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Since 1978

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April 28, 2022

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TRAFFIC STUDY FOR THE WARPED PAINTBALL PARK CONDITIONAL USE PERMIT MODIFICATION APPLICATION - VENTURA COUNTY

Associated Transportation Engineers (ATE) has prepared the following traffic study for the Warped Paintball Park Conditional Use Permit (CUP) Modification Application Permit (the "Project"), located in the unincorporated Ventura County area north of the City of Moorpark. Comments made by Ventura County staff have been incorporated into the revised traffic study.

PROJECT DESCRIPTION

Warped Paintball Park is located at 8643 Shekell Road. The Park is currently allowed to host 104 events (days) per year (92 events on weekends and the remaining 12 events on holidays and or weekdays by reservation only) with a maximum guest occupancy of 250 persons and 10 employees between the hours of 9:00 AM to 4:00 PM on Saturday and Sunday. Warped Paintball Park is seeking approval to increase the event guest occupancy to 450 persons (including vendors). In addition to the increased Park guest occupancy, a new event ("Mud Run") with a maximum of 1,000 guests (including 100 vendors) held 12 days per year on Saturday and Sunday between the hours of 7:00 AM to 4:00 PM is proposed as part of the modification request. The Mud Run events will be slotted over three time periods; Morning 7:00 - 10:00 AM; Mid-morning 10:00 - 1:00 PM; and Afternoon 1:00 PM - 4:00 PM); with a maximum of 300 attendees per each time slot. Note that



the Mud Run events would not occur concurrent with the typical weekend Park events. A total of 675 parking space will be provided on-site. Currently, site access is via an existing driveway connection to Shekell Road. The attached Figure 1 illustrates the Project site plan. The applicant no longer describes the operation by stating the number of fields. The reason for is field size changes daily based on the number of players in a group. Example: a smaller group of 10 may only use only 10,000 square-feet, while larger groups may use 10 acres for one game. All playing area can be sectioned off by a rope to make it larger or smaller.

PROJECT TRIP GENERATION ESTIMATE

Since the proposed Project is not consistent with any land use categories contained in the Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition or the San Diego Association of Governments (SANDAG), San Diego Traffic Generators, trip generation estimates were developed for the Project based on operational data provided by the applicant for the Project. The data provided for the site operations is summarized below.

Existing Park Operations:

Employees. The Park is staffed by 10 employees who work Saturday and Sunday, holidays and limited weekdays between the hours of 9:00 AM till the close of business.

Park Guests and Vendors. The park hosts 104 events with 250 guests and vendors per day on weekends (Saturday and Sunday), holidays or weekdays by reservation only. The park guests arrive and depart between the hours of 9:00 AM - 4:00 PM on weekends and holidays. On limited weekdays with reservations, guests arrive and depart between the hours of 10:00 AM and 3:00 PM outside the peak hour commute periods on State Routes 23 and 118. In addition to guests and vendors, there are service deliveries.

Proposed Park Operations:

Employees. The Park will be staffed by 10 employees who work Saturday and Sunday, holidays and limited weekdays between the hours of 9:00 AM till the close of business. *The CUP Modification would result in no change in the number of Park employees or event days.*

Park Guest and Vendors. The Park will host 92 events days with 450 guests and vendors per day on weekends (Saturday and Sunday only) holidays or weekdays by reservation only. The park guests arrive and depart between the hours of 9:00 AM - 4:00 PM on weekends. On limited weekdays with reservations, guest arrive and depart between the hours of 10:00 AM and 3:00 PM outside the weekday AM and PM peak hour commute periods on State Routes 23 and 118. In addition to guest and vendors, there are service deliveries. EMT's will be on site for each Mud Run Event. They are part of the 1000 per day head count. *The CUP Modification would result in an increase in the number of Park guests.*

Mud Run Employees. The Park will be staffed by 10 employees who work weekends between the hours of 7:00 AM till the close of business. Employee commute trips would occur on weekends and holidays. *The CUP Modification would result in no change in the*

number of Park employees or event days.

Mud Run Park Guests and Vendors. The Park will host 12 events days with 1,000 guests and vendors per day Saturday and Sunday only. The Park guests arrive and depart between the hours of 7:00 AM - 4:00 PM on weekends and holidays The Mud Run will be slotted over three time periods; Morning 7:00 - 10:00 AM; Mid-morning 10:00 - 1:00 PM; and Afternoon 1:00 PM - 4:00 PM); with a maximum of 300 attendees per each time slot. In addition to guests and vendors, there are service deliveries. *The CUP Modification would result in 1,000 guest and vendors hosted by the Park for 12 event days a year.*

ATE utilized following methodology to determine the annual average daily trips (AADT) for the CUP. This is the same methodology utilized for the Project’s current CUP and is attached for reference. The methodology assumes a vehicle occupancy of 2 persons per vehicle. The Park’s CUP required an annual log documenting the number of trips including employee, customer, and truck deliveries. However, the data was not collected. The Park has started collecting data and will submit the data to Ventura County moving forward. Recently collected data is attached.

- **AADT = Vehicles per Event X 2 Trips per Vehicle X # of Events per Year/365 Days per Year**

Table 1 presents the trip generation estimates developed for the existing and the proposed Warped Paintball Park based on the operational data presented above.

**Table 1
Project Trip Generation Estimates**

Land Use	Number	Vehicles Per Event Day	Trips Per Day	Trips Per Year	AADT
Existing Park Operation:					
(104 Event Days)	(104 Event Days)				
- Employees	10 per event	10	20	2,080	
- Guest and Vendors	250 per event ^(a)	125	250	26,000	
- Service Truck	1 per 2 events	<u>0.50</u>	<u>1</u>	<u>104</u>	
		135.5	271	28,184	77.21
Proposed Park Operation:					
(92 Event Days)	(92 Event Days)				
- Employees	10 per event	10	20	1,840	
- Guest and Vendors	450 per event ^(a)	225	450	41,400	
- Service Truck	1 per 2 events	<u>0.50</u>	<u>1</u>	<u>92</u>	
		235.5	471	43,332	118.71
(12 Mud Run Event Days)	(12 Event Days)				
- Employees	10 per event	10	20	240	
- Guest and Vendors	1,000 per event ^(a)	500	1,000	12,000	
- Service Truck	1 per event	<u>1.0</u>	<u>2</u>	<u>24</u>	
		511	1,022	12,264	33.60
Total Proposed Park Operation Trip Generation:		746	1,493	55,596	152.31
Net Trip Generation Increase:					75.10

(a) Assumes an average vehicle occupancy of 2.0.

The data presented in Table 1 indicate that the Warped Paintball Park existing operation generates 77.21 AADT. The proposed Warped Paintball Park operation is estimated to generate 152.31 AADT. The CUP Modification will therefore result in a net increase of 75.10 AADT.

SITE ACCESS

As shown on Figure 1, the main entrance to the Park is provided by an existing driveway connection on Shekell Road. Given the existing and forecasted traffic volumes, the Shekell Road/Project driveway intersection will operate acceptably with normal Park event traffic. The Mud Run event will use the existing Park driveway connection on Shekell Road. The Shekell Road driveway will be monitored and controlled by Park staff during Mud Run event days. Mud Run participants will be given directions/map to the Park. On Mud Run event days there will be signage directing participants to the Shekell Road driveway. Signage shall be incorporated into traffic control plan which is pending review/approval for an annual road encroachment permit. With proper traffic control and monitoring by event staff, the Shekell Road driveway would provide adequate site access for Mud Run event traffic.

TRANSPORTATION POLICIES

County of Ventura General Plan Policies

The County's 2040 General Plan Update includes the following policy regarding potential traffic inconsistencies for Project's located within unincorporated areas in the County.

Policy CTM-1.1: Vehicle Miles Traveled (VMT) standards and CEQA Evaluation

The County shall require evaluation of County General Plan land use designation changes, zone changes and discretionary development for their individual (i.e. project-specific) and cumulative transportation impacts based on Vehicle Miles Travels (VMY) under the California Environmental Quality Act pursuant to the methodology and thresholds of significance criteria set forth in the County Initial Study Assessment Guidelines.

Policy CTM-1.2: Projects with Significant Transportation Impacts

County General Plan land use designation changes, zone changes and discretionary development that would cause an individual (i.e. project-specific) or cumulative significant transportation impacts based on Vehicle Miles Travels (VMY) under the California Environmental Quality Act (CEQA) shall be prohibited unless:

1. There are no feasible mitigation measures available that would reduce the impact to a less than significant level; and
2. The County's decision-making body, after balancing as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits of the project against its unavailable transportation impact and other environmental risk, determines that the benefits of the project outweigh the unavoidable adverse environmental impacts and adopt a statement of overriding considerations pursuant to CEQA.

Policy CTM-1.4: Levels of Service (LOS) Evaluation

County General Plan land use designation changes, zone changes shall be evaluated for their individual (i.e. project-specific) or cumulative effects, and discretionary developments shall be evaluated for their individual effects, on Level of Service (LOS) on existing and future roads, to determine whether the project:

- a. Would cause existing roads within the Regional Road Network or County maintained roadways that are currently functioning at acceptable LOS to function below an acceptable LOS;
- b. Would add traffic to existing roadways within the Regional Road Network or County-maintained roadways that are currently functioning below acceptable LOS; and
- c. Could cause future roads planned for addition within the Regional Road Network or County-maintained roadways to function below and acceptable LOS.
- d. The Level of Service (LOS) evaluation shall be conducted based on methods established by the County.

POTENTIAL CEQA VMT IMPACTS

Recent legislation, Senate Bill 743, requires that a project's potential traffic impacts under the California Environmental Quality Act (CEQA) be evaluated based on a new metric that assesses a project's change in "Vehicle Miles Travelled", rather than the Level of Service metrics used in the past. Vehicle Miles Travelled (VMT) refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. For land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Cities and counties were required to implement Senate Bill 743 by July 1, 2020. The County of Ventura has adopted VMT thresholds of significance that are consistent with the guidelines published by the State of California, as reviewed below.

CEQA Guidelines. The California Governor's Office of Planning and Research (OPR) published a Technical Advisory on Transportation that includes recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.¹ The Technical Advisory provides screening tools to determine when a project may have a significant VMT impacts, as follows:

"Many agencies use "screening thresholds" to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See e.g., CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.) As explained below, this technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing.

Screening Threshold for Small Projects

¹ Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, December 2018.

Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact."

