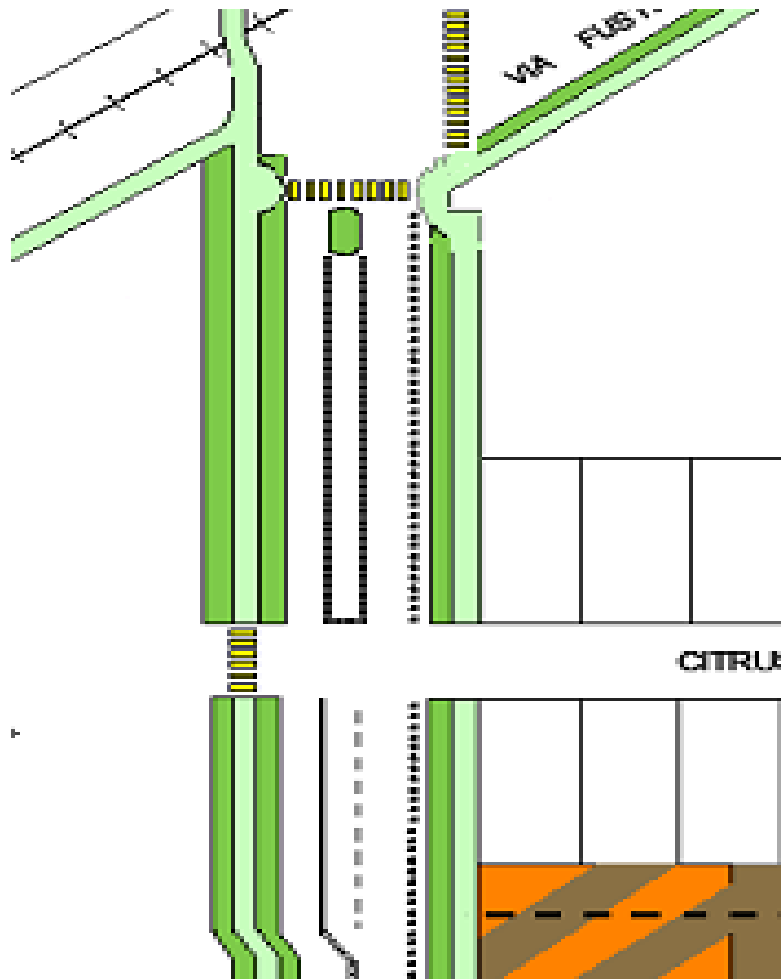
FROM: Anitha Balan, Roads & Transportation Director

SUBJECT: Piru Area Plan Amendment Technical Memo - Circulation / Lane restriping

In July 2024, Roads & Transportation (R&T) received a request from Ken Wiseman of the Piru Neighborhood Council (PNC) to discuss concerns regarding reconfiguring and restriping of Main Street just south of Via Fustero. The narrowing, restriping and installation of the dedicated left turn lane in front of the packing plant located at 357 Main Street, was constructed per the requirement of the Piru Area Plan and as a condition of approval for the development of the Rieder application (LU04-0026). Additionally, as an Environmental Impact Report mitigation measure, a small concrete median in the southern leg of the Main Street and Via Fustero intersection was also installed; see Figure 1 on the next page. The reconfiguration created a center turn median along the frontage of the packing plant between the aforementioned concrete median and the dedicated left turn lane and eliminated parking on the west side of Main Street along the frontage of the packing plant parcel.

Based on input from local residents, the PNC has requested removal of the turn lane and concrete median to restore parking along the west side of Main Street. In response to PNC's request, R&T staff performed a site evaluation in September 2024 to investigate truck turning movements entering the packing plant facility. The investigation found that trucks generally did not utilize the entire left turn lane. Rather, drivers would perform a left turn from partially within the left turn lane and partially within the northbound through lane. Despite the incursion into the northbound through lane, vehicular time delays in each direction of Main Street to allow for a tractor trailer to turn into the packing plant were found to be minimal.