As shown in Table 1, the Warped Paintball Park CUP Modification is forecast to generate a net increase of 75.10 AADT. Thus, the Project would have a less-than-significant VMT impact based on the new CEQA guidelines (Project would generate less traffic than 110 ADT screening impact threshold for small projects).

POTENTIAL PROJECT TRAFFIC IMPACTS

EXISTING CONDITIONS

Street Network

The project study area is served by a network of freeways, arterial streets and collector streets, as illustrated in Figure 1. The following text provides a brief discussion of the primary components of the study-area street network.

Grimes Canyon Road (State Route 23), located east of the Project site, is a 2-lane Class II/III roadway in the study-area. State Route 23 serves as the primary north-south route between the Cities of Moorpark and Fillmore. Grimes Canyon Road is uncontrolled at Shekell Road. Regional access to the Project site is provided via State Route 23.



Broadway Road (State Route 23), located south of the Project site, is a 2-lane Class II roadway that extends from Stockton Road becoming State Route 23 east of Grimes Canyon Road. Broadway Road serves primarily agricultural and residential land uses. Broadway Road is uncontrolled at Shekell Road. Regional access to the Project site is provided via Broadway Road.

Shekell Road, located adjacent to the Project site, is a 2-lane Class II roadway that extends west from Grimes Canyon Road to Broadway east of Stockton Road. Shekell Road provides direct access to the Project site via an existing driveway connection. Shekell Road serves primarily agricultural land uses. Shekell Road is STOP-sign controlled at Broadway and Grimes Canyon Road (State Route 23).



Existing Traffic Volumes

Figure 2 illustrates the study-area intersections, existing traffic controls and the intersection geometries. Existing Saturday peak hour turning volumes for the two study-area intersections are illustrated on Figure 3. The peak hour turning volumes were collected by ATE in January 22, 2022 in conjunction with this study. The peak hour at the Broadway Road/Shekell Road intersection occurred between 11:00 AM and Noon and at the Grimes Canyon Road/Shekell Road intersection between 3:00 PM and 4:00 PM. Traffic count data is attached for reference. Note that trips generated by the existing Park Saturday operation are contained in the existing traffic volumes collected by ATE. Park vehicle counts are attached for reference.

Existing Baseline Intersection Levels of Service

Because traffic flow on urban arterials is most restricted at intersections, a detailed analysis of traffic flow must examine the operating conditions of critical intersections during peak flow periods. "Levels of Service" (LOS) A through F are used to rate intersection operations.

Intersection levels of service for the study-area intersections were calculated assuming the Existing Saturday traffic volumes illustrated on Figure 3. Worksheets illustrating the calculations are provided in the Technical Appendix. Table 2 list the results of the calculations and existing baseline level of service.

Table 2
Existing Intersection Levels of Service

Intersection	Jurisdiction	Control	Saturday Peak Hour	
			Vehicle Delay	LOS
Grimes Canyon Rd./Shekell Rd. Northbound Approach Southbound Approach Eastbound Approach Westbound Approach	County/Caltrans	STOP-Sign	9.4 sec.	A
			7.7 sec.	A
			8.0 sec.	A
			10.0 sec.	A
			0.0 sec.	A
Broadway Rd./Shekell Rd. Southbound Approach Eastbound Left-Turn	County	STOP-Sign	8.6 sec.	A
			8.9 sec.	A
			7.4 sec.	A

The data presented in Table 3 show that the study-area intersections operate acceptably at LOS A with existing Saturday traffic volumes. In May of 2012, as part of Ventura County Public Works staff review of the existing CUP, staff determined that Park traffic would not have a significant impact on the regional roadway network (Ventura County staff findings attached).

Project Traffic Impacts

The trip generation analysis completed for the Park indicated that the proposed CUP Modification would generate 152.31 AADT. The existing Warped Paintball Park generates 77.21 AADT. The Park CUP Modification would therefore result in a net increase of 75.10 AADT. In addition, the Park CUP Modification would result in 0 AM and 0 PM peak hour trips on weekdays. Because the Park trips occur on weekends and holidays outside the weekday AM and PM peak hour periods, the Park would therefore not impact State Route 23 or 118 during the AM and PM weekday peak hour periods, and thus would not generate significant traffic impacts based on the County's current General Plan policies. During the weekends the estimated peak hour trip generation is 32 peak hour trips (225 vehicles per day/7 hours). The worst-case, due to the overlap of attendees entering and exiting (300 attendees per time slot with an AVO of 2 attendees per vehicle) during the Mud Run event, the estimated peak hour trip generation is 300 peak hour trips (150 vehicles inbound/150 vehicles outbound).

Existing Saturday + Mud Run Event Analysis

As a worst-case analyses ATE evaluated the addition of Mud Run event traffic added to the regional street system. Mud Run event traffic was distributed and assigned to the Grimes Canyon Road/Shekell Road and Broadway Road/Shekell Road based the traffic patterns exhibited on a typical Saturday operational day. Figure 4 illustrates the Mud Run event trip distribution and assignment. Intersection levels of service for the study-area intersections were calculated assuming the Existing Saturday + Mud Run event (Worst-Case) traffic volumes illustrated on Figure 5. Worksheets illustrating the calculations are provided in the Technical Appendix. Table 3 list the results of the calculations and Existing + Mud Run Event level of service.

Table 3
Existing + Mud Run Event Intersection Levels of Service

Intersection	Jurisdiction	Control	Saturday Peak Hour			
			Existing		Existing + Mud Run	
			Vehicle Delay	LOS	Vehicle Delay	LOS
Grimes Canyon Rd./Shekell Rd. Northbound Approach Southbound Approach Eastbound Approach Westbound Approach	County/Caltrans	STOP-Sign	9.4 sec.	A	9.6 sec.	A
			7.7 sec.	A	8.0 sec.	A
			8.0 sec.	A	8.0 sec.	A
			10.0 sec.	A	11.0 sec.	B
			0.0 sec.	A	0.0 sec.	A
Broadway Rd./Shekell Rd. Southbound Approach Eastbound Left-Turn	County	STOP-Sign	8.6 sec.	A	8.2 sec.	A
			8.9 sec.	A	9.0 sec.	A
			7.4 sec.	A	7.5 sec.	A

The data presented in Table 3 show that the study-area intersections would operate acceptably at LOS A with addition of Mud Run event traffic volumes.

COLLISION ANALYSIS

ATE conducted a collision analysis for Grimes Canyon Road (State Route 23) and Broadway Road in order to consider potential safety implications related to the roadway design.

Collision data for the 2 study-area intersections and the Shekell Road and Broadway Road roadway segments were received from the Ventura County. No collision data for the Shekell Road/Project driveway entrance intersection provided. The collision data covers a 5-year period from January 1, 2015 to December 31, 2020 and is attached for review. The following summarizes the collision data for the Broadway Road/Shekell Road intersection, the Grimes Canyon Road (State Route 23)/Shekell Road intersection and the segments of Shekell Road from Broadway Road to Grimes Canyon Road and Broadway from Broadway Road from Stockton Road to Grimes Canyon Road.

Broadway Road/Shekell Road (2-Way STOP-Sign controlled): A total of 1 collision occurred at this intersection during the 5-year period. No collisions occurred on a Saturday during hours when the Park was operational. The collision type by frequency was 1 hit object collision. The contributing factor was unsafe speed.

Grimes Canyon Road/Shekell Road (2-Way STOP-Sign controlled): A total of 2 collisions occurred at this intersection during the 5-year period. One collision occurred on a Saturday during hours when the Park was operational. The collision type by frequency was 1 sideswipe collision and 1 overturned vehicle collision. The contributing factors by frequency were wrong side of road and improper turning.

Shekell Road from Broadway Road to Grimes Canyon Road: A total of 6 collisions occurred along this roadway segment during the 5-year period. Two collisions occurred on a Saturday during hours when the Park was operational. Many of the reported collisions occurred in the vicinity of the intersections at Broadway Road and Grimes Canyon Road. The collision type by

frequency was 4 hit object collisions, 1 overturn vehicle collision, and 1 sideswipe collision. The contributing factors by frequency were 2 unsafe speed, 2 improper turning, 1 driving under the influence, and 1 wrong side of the road.

Broadway Road from Stockton Road to Grimes Canyon Road: A total of 19 collisions (including 1 bicycle) occurred along this roadway segment during the 5-year period. Four collisions occurred on a Saturday, 2 occurred during hours when the Park was operational. Many of the reported collisions occur at the intersections at Grimes Canyon Road, Shekell Road and Stockton Road. The collision type by frequency was 10 hit object collisions, 3 broadside collisions, 3 sideswipe collision, 1 head on collision, 3 hit object collisions, 1 bicycle collision, and 1 overturn vehicle collision. The contributing factors by frequency were 7 improper turning, 6 unsafe speed, 5 right-of-way violations and 1 driving under the influence.

ATE’s review of the collision data determined that the primary causes of the collisions were aggressive (i.e. speeding, improper turning, right-of-way violations) or inattentive driving and driving under the influence. Geometric improvements would not reduce the type of collisions (rear ends, broadsides, sideswipes) reported at the intersections or the roadway segments. A Traffic Control Plan would help reduce potential collisions during event days.

RADAR SPEED SURVEY

An engineering and traffic survey per California Vehicle Code (CVC) Section 627 and as set forth in Chapter 2 of the Caltrans Manual on Uniform Traffic Control Devices (MUTCD) was conducted by Associated Transportation Engineers (ATE). Speed data for traffic traveling (both directions) along Broadway Road at Shekell Road and Grimes Canyon Road at Shekell Road was gathered on January 22, 2022 between 10:00 AM and 12:00 PM and 12:10 PM to 2:10 PM. The speed measurements were made using a calibrated radar unit as noted in the data collection procedures. No unusual conditions were observed during the collection of the radar speed survey. The posted speed limit for Grimes Canyon Road is 45 mph. The speed survey results are summarized in Table 4 below.

**Table 4
Speed Survey Results**

Roadway Segment	85 th Percentile Speed	Posted Speed
Broadway Road	54 MPH	Unposted 55 MPH
Grimes Canyon Road	56 MPH	45 MPH

As shown in Table 4, the 85th percentile speeds on Broadway Road and Grimes Canyon Road are above 45 MPH. Speed can be a contributing factor in collisions. No speed survey data was collected for Shekell Road. The collision data showed that of the 6 collisions reported for Shekell Road only 2 were related to speed and they occurred in 2015 and 2018. No speed related collisions were reported in the past 3 years.