Figure 1:



Evaluation of the Left turn Lane at the Driveway

AASHTO – A Policy on Geometric Design of Highways and Streets (Section 9.7.3) recommends the suggested left-turn lane guidance for roadways with a peak left turn volume of 5 vehicles per hour with a major road volume of 450 vehicles per hour as shown in Table 1 below for a 3-leg intersection, as the driveway would be considered.

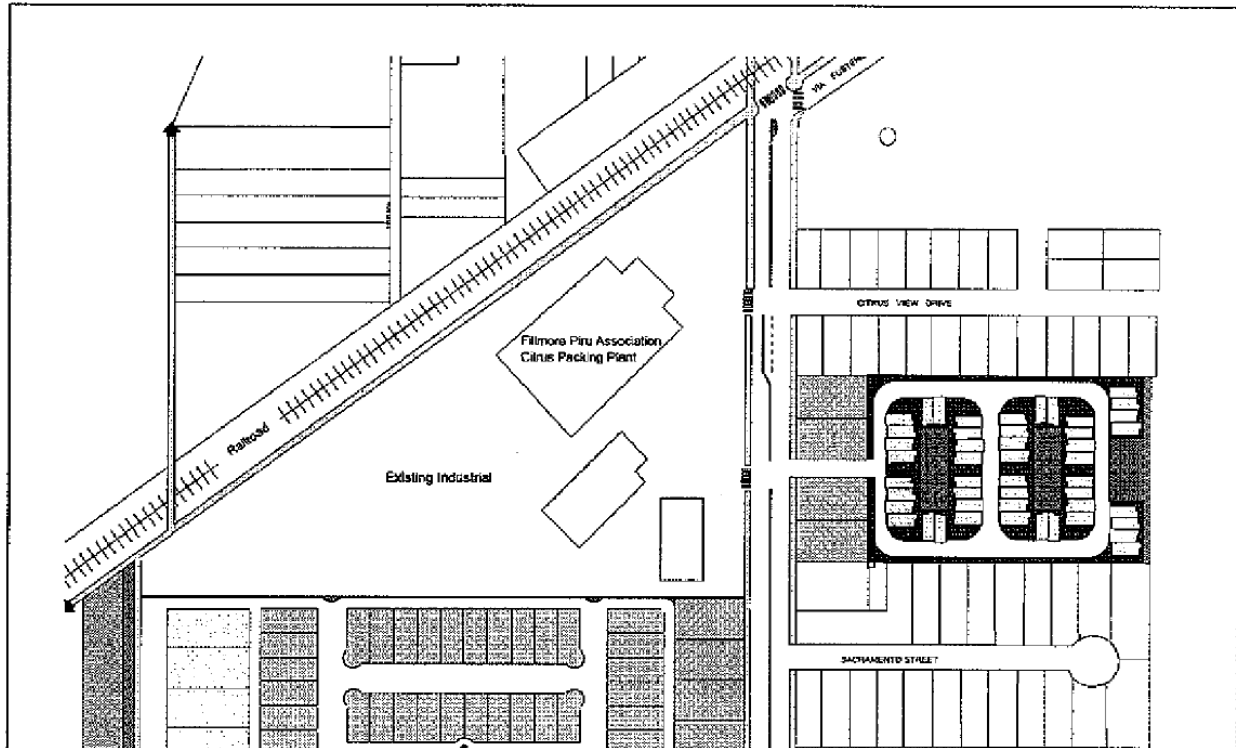
Table 1:

Left-Turn Lane Peak-Hour Volume (veh/h)	Three-Leg Intersection, Major-Road Volume (veh/h/ln) that Warrants a Left-Turn Lane	Four-Leg Intersection, Major-Road Volume (veh/h/ln) that Warrants a Left-Turn Lane
5	450	50
10	300	50
15	250	50
20	200	50
25	200	50
30	150	50
35	150	50
40	150	50
45	150	< 50
50 or More	100	< 50