SIGHT DISTANCE ANALYSIS

Sight distances were evaluated to determine if the sight lines along Broadway Road and Grimes Canyon Road (State Route 23) are adequate for turning from Shekell Road. Sight distances were evaluated using the sight distance standards outlined under Topic 405.1(2)(a) in the Caltrans Highway Design Manual (HDM).

Broadway Road/Shekell Road. The intersection is controlled by a Stop-Sign for traffic outbound from Shekell Road. Broadway Road is relatively flat and straight in both directions adjacent to Shekell Road. The unposted speed and floating car surveys found that most vehicles travel at or below 55 MPH adjacent to Shekell Road. The 54 MPH vehicle speeds on Broadway Road requires a Caltrans corner sight distance of 605 feet for drivers turning from Shekell Road. The required stopping sight distance is 500 feet.

Figure 6 (attached) illustrates the driver's view along Broadway Road looking to the east from Shekell Road and Figure 7 (attached) illustrates the driver's view along Broadway Road looking to the west from Shekell Road. The corner sight distance looking west is limited by a bank with vegetation along the north side of Broadway Road and west side of Shekell Road. Thus, the sight distances looking to the west from Shekell Road does not satisfy the Caltrans minimum requirement for 605 feet of corner sight distance. It is recommended that tree limbs and shrubs be maintained so that growth does not block the sight distance looking to the west from Shekel Road. Stopping sight distance east bound and west bound is adequate to satisfy the Caltrans minimum requirement of 500 feet. However, County Public Works staff reviewed the sight distance at the intersection and found it to be adequate (Ventura County staff findings attached).

Grimes Canyon Road/Shekell Road. The intersection is controlled by a Stop-Sign for traffic outbound from Shekell Road. Grimes Canyon Road (State Route 23) is relatively flat and straight in both directions adjacent to Shekell Road. The posted speed limit on Grimes Canyon Road is 45 MPH and the radar surveys found that most vehicles travel at or below 56 MPH adjacent to Shekell Road. The 56 MPH vehicle speeds on Grimes Canyon Road requires a Caltrans corner sight distance of 605 feet for drivers turning from Shekell Road. The required stopping sight distance is 500 feet.

Figure 8 (attached) illustrates the driver's view along Grimes Canon Road looking to the north from Shekell Road and Figure 9 (attached) illustrates the driver's view along Grimes Canyon Road looking to the south from Shekell Road.

The corner sight distance looking to the north is limited by a vertical curve about 650 feet from Shekell Road and the corner sight distance looking to the south is limited by a horizontal curve about 1,600 feet from Shekell Road. Thus, the sight distances looking to the north and south from Shekell Road far exceed the Caltrans minimum requirement for 605 feet of corner sight distance. Stopping sight distance north bound and south bound is adequate to satisfy the Caltrans minimum requirement of 500 feet. As shown on Figures 8 and 9, there is a trees and shrubs located on the west side of Grimes Canyon Road north and south of Shekell Road. It is recommended that the tree limbs and shrubs be maintained so that growth does not block the sight distance looking from Shekell Road. County Public Works staff reviewed the sight distance at the intersection and found it to be adequate (Ventura County staff findings attached).

MUD RUN EVENT TRAFFIC CONTROL

The Project would develop a Traffic Control Plan (TCP) to be approved by Ventura County Public Works staff to manage Mud Run event day traffic. Prior to arrival, Mud Run event participants will be given directions/map to the Park. A field review by ATE staff determined that existing street signs at the intersections of Grimes Canyon Road/Shekell Road and Broadway Road/Shekell Road are small, worn, and hard to read by drivers unfamiliar with the area. Event day signage would help drivers unfamiliar with the Park location. As part of the TCP, advance event day signage would be placed along Grimes Canyon Road and Broadway Road that will alert drivers to approaching turns at Shekell Road from Grimes Canyon Road or Broadway Road depending on the direction of travel. This will require a Caltrans encroachment permit. The Shekell Road driveway will be monitored and controlled by Park staff during the Mud Run event. Inbound and outbound traffic will be directed to/from event parking or event staging areas to/from Shekell Road. With proper traffic control and monitoring by Mud Run event staff, the Shekell Road driveway would provide adequate site access for Mud Run event traffic.



SUMMARY

In May of 2012, as part of Ventura County Public Works staff review of the existing CUP, staff determined that traffic generated by the Warped Paintball Park would not have a significant impact on the regional roadway network. The Park's existing operation under the current CUP generates 77.21 AADT. The proposed Park operation is estimated to generate 152.31 AADT. The CUP Modification will therefore result in a net increase of 75.10 AADT. In addition, the Park would result in 0 AM and 0 PM peak hour trips on weekdays. Because the Park trips occur on weekends and holidays outside the weekday AM and PM peak hour periods, the Park would therefore not impact State Route 23 or 118 during the AM and PM weekday peak hour periods, and thus would not generate significant traffic impacts based on the County's current General Plan policies. During the weekends, the estimated peak hour trip generation is 32 peak hour trips (225 vehicles per day/7 hours). Due to the overlap of attendees (300 attendees per time slot with an AVO of 2 attendees per vehicle) during the Mud Run event, the estimated peak hour trip generation is 300 peak hour trips (150 vehicles inbound/150 vehicles outbound).

ATE's review of the collision data determined that the primary causes of the collisions were aggressive or inattentive driving and driving under the influence. Geometric improvements would not reduce the type of collisions (rear ends, broadsides, sideswipes) reported at the intersections or the roadway segments. The intent of the Traffic Control Plan is to help reduce collisions during event days. The majority of the reported collisions occurred during the weekday when the Park was closed. The corner sight distance looking west at the Broadway Road/Shekell

Road intersection is limited by a bank with vegetation along the north side of Broadway Road and west side of Shekell Road. Thus, the sight distances looking to the west from Shekell Road does not satisfy the Caltrans minimum requirement for 605 feet of corner sight distance. Stopping sight distance east bound and west bound is adequate to satisfy the Caltrans minimum requirement of 500 feet. The corner sight distance at the Grimes Canyon Road/Shekell Road intersection looking to the north is limited by a horizontal curve about 650 feet from Shekell Road and the corner sight distance looking to the south is limited by a vertical curve about 1,600 feet from Shekell Road. Thus, the sight distances looking to the north and south from Shekell Road far exceed the Caltrans minimum requirement for 605 feet of corner sight distance. Stopping sight distance north bound and south bound is adequate to satisfy the Caltrans minimum requirement of 500 feet. It is recommended that the tree limbs and shrubs be maintained at both intersections so that growth does not block the sight distance looking from Shekell Road. County Public Works staff reviewed the sight distance at both intersections and found it to be adequate. The Project would develop a Traffic Control Plan (TCP) to be approved by Ventura County Public Works staff to manage Mud Run event day traffic. As part of the TCP, advance event day signage would be placed along Grimes Canyon Road and Broadway Road that will alert drivers to approaching turns at Shekell Road. This will require a Caltrans encroachment permit.

Associated Transportation Engineers



By: Richard L. Pool, P.E.
Principal Engineer



RLP/SAS/DFN

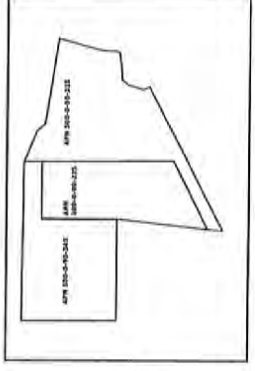
Attachments: Figure 1- Project Site Plan
 Figure 2 - Existing Lane Geometry and Traffic Control
 Figure 3 - Existing Saturday Peak Hour Traffic Volumes
 Figure 4 - Mud Run Event Trip Distribution and Assignment
 Figure 5 - Existing Saturday + Mud Run Event Peak Hour Traffic Volumes
 Figure 6 - Driver's View Looking East on Broadway Road
 Figure 7 - Driver's View Looking West on Broadway Road
 Figure 8 - Driver's View Looking North on Grimes Canyon Road
 Figure 9 - Driver's View Looking South on Grimes Canyon Road
 Existing CUP ADT Calculation Methodology
 LOS Worksheets
 Ventura County Public Works Memorandum May 16, 2012
 January 22, 2022 Park Attendance Data
 Month of April 2022 Park Attendance and Vehicle Count Data
 December 12, 2021 Castaic Mud Run Attendance and Vehicle Count Data
 Traffic Count Data
 Radar Speed Survey Data
 Collision History



LOCATION MAP
N.T.S.

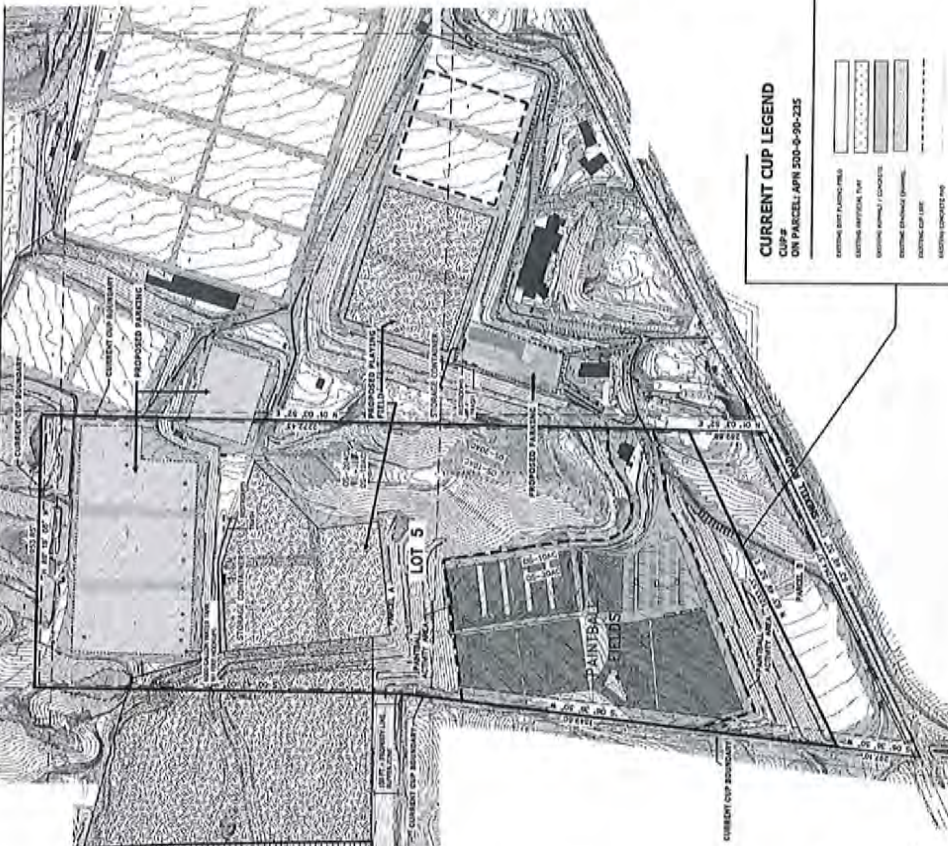


VICINITY MAP
N.T.S.



CURRENT CUP LEGEND
CUP #
ON PARCEL APN 500-0-090-235

- EXISTING DIRT PAVING AREA
 - EXISTING ASPHALT TYP
 - EXISTING ASPHALT / CONCRETE
 - EXISTING PAVING (GRAVEL)
 - EXISTING CURB CUT
 - EXISTING CONCRETE
 - EXISTING ASPHALT
 - EXISTING STRIPED LANE
 - EXISTING NUMBER
- SETBACKS**
- 15 FEET
 - 25 FEET
 - 35 FEET
 - 15 FEET
- MAXIMUM PERCENTAGE OF BUILDING COVERAGE IN DFLY AREA
EXCEPT WHERE SHOWN OTHERWISE (PERMIT)
PERMITS FOR EXCESSIVE BUILDING COVERAGE (PERMIT)
- PERMITTED USES IN OPEN SPACE**
- USE IN OPEN SPACE
 - USE IN OPEN SPACE
 - PERMITS FOR EXCESSIVE BUILDING COVERAGE (PERMIT)
 - PERMITS FOR EXCESSIVE BUILDING COVERAGE (PERMIT)
- TEMPORARY (WEEKEND USE) PARKING AREA:**
EXISTING NUMBER OF PARKING SPACES: 132
PROPOSED ADDITIONAL PARKING SPACES:



PROPOSED CUP LEGEND

- PROPOSED DIRT AND BULK COURSE
- PROPOSED PAVING
- PROPOSED PAVING FIELD

PROPERTY OWNER

HYPERICUM LAND COMPANY, LLC
11850 SAN VICENTE BLVD, SUITE 200
LOS ANGELES, CA 90046-5013
PHONE: (310) 442-6006

APPLICANT

WARDEN PAINTBALL PARK, LLC
4315 TIERRA NEJADA RD SUITE 305
MODOCLO, CA 93021
PHONE: (310) 466-6593
E-MAIL: INFO@WARDENPAINTBALLPARK.COM

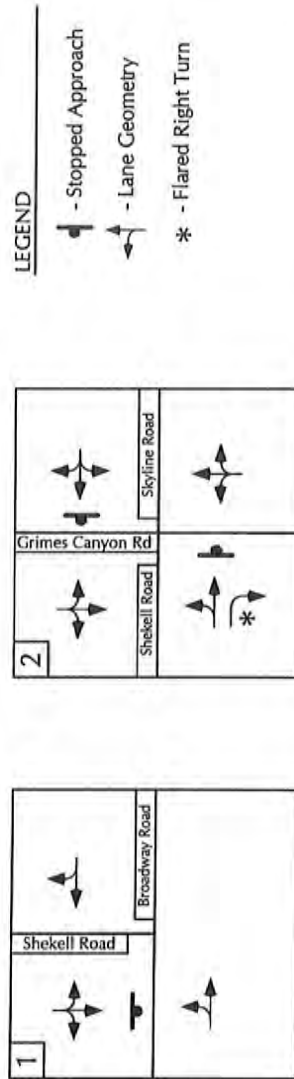
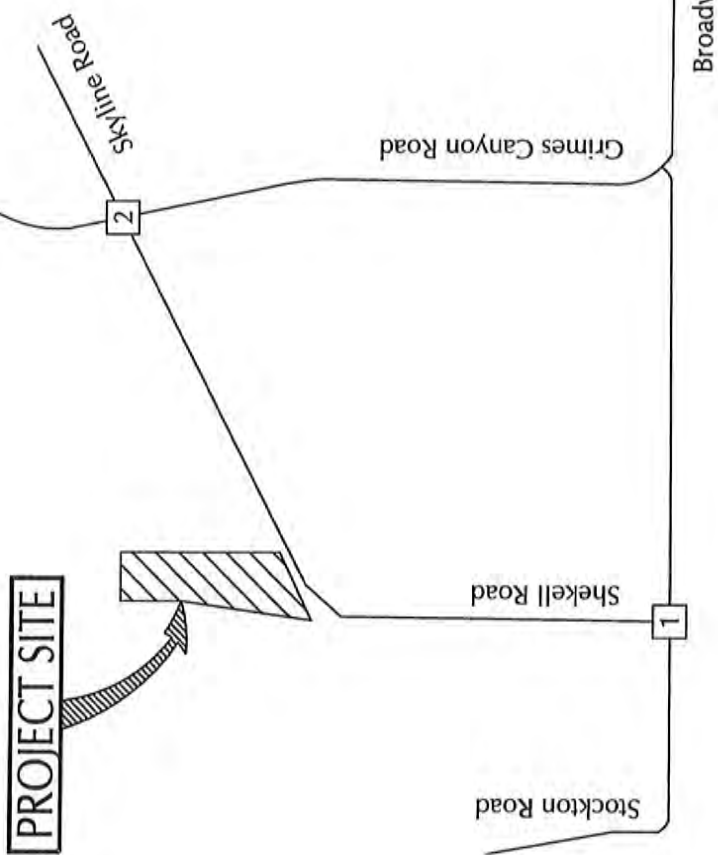
SITE STATISTICS

APN: 500-0-090-235 (NO ASSIGNED ADDRESS)
PARCEL MAP BOOK 3 PAGE 94; PARCEL A: 57.11 ACRES
CUP BOUNDARY AREA: 57.11 ACRES
GENERAL PLAN DESIGNATION: OPEN SPACE (OS)
ZONE DESIGNATION: OPEN SPACE OS-20 AC AND OS-10 AC
APN: 500-0-090-315
PARCEL AREA: 90.73 ACRES
CUP BOUNDARY AREA: 90.73 ACRES
GENERAL PLAN DESIGNATION: OPEN SPACE (OS)
ZONE DESIGNATION: OPEN SPACE OS-20 AC AND OS-10 AC
APN: 500-0-090-345
PARCEL AREA: 79 ACRES
CUP BOUNDARY AREA: 79 ACRES
GENERAL PLAN DESIGNATION: OPEN SPACE (OS)
ZONE DESIGNATION: OPEN SPACE OS-20 AC AND OS-10 AC