PWA's annual traffic count data for Main Street demonstrates a peak of 300 vehicles per hour (data collected: November, 2024). Per Table 1 above, 300 vehicles per hour on the major road corresponds to a minimum left-turn volume of 10 vehicles per hour. A traffic investigation performed by PWA staff in September of 2024 counted no more than 9 vehicles per hour making a left turn (2 trucks and 7 passenger cars) during the A.M. peak, and 6 vehicles per hour (4 trucks and 2 passenger cars) during the P.M. peak. Therefore, the actual traffic volume is below the minimum guidance threshold to install a left-turn lane and a left turn is not required at this driveway.

The Final Environmental Impact Report for the Focused Update to the Piru Area Plan, (November 2006), (EIR) lists the intersection of Main Street at Via Fustero (approximately 450 feet north of the packing plant access) as having a Level of Service at a Level A (best rating) for the A.M. and P.M. peak hours where a Level of Service of a level D is considered acceptable to the County. In the Piru Traffic and Circulation Study, prepared by Katz, Okitsu and Associates in 2004, this intersection was noted to have an unusual configuration, with the recommendation of installing the previously mentioned concrete median, and reconfiguring the intersection to a multi-way stop. On May 25, 2004, a Board of Supervisors letter authorized the reconfiguration of the intersection to a multi-way stop, but excluded the concrete median, per PWA recommendation. There is no mention of a left-turn lane into the packing plant identified in the EIR except for a left turn lane shown in Figure 5.1 Mitigated Design Concept, a portion shown below.

Figure 5.1 Mitigated Design Concept



Proposed revisions to the Piru Area Plan, published as part of the Final EIR (Feb. 2006, pg. 71) includes the following revision to Transportation and Circulation Policy 4.1.2-3: At the Fillmore-Piru Citrus Association packing house, a left-turn lane shall be provided to facilitate truck access to the packing house. On-street parking at the packing plant should be eliminated and the multi-purpose pathway should be carefully designed with signage and pavement markings to minimize potential safety conflicts with packing house truck traffic. South of the intersection with Via Fustero, a landscaped median island shall be provided (Figure 14). Both of these features are shown in the figure above.

The installation also appears to be the result of a request from the Fire Protection District. (Final EIR Appendices, Feb. 2006, pg. 177)

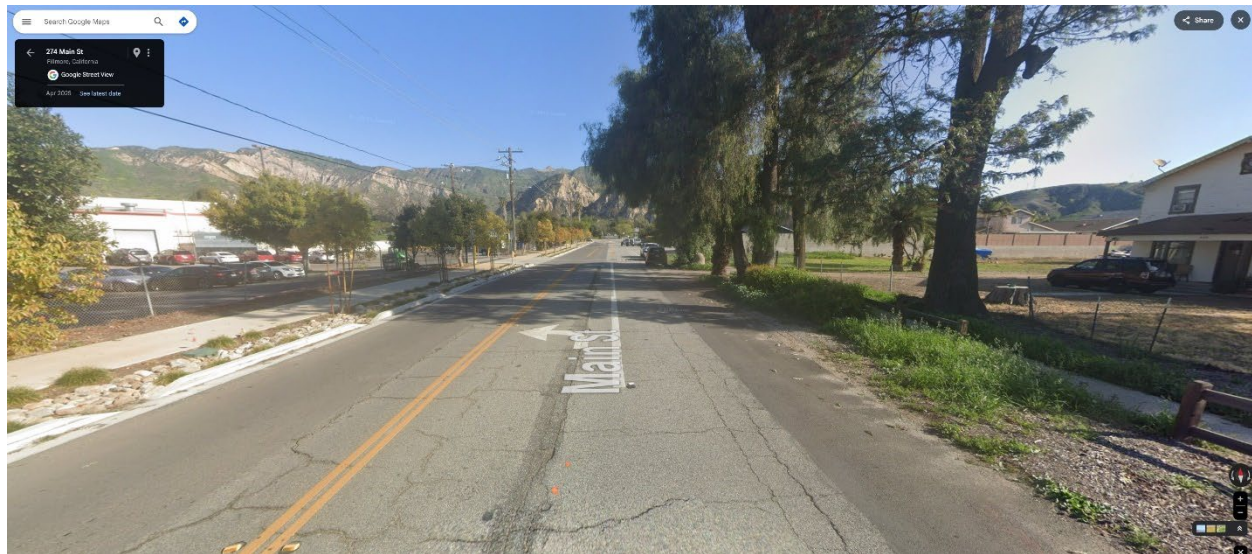
Below are before and after images of the access to the packing plant driveway:

Piru Area Plan Amendment - Circulation / Lane restriping
Page 5
November 10, 2025

Before:



After:



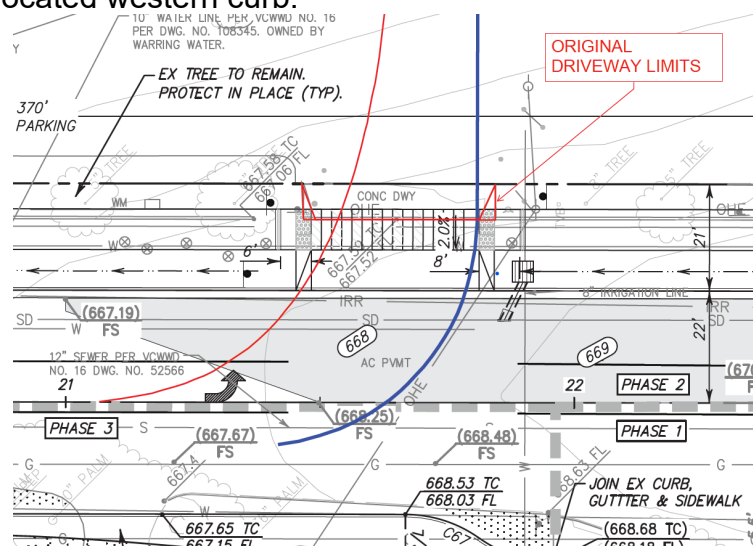
Below are two photos of a tractor trailer making a left turn from the through lane, not even using the installed left turn pocket.



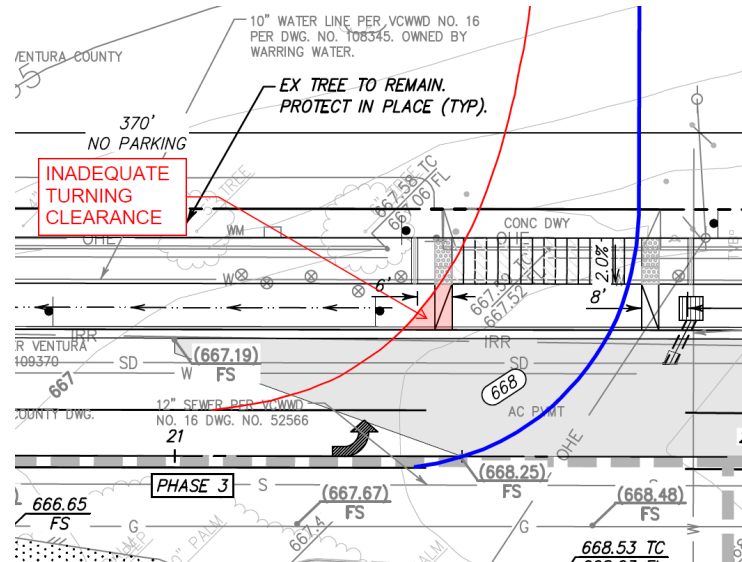
Trucks were found to be performing this maneuver of making a left turn by straddling the left turn lane and thru lane, or entirely from the thru lane because the location of the left turn pocket with respect to the relocated driveway entrance has reduced the turning radius from the street into the driveway, making a more difficult turn for the drivers. This maneuver also creates a safety issue: Due to the tight turning radius, the back end of trucks making a left from the turn pocket sometimes swing into the northbound through lane creating a potential conflict for vehicles trying to pass turning trucks.