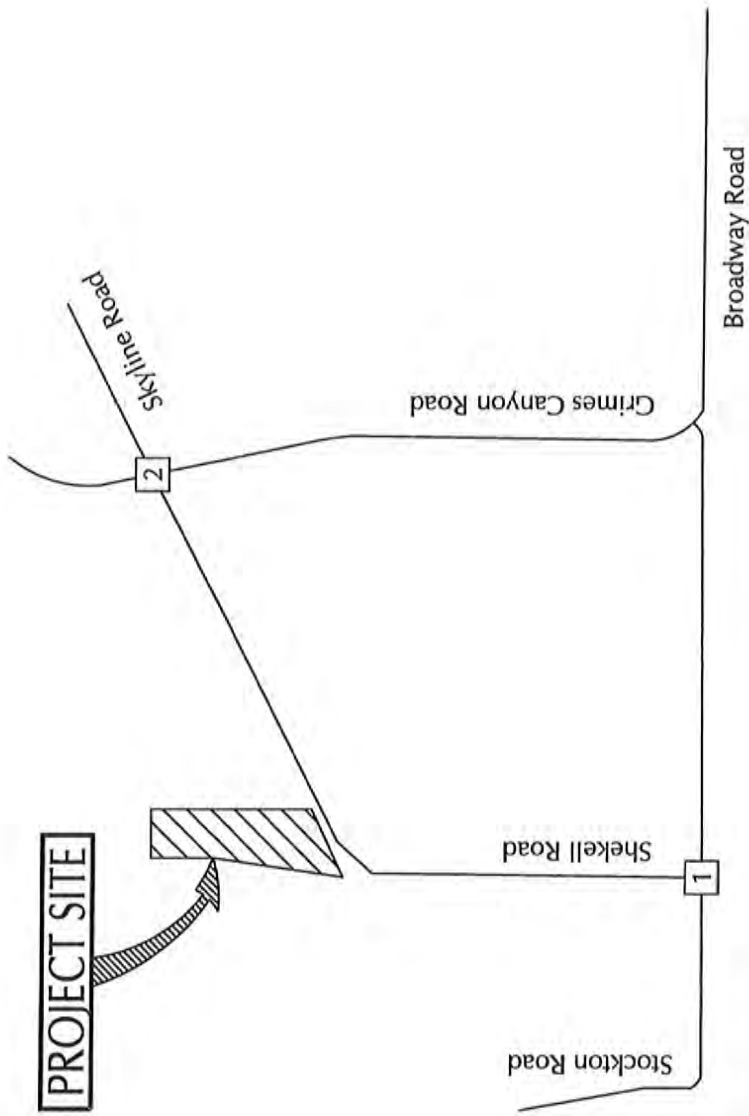
ASSOCIATED
TRANSPORTATION
ENGINEERS

PROJECT SITE PLAN



EXISTING LANE GEOMETRY AND TRAFFIC CONTROL

FIGURE 2



2

215	0	0	0
2	0	0	0
2	0	20	0

Peak Hour 3:00 PM - 4:00 PM

1

6	4	3	60
3	40		

Peak Hour 11:00 AM - 12:00 PM

LEGEND

LXX - Peak Hour Volume

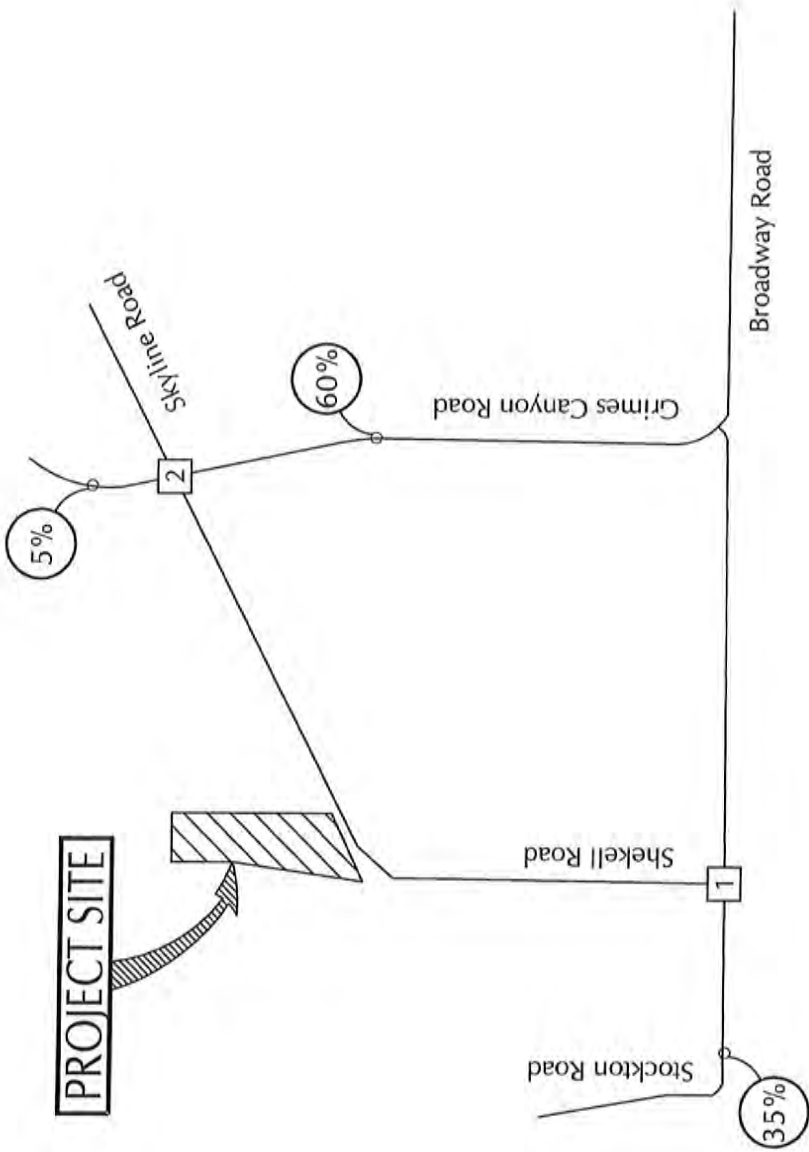


NOT TO SCALE

ASSOCIATED
TRANSPORTATION
ENGINEERS



EXISTING SATURDAY PEAK HOUR TRAFFIC VOLUMES



1	52	52	

2	8	8	90

LEGEND

- └─XX - Peak Hour Volume
- % - Distribution Percentage



NOT TO SCALE

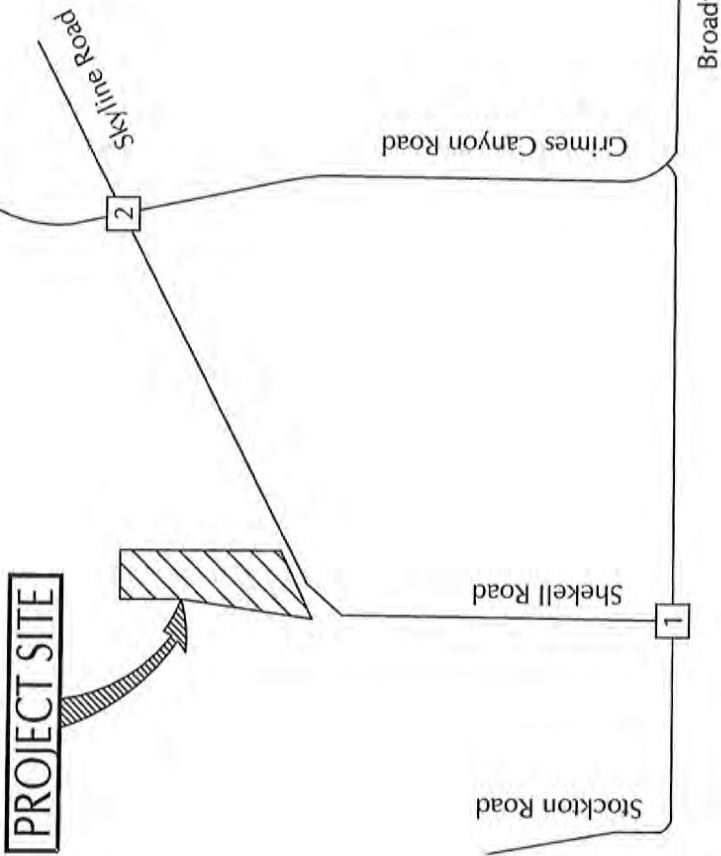


ASSOCIATED
TRANSPORTATION
ENGINEERS

MUD RUN EVENT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 4

CM-ATE#21037



2	 215 10	 10 0 110	 0 0 0	 97 306 1
---	---------------	--------------------	-----------------	--------------------

1	 58 4	 3 60	 55 40
---	-------------	-------------	--------------

LEGEND

XX - Peak Hour Volume



NOT TO SCALE



ASSOCIATED
TRANSPORTATION
ENGINEERS

EXISTING SATURDAY + MUD RUN EVENT PEAK HOUR TRAFFIC VOLUMES



ASSOCIATED
TRANSPORTATION
ENGINEERS

DRIVER'S VIEW LOOKING EAST ON BROADWAY ROAD

FIGURE 6

CM-ATE#21037



DRIVER'S VIEW LOOKING WEST ON BROADWAY ROAD



ASSOCIATED
TRANSPORTATION
ENGINEERS

DRIVER'S VIEW LOOKING NORTH ON GRIMES CANYON ROAD



ASSOCIATED
TRANSPORTATION
ENGINEERS



DRIVER'S VIEW LOOKING SOUTH ON GRIMES CANYON ROAD

FIGURE 9

GM-ATE#21037

Documentation: If a grading permit is required, all materials, as detailed on Public Works Agency Form DS-37 and/or DS-44, must be submitted to Development and Inspection Services Division for review and approval.

Timing: All applicable documentation, as specified above, must be approved prior to issuance of a zoning clearance for use inauguration, or issuance of a Building Permit.

Monitoring and Reporting: Public Works Agency engineers will review grading plans and reports for compliance with Ventura County codes, ordinances and standards, as well as state and federal laws. Public Works Agency inspectors will monitor the proposed grading to verify that the work is done in compliance with the approved plans and reports.

Transportation Department (TD) Conditions

29. Traffic Impact Mitigation Fee:

Purpose: To address the cumulative adverse impacts of traffic on the Regional Road Network, Traffic Impact Mitigation Fee Ordinance 4246 and County General Plan (GP) 4.2.2 require that the Transportation Department collect a Traffic Impact Mitigation Fee (TIMF).

Description of Requirement: The Permittee shall deposit with the Transportation Department a TIMF. The trip generation rate and TIMF will be calculated based on the applicant's information. The Permittee may choose to submit additional information or provide a Traffic Study to supplement the information currently provided to establish the trip generation rate. The TIMF may be adjusted for inflation at the time of deposit in accordance with the latest version of the Engineering News Record Construction Cost Index. Based on the applicant's information:

- A. The fee due to the County is \$1,312.67.

$$77.21 \text{ ADT} \times \$17.00^1 / \text{ADT} = \underline{\$1,312.67}$$

$$77.21 \text{ ADT} = [135.5 \text{ Vehicles/Event} \times 2 \text{ Trips/Vehicle} \times 104 \text{ Events}^2/\text{Year}] / 365^6 \text{ Days/Year}$$

$$\frac{135.5 \text{ Vehicles}}{\text{Event}} = \frac{250 \text{ Guests/Event}^2}{2 \text{ Guests/Vehicle}^4} + \frac{10 \text{ Employee Vehicles}^2}{\text{Event}} + \frac{1 \text{ Service Truck}^3}{2 \text{ Events}}$$

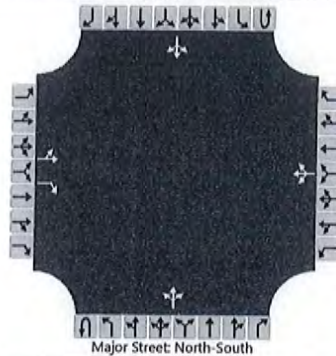
Assumptions/Notes:

1. 2011 TIMF in Moorpark Traffic Impact District #4.
2. Per applicant, up to 250 guests per event, 10 employees per event, and 104 events per year.
3. Assume 1 delivery truck to service portable toilets for every two events.
4. Assume 2 guests per vehicle.
5. Each vehicle makes two trips, one going and one coming from project site.

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Darryl F. Nelson			Intersection	Grimes Canyon/Shekell		
Agency/Co.	ATE			Jurisdiction	Ventura County		
Date Performed	2/20/2022			East/West Street	Shekell Road		
Analysis Year	2022			North/South Street	Grimes Canyon Road		
Time Analyzed	Existing Peak Hour			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Warped Paintball Park						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	0	1	0	0	0	1	0
Configuration		LT		R			LTR				LTR				LTR	
Volume (veh/h)		2	0	20		0	0	0		7	306	1		0	215	2
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No															
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

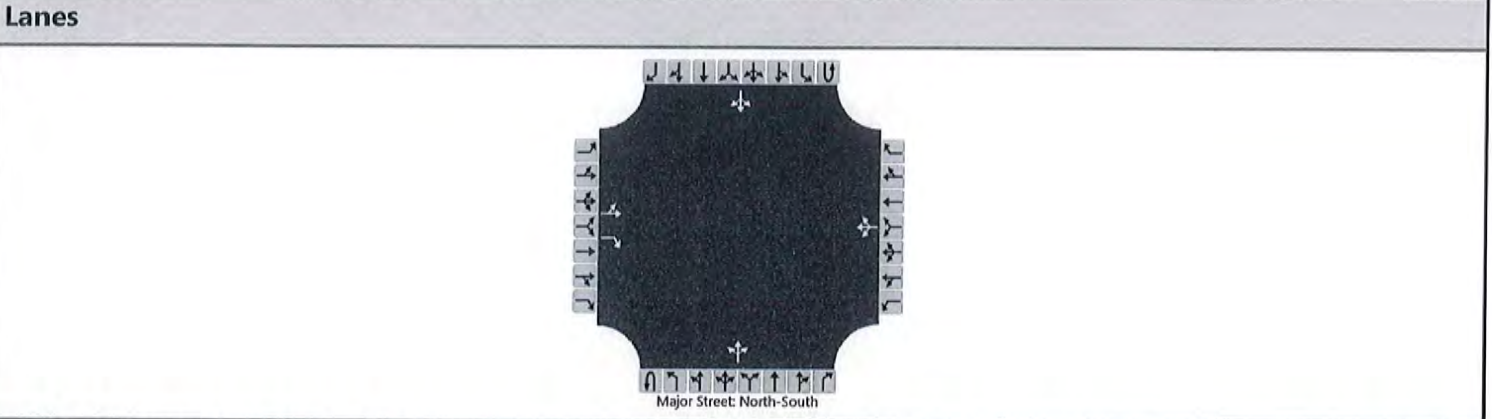
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2		22			0			8				0		
Capacity, c (veh/h)		420		802						1325				1220		
v/c Ratio		0.01		0.03						0.01				0.00		
95% Queue Length, Q ₉₅ (veh)		0.0		0.1						0.0				0.0		
Control Delay (s/veh)		13.6		9.6						7.7				8.0		
Level of Service (LOS)		B		A						A				A		
Approach Delay (s/veh)	10.0								0.2				0.0			
Approach LOS	A															

Average Weighted Delay = 9.4 sec. [LOSA]

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	Grimes Canyon/Shekell
Agency/Co.	ATE	Jurisdiction	Ventura County
Date Performed	2/20/2022	East/West Street	Shekell Road
Analysis Year	2022	North/South Street	Grimes Canyon Road
Time Analyzed	Existing Peak Hour <i>+ Project</i>	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Warped Paintball Park		



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	1		0	1	0	0	0	1	0	0	0	1	0	
Configuration		LT		R			LTR				LTR				LTR		
Volume (veh/h)		10	0	110		0	0	0		97	306	1		0	215	10	
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized		No															
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11		120			0			105				0					
Capacity, c (veh/h)		287		797						1316				1220					
v/c Ratio		0.04		0.15						0.08				0.00					
95% Queue Length, Q ₉₅ (veh)		0.1		0.5						0.3				0.0					
Control Delay (s/veh)		18.1		10.3						8.0				8.0					
Level of Service (LOS)		C		B						A				A					
Approach Delay (s/veh)		11.0									2.5					0.0			
Approach LOS		B																	

Average Weighted Delay = 9.6 sec. [LOS A]

HCS7 Two-Way Stop-Control Report

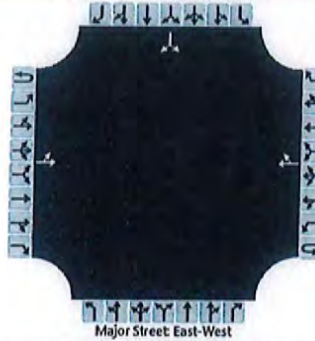
General Information

Analyst	Darryl F Nelson
Agency/Co.	ATE
Date Performed	2/20/2022
Analysis Year	2022
Time Analyzed	Existing Peak Hour
Intersection Orientation	East-West
Project Description	Warped Paintball Park

Site Information

Intersection	Broadway/Road/Shekell Roa
Jurisdiction	Ventura County
East/West Street	Broadway Road
North/South Street	Shekell Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		3	40				60	3						4		6
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)															0	
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3														11	
Capacity, c (veh/h)		1526														943	
v/c Ratio		0.00														0.01	
95% Queue Length, Q ₉₅ (veh)		0.0														0.0	
Control Delay (s/veh)		7.4														8.9	
Level of Service (LOS)		A														A	
Approach Delay (s/veh)		0.5												8.9			
Approach LOS														A			

Average Weighted Delay = 8.6 sec. (LOS A)

HCS7 Two-Way Stop-Control Report

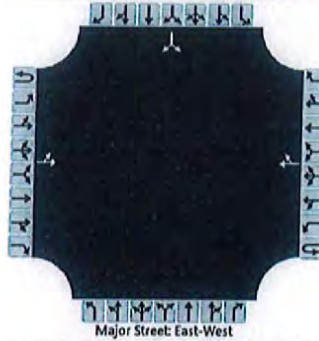
General Information

Analyst	Darryl F Nelson
Agency/Co.	ATE
Date Performed	2/20/2022
Analysis Year	2022
Time Analyzed	Existing Peak Hour + Project
Intersection Orientation	East-West
Project Description	Warped Paintball Park

Site Information

Intersection	Broadway/Road/Shekell Roa
Jurisdiction	Ventura County
East/West Street	Broadway Road
North/South Street	Shekell Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		55	40				60	3						4		50
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		60														59	
Capacity, c (veh/h)		1526														967	
v/c Ratio		0.04														0.06	
95% Queue Length, Q ₉₅ (veh)		0.1														0.2	
Control Delay (s/veh)		7.5														9.0	
Level of Service (LOS)		A														A	
Approach Delay (s/veh)		4.4												9.0			
Approach LOS														A			

Average-Weighted Delay = 8.2 sec. LOS A



PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division

MEMORANDUM

DATE: May 16, 2012

TO: RMA - Planning Division
Attention: Kristina Roodsari

FROM: Behnam Emami, Engineering Manager II *Ben*

SUBJECT: APPLICATION COMPLETENESS (*Clarification*)

PROJECT NO: LU 11-0030 (CUP)

PERMITTEE: Glen Forester

Conditional Use Permit (CUP) for Outdoor Periodic Sporting
Events for a paintball and air-soft sports center.

8643 Shekell Road (MPK)

APN 500-0-090-23

Pursuant to your request, the Public Works Agency - Transportation Department has reviewed the citizen's attorney letter and discussed the comments reportedly made during the recent public hearing on April 19, 2012, with regard to turning movements at the three intersections near the project site. This Response Memorandum is being written to clarify and reiterate our views after the meeting with RMA Staff on April 23rd at 2:30 p.m.

This project is a CUP for Outdoor Periodic Sporting Events for a paintball and air-soft sports center to be open from 9 a.m. to 4 p.m. no more than 116 days per year. The sports center will have the games/matches for 104 weekend days per year (any Saturday or Sunday of the year) with an additional 12 days available for games/matches on any weekday or holiday (Monday through Friday). No more than 250 persons will participate in the paintball games in any one day. The facility is restricted from allowing more than 250 persons enter the facility in any one event day. There will be 10 employees. The project is located at 8643 Shekell Road near the City of Moorpark on the property formerly known as Egg City.

Given our understanding of the project, it is our view that the project would have very minimal impact on intersections near the project which are: (1) Shekell Road at Broadway Road (southwest of the project site); (2) Shekell Road at Grimes Canyon Road (State Route 23) (northeast); and (3) Grimes Canyon Road (State Route 23) at Broadway Road (southeast).

We offer the following comments:

1. According to the project description, most project generated traffic will occur on Saturdays or Sundays during off-peak hours. Consequently, the traffic generated by the project will contribute minimal traffic during the peak periods of congestion on State Route 23 which would occur Monday through Friday in the mornings and afternoons.
2. Although unlikely, on event days where the maximum number of guests would use the facility, we estimate that the 250 guests would generate approximately 125 vehicles at a conservative occupancy rate of two persons per vehicle. This is the worst-case scenario. It is likely that larger groups would carpool with more than two persons per vehicle.
3. In addition, the project-related trips, whether occurring on a weekend or weekday, will be distributed over a seven-hour period during the operational hours. Therefore, the worst scenario of 125 vehicles coming to the facility would arrive and leave at 18 per hour. Any temporary spike in traffic over this estimated rate would occur infrequently with a duration of a few minutes.
4. And lastly, based on our observations of traffic at the three intersections near the project, visibility is adequate for making right or left turns.

Our review is limited to the impacts this project may have on the County's Regional Road Network.

Please contact me at 654-2087 if you have questions.

F:\transport\LanDev\County\LU 11-0030-3 (CUP).doc

Ambush Paintball Park Schedule for 01/22/22

Print

LG Cheese Pizza : 3 LG Pepperoni Pizza : 7	Player Count : 107 50 Caliber Low Impact Gun : 10 Air soft Rental M4 (Mask included if needed) : 14 Full Rental Kit : 82
---	--

Super Party Package : 500 rds pp

	ArrivalTime	Players	Rentals	Disc	Per	Paid	FinalCost	Due	Promo
Athletes First Travis Allen - 5178981726 tallen@athletesfirst.net <i>Customer Note: may be north of 20 ppl</i> <i>Admin Note: Might have some cameras with them. This group trains potential NFL players for the draft.</i>	12:00 PM	20	20	\$0.00	\$50.00	\$100.00	\$1,000.00	\$900.00	
Jameson, Zac Lora Guerrero - 8059148141 loraanguerrero@gmail.com <i>Customer Note: Jameson (turning 10) & Zac's (turning 11) Birthday Party</i> Waivers Lora Guerrero (Jameson Guerrero - Andre Guerrero -) / Kolbe Del toro / Brian Kelley (Thomas Kelley -) / Natalie Guvlekjian (Audrey Sims -) / 1 - LG Cheese Pizza 3 - LG Pepperoni Pizza	11:30 AM	10	10	\$0.00	\$55.00	\$100.00	\$610.00	\$510.00	
Karma Karma - 8056163736 Karmasantiago88@gmail.com <i>Admin Note: Requesting john Robinson as ref</i> Waivers Michael Dueñas / Eric Vasquez / German Vasquez / Felix Santos / Fabian Hernandez / Abel Morales / Martin Morales / Adrian Villegas-perez / Nick Hoyle / Karma Santiago / Francisco Morales / Freddy Vasquez / Elvia Hernandez (Osvaldo Morales -) / Alex Dobbs / Roberto Arreola / Martin Morales (Osvaldo Morales -) /	9:00 AM	15	15	\$0.00	\$55.00	\$100.00	\$825.00	\$725.00	
OAKS CHRISTIAN SCHOOL - RES LIFE Dina Castillo - 8188249429 dcastillo@oakschristian.org <i>Customer Note: 8188249429</i> Waivers Dina Castillo (Yuxing Ji - Xiaohua Chen - Boyu Yang -) / Dina Castillo (Yulin Liu - Shihan Zhang -) / Dina Castillo (YuanHao Qj -) / Dina Castillo (Yung-lun Chen - Yanbo Hou - Jiazheng Huang - Zhen Li - Jia Qian Ye - Zhan Zhang - Junqi Zhou - Patipharn Udomphornvirat -) / Katina Beach (Stephan Beach -) / Danil Nezhdanov (Konstantin Nezhdanov -) / Amber Nungester (Joshua Nungester -) / Rui Chen / Mike Mcdowell / Andrew DeCarolis / Mike Mcdowell (Ziheng Zhuang -) /	1:00 PM	20	20	\$0.00	\$50.00	\$100.00	\$1,000.00	\$900.00	
Yosef Chason Yosef Chason - 3109759995 ychason@yahoo.com <i>Customer Note: 3109759995</i> Waivers Yosef Chason (Simone Chason - Ariye Chason - Asher Chason -) / Yael Shakked (Yoav Shakked - Yuval Shakked - Yonatan Shakked - Yossi Shakked -) / 3 - LG Pepperoni Pizza	10:00 AM	10	10	\$0.00	\$55.00	\$100.00	\$595.00	\$495.00	