The images below demonstrate the turning radius of a WB-67 tractor trailer entering the packing plant from Main Street. A common truck that enters the plant would have double shorter trailers that can more easily maneuver a tighter turning radius; however, a WB-67 tractor trailer turning template is used to demonstrate a typical full-sized tractor with single trailer that occasionally enters the packing plant, as witnessed in the two photos in the previous paragraph.

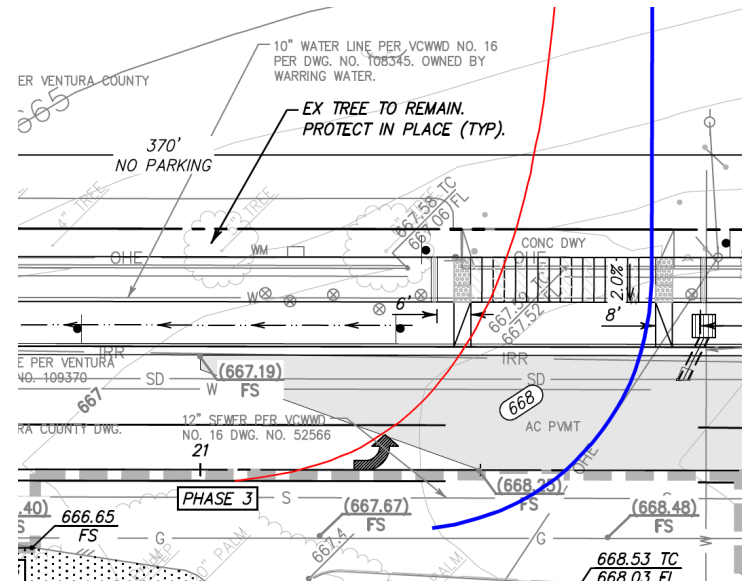
- a) Turning radius for the approximate location prior to the installation of the turn lane and relocated western curb.



- b) Turning radius from the new turn lane. Note the inadequate space for a trailer to make the turn.



- c) Turning radius from the current northbound lane



Evaluation of the concrete median island:

The concrete median island at the south leg of the intersection of Main Street and Via Fustero was installed as a traffic calming mitigation measure (T-5) in the EIR for the update to the Piru Area Plan. The median island also serves as a pedestrian refuge area for crossing Main Street. The intersection is currently stop controlled for all directions of travel, and between 2014 and now, there was only one reported collision¹ at the

¹Collision reports obtained from California Highway Patrol Statewide Integrated Traffic Records System (SWITRS)

November 10, 2025

intersection, which was in 2015 due to an inattentive driver on Via Fustero approaching the stop sign, prior to the installation of the concrete median and not attributed to Main Street.

The National Association of City Transportation Officials (NACTO) provides guidelines for the installation of pedestrian refuge islands. NACTO recommends these refuge islands where a pedestrian must cross three lanes of traffic in one direction, but may be implemented at smaller cross sections. With the installation of the sidewalk on the west side of Main Street, the roadway width at the intersection with Via Fustero was reduced from approximately 53 feet to approximately 39 feet, shortening the distance a pedestrian would have to walk to cross Main Street. Currently, pedestrians cross only one northbound lane and one southbound lane. Restoring the parking on the west side of Main Street and removing the parking island will not change the overall width of the roadway, remaining at approximately 39 feet, and the intersection would not meet the minimum recommendation for a pedestrian refuge area, nor demonstrate a need for additional traffic calming.

The concrete median also causes southbound traffic to shift to the right to provide a separation between the opposing lanes of traffic to reduce the chances of head-on collisions at the northbound left turn lane into the packing plant. To guide vehicles along the concrete median and left turn lane, a striped “center turn median” was installed. If the left turn lane was to be removed to restore parking on the southbound side of Main Street, the striped center turn median could also be removed for the same purpose. By removing both the left turn pocket and the center turn median, leaving the concrete median at the intersection would create an unintended hazard in the traffic flow by shifting southbound traffic to the right to pass the island then immediately to the left to allow for a parking lane on the right side of the road. Removal of the concrete island would also return additional parking spaces to the southbound side of Main Street.

Based on the findings of our turning movement study, and the truck turning templates demonstrated above, PWA can support the request to remove the concrete median, center turn median and dedicated left turn pocket along the packing plant through the necessary revisions to the Piru Area Plan and EIR.

Recommended Revisions to the Piru Area Plan

Below are revised Table P-6 (Description of Proposed Circulation Improvements), Figure P-17 (Main Street Concept Plan), Figure P-20 (Enhanced Main Street – Cross Section “C”) and Figure P-21 (Intersection Enhancements at Main Street and Via Fustero) demonstrating the conditions should removal of the concrete median, left turn lane, and striped “center turn median” be approved.

Table P-6 Description of Proposed Circulation Improvements

Number	Description of Proposed Circulation Improvements
1	SR 126/MAIN STREET INTERSECTION: Modify the signalization at SR 126 and Main Street to include the following: • Add left turn signals for east/west traffic on SR 126; • Add pedestrian signals for northbound and southbound crossing SR 126 • Modify “Signal Ahead” signing to have actuated/flash only when the signal is Red for SR 126 and provide “Prepare to Stop” extinguishable message signs; • Lengthen left turn lanes on SR 126 on both eastbound and westbound approaches; • Increase distance for advanced detection in both directions on SR 126 • Modify the striping on SR 126 on the eastbound approach to Main Street in advance of the left-turn lane to provide a median striped with double yellow lines on both sides and reinforced with channelizers; • Consider addition of “No Right-Turn on Red” signage to reduce cross-traffic on the proposed left-turn arrow; • Consider reduced speed on SR 126 to 50 mph in the approach to the Main Street and SR 126 intersection, similar to signage at the approach to the City of Fillmore; • Consider posting “No Parking” signs and/or red curb Main Street and on SR 126 adjacent to the gas station. • Provide a town identity monument on SR 126 near Main Street.
2	SR 126/PACIFIC AVENUE INTERSECTION: Signs prohibiting left-turns and driving on the shoulder should be installed on SR 126 at the SR 126/Pacific Avenue intersection.
3	SR 126/CENTER STREET INTERSECTION: Add a southbound right-turn lane on westbound SR 126 approaching Center Street.
4	MAIN STREET/PIRU CANYON ROAD: • A “25 MPH Zone Ahead” sign should be installed on southbound Piru Canyon Road approaching the developed area of Piru; • Piru sign at Orchard Street and Piru Canyon Road is damaged and should be removed; • The information/directional signs for Lake Piru should be relocated to indicate Main Street is the preferred route to access Lake Piru from SR 126; • Consider relocating the posted 25 mph sign on Main Street northbound from SR 126, to a location further south.
5	STREET/VIA FUSTERO INTERSECTION: Modify the intersection of Main Street and Via Fustero to provide stop signs for all intersection approaches and a center median with landscaping south of Via Fustero and improved channelization (Figure P-24). Consider adding a monument sign directing traffic to the Lake.
6	MAIN STREET/CENTER STREET INTERSECTION: Consider modifying the intersection of Main Street and Center Street to provide “Stop Ahead” signage and handicapped pedestrian curb/sidewalk improvements.
7	CAMULOS STREET: Road segment west of Warring Wash to be vacated.
8	CENTER STREET: • The speed limit on Center Street should be reviewed east of the Piru Creek Bridge to SR 126. Consider a 35 mph limit sign, if consistent with State Law.