Deluxe Walk-On: 1000 rds pp

	ArrivalTime	Players	Rentals	Disc	Per	Paid	FinalCost	Due	Promo
Savage Angel Hernandez - 8057416642 a.hernandez805@hotmail.com Waivers Danny Morgan / Angel Hernandez / Roberto Estrada / Fabian DeLeon / Jacob Dean / Ben Carreno /	12:00 PM	6	6	\$0.00	\$60.00	\$0.00	\$360.00	\$360.00	
Savage 2 Angel Hernandez - 8057416642 a.hernandez805@hotmail.com	12:00 PM	1	1	\$0.00	\$60.00	\$0.00	\$60.00	\$60.00	

Airsoft Private

	ArrivalTime	Players	Rentals	Disc	Per	Paid	FinalCost	Due	Promo
Taleen Chahmelikian Taleen Chahmelikian - 8186057834 tchahmelikian@gmail.com	11:00 AM	15	14	\$0.00	\$65.00	\$100.00	\$975.00	\$875.00	

Waivers Nayiri Demir (Allen Demir -) / Taleen Chahmelikian (Antranig Chahmelikian -) / Abraham Mitilian (Harout Mitilian -) / Lena Berghoudian (Sako Arimian -) / Shane Shakarentz (Aren Shakarentz -) / Maral Tarpinian (Harut Tarpinian -) / Maral Bulanikian (Ara Bulanikian -) / Nela Kedikian (Julian Kedikian -) / Talar Ohannessian (Paul Ohannessian -) / Candice Titzian (Tony Titzian -) / Nora Markarian (Aren Markarian -) /

Kids Low-Impact Party : 4000 rds to share

	ArrivalTime	Players	Rentals	Disc	Per	Paid	FinalCost	Due	Promo
Graham's 9th Birthday Party Melanie Justice - 3107016922 melajust@gmail.com	12:30 PM	10	10	\$0.00	\$50.00	\$100.00	\$545.00	\$445.00	

Customer Note: We will come early and bring pizza.

Waivers Heather Donley (Nathan Donley -) / Andrea Iranpour (Joaquin Iranpour -) / Rose Lockwood (Vinny Lockwood - Joseph Lockwood -) / Sarah Schwendimann / Sarah Schwendimann (Zach Schwendimann -) / Melanie Justice (Graham Justice -) / Greg Shaffer (Travis Shaffer -) / London Sanders / London Sanders (Liam Bond -) / Megan Leark (Owen Leark - Henry Leark -) / Jennifer Steinert (Griffin Steinert -) /

2 - LG Cheese Pizza
1 - LG Pepperoni Pizza

Unattached Waivers

Brian Belmontez - 8056572730

Zaid Cruz - 8059069573

Diana Vazquez - 8052317266 (Minors - Giovanni Navarrete,)

4/18/22

TO : Thomas Chaffee
Gianfranco Laurie, P.E.,T.E.

Subject: **PROJECT NO: PL21-0091**

Addressing questions raised by Gianfranco Laurie, regarding the average # of participants that travel together, per-vehicle, to a typical paintball & Airsoft park vs. The average # of participants that travel together, per-vehicle, to a typical Mud Run event.

This past Saturday 4/16/22. I counted all vehicles and participants at both of my locations.
Moorpark CA and Castaic CA

I did not count Sunday because this was Easter and I had very few participants.

This is the data I compiled:

Castaic location:

Participants	- 116	Vehicles – 55
Staff	- 8	Vehicles – 5

Moorpark location:

Participants	- 199	Vehicles – 84
Staff	- 10	Vehicles – 8

After combining my Participants and staff together, I calculate at average vehicle occupancy of
(333 participants / 152 vehicles = 2.2)

I also walked into the administration office at Castaic Lake and talked to Tanya at the front desk.

She shared with me her compiled data report that she filed with the State of CA on their last Mud Run event hosted by "Spartan Inc" on 12/12/21

The report she shared with is attached for your reference.

I hope this Data helps answers your questions.

Sincerely,

Glenn Forster

Castaic location

Date	16-Apr	17-Apr	23-Apr	24-Apr	Total	Total people	total vehicles	Average # per vehicle
participants	116	33	117	215	481	507	228	2.223684211
participants vehicles	55	15	52	85	207			
staff	8	2	8	8	26			
staff vehicles	5	2	7	7	21			

Moorpark Location

Date	16-Apr	17-Apr	23-Apr	24-Apr	Total	Total people	total vehicles	Average # per vehicle
participants	199	64	127	230	620	649	291	2.23024055
participants vehicles	84	28	49	105	266			
staff	10	4	7	8	29			
staff vehicles	8	4	6	7	25			

DATE: 12-12-21

PLEASE DON'T ENTER VALUES IN HIGHLIGHTED SECTIONS!

	SATURDAY VEHICLE SALES		ESTIMATED # OF PEOPLE
		TOTAL	
VEHICLES	803	803	3533.2
SENIOR VEHICLES	36	36	158
RV'S	1	1	4.4
Veh. Annuals Reg & Snr		0	0

	SUNDAY VEHICLE SALES		ESTIMATED # OF PEOPLE
		TOTAL	
VEHICLES	596	596	2622
SENIOR VEHICLES	20	20	88
RV'S		0	0
Veh. Annuals Reg & Snr	2	2	9

	WEEKEND VEHICLE TOTALS		ESTIMATED # OF PEOPLE
		TOTAL	
VEHICLES	1399	1399	6156
SENIOR VEHICLES	56	56	246
RV'S	1	1	4.4
Veh. Annuals Reg & Snr	2	2	9

	# OF CAMPSITES OCCUPIED	ESTIMATED # OF PEOPLE
# OF OCCUPIED CAMPSITES SATURDAY	6	36
# OF OCCUPIED CAMPSITES SUNDAY	9	54

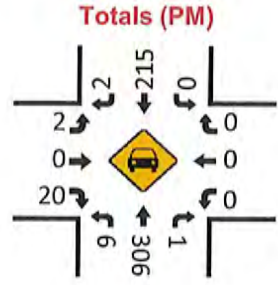
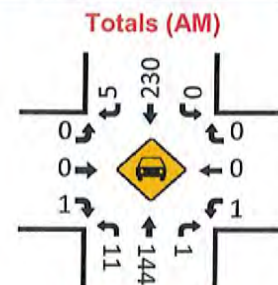
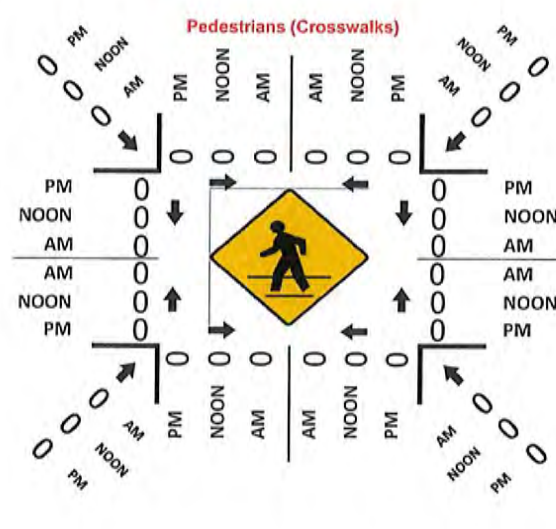
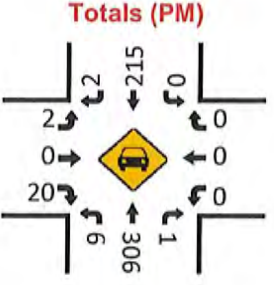
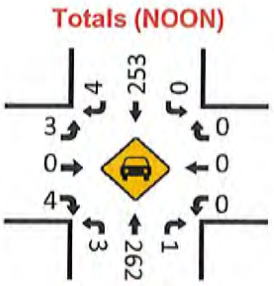
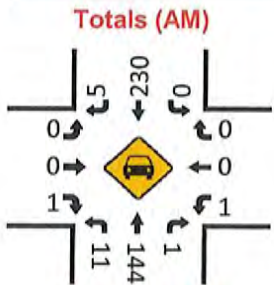
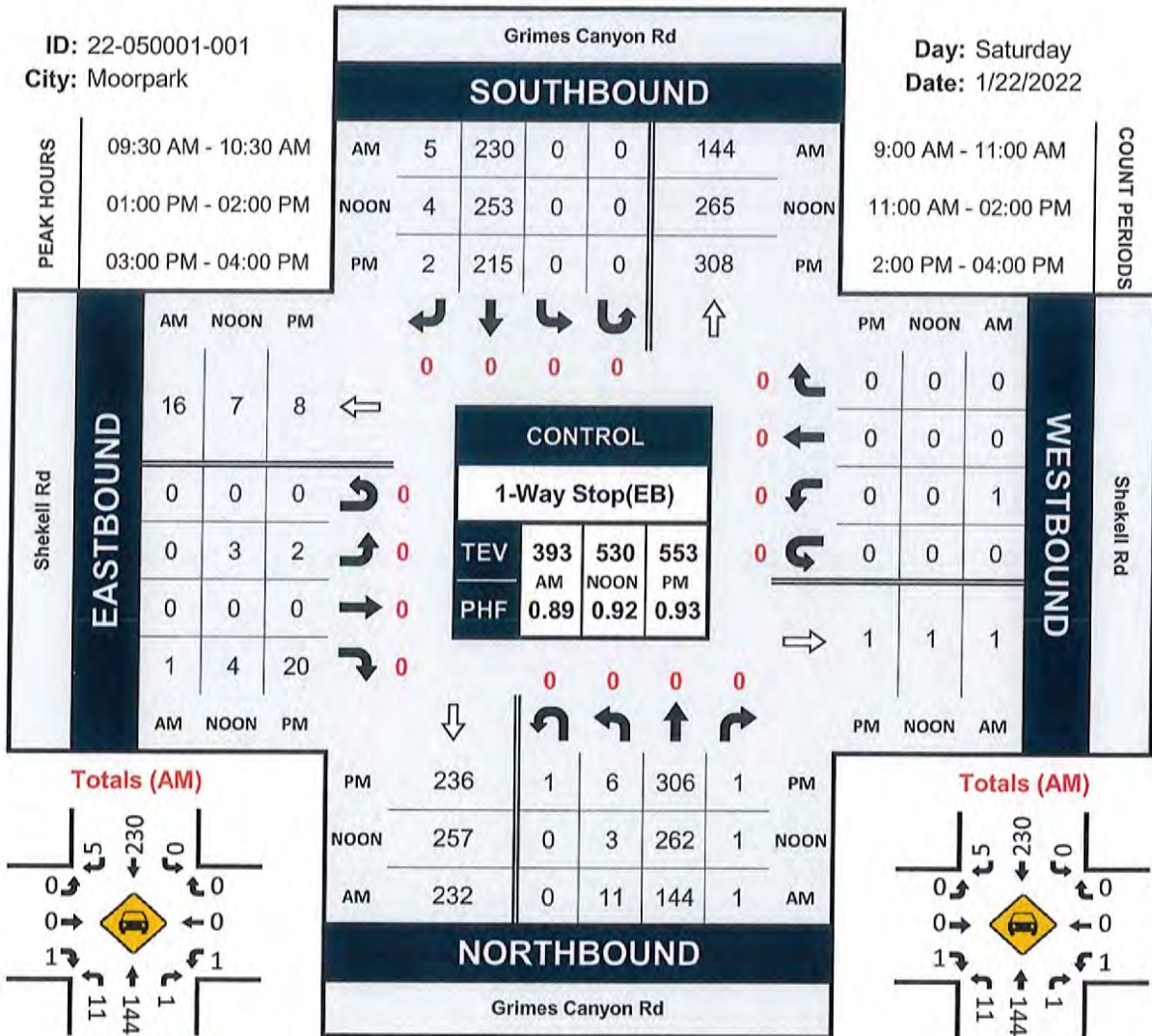
SATURDAY'S TOTAL (VEHICLES + CAMPSITES)	3732
SUNDAY'S TOTAL (VEHICLES + CAMPSITES)	2773