Figure P-17 Enhanced Main Street Concept Plan



Figure P-20 Enhanced Main Street - Cross-Section "C"

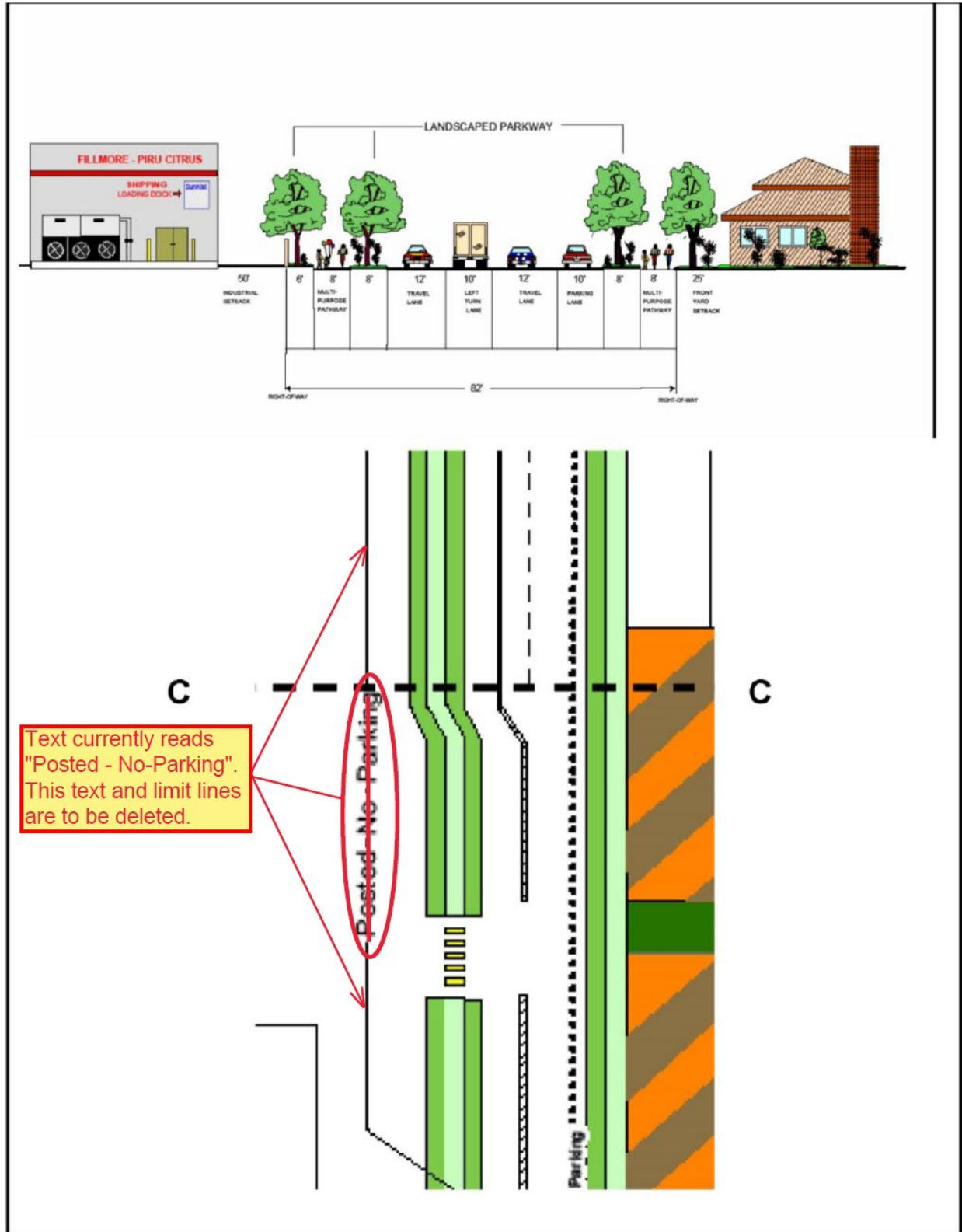


Figure P-21 Intersection Enhancements at Main Street and Via Fustero