Grimes Canyon Rd & Shekell Rd

Peak Hour Turning Movement Count

ID: 22-050001-001
City: Moorpark

Day: Saturday
Date: 1/22/2022



National Data & Surveying Services Intersection Turning Movement Count

Location: Grimes Canyon Rd & Shekell Rd
 City: Moorpark
 Control: 1-Way Stop(EB)

Project ID: 22-050001-001
 Date: 1/22/2022

Data - Totals

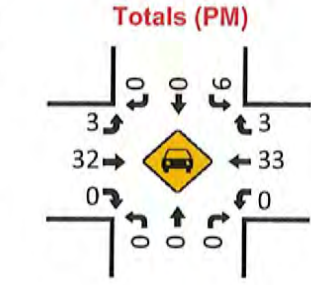
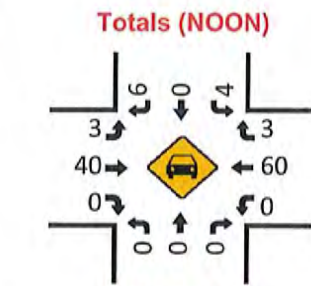
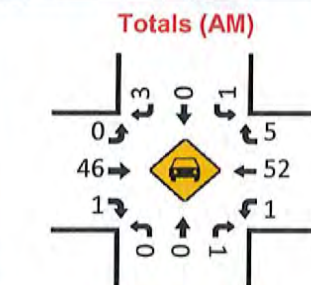
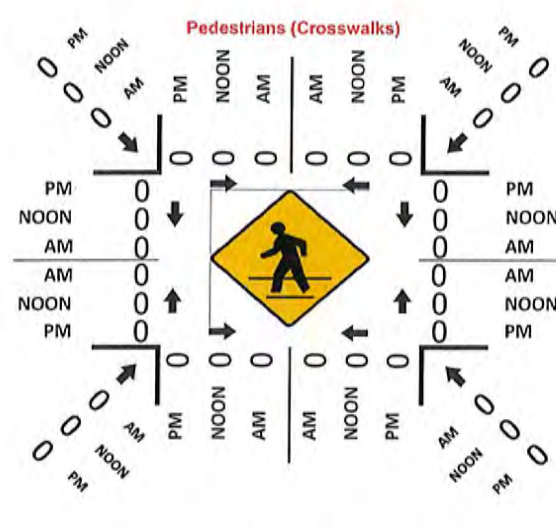
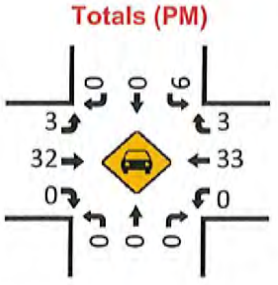
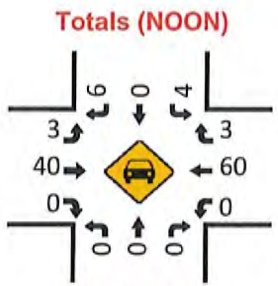
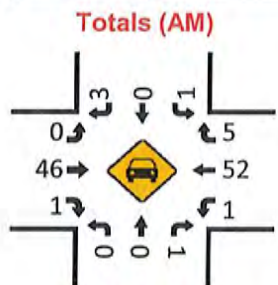
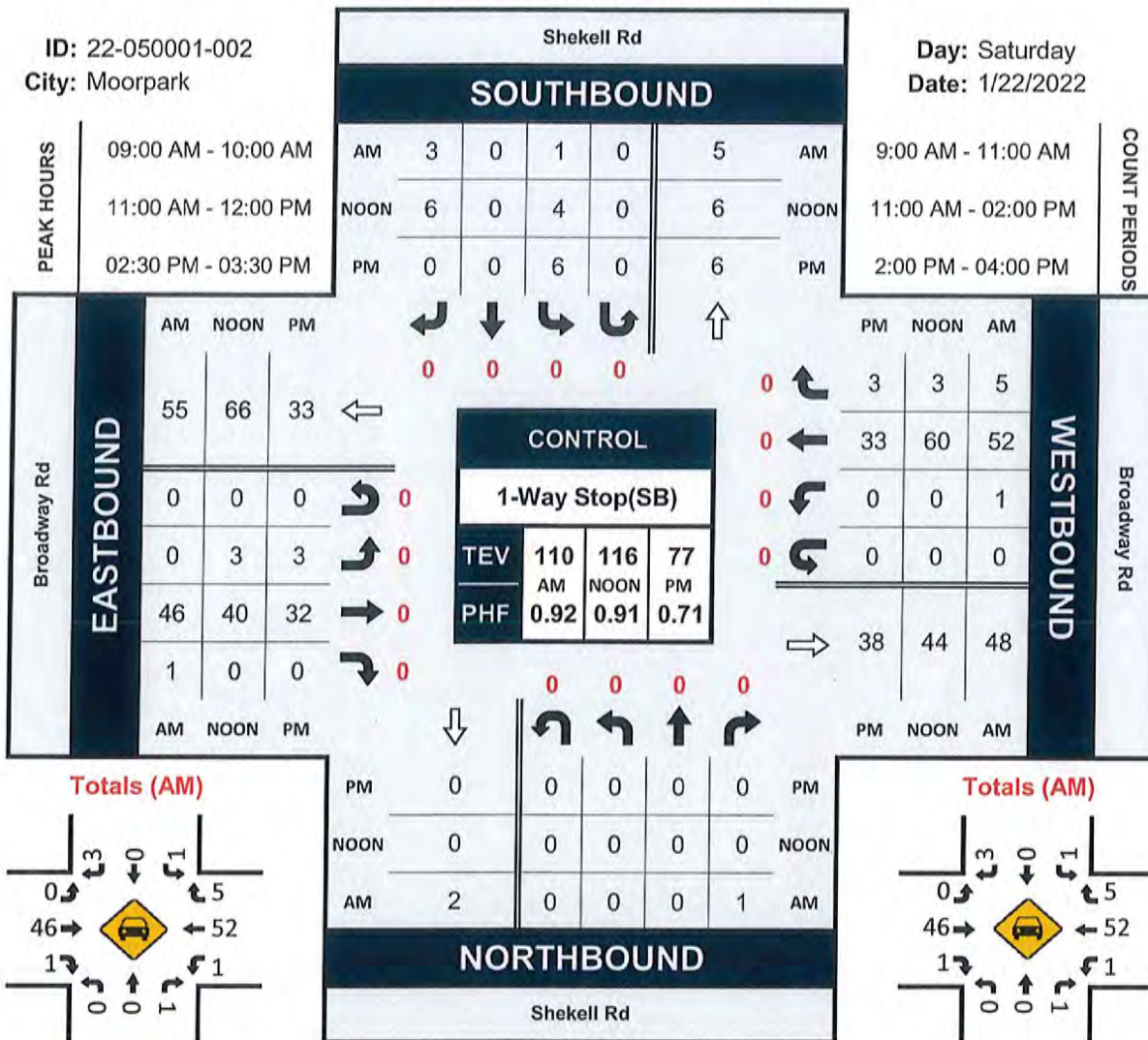
NS/EW Streets:	Grimes Canyon Rd						Shekell Rd						Shekell Rd					
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	1	36	0	0	0	15	0	0	0	0	1	0	0	0	0	0	53	
9:15 AM	1	33	0	0	0	13	3	0	0	0	0	0	0	0	0	0	51	
9:30 AM	3	30	1	0	0	58	2	0	0	0	0	0	0	0	0	0	94	
9:45 AM	5	35	0	0	0	69	0	0	0	0	0	0	0	0	0	0	110	
10:00 AM	2	41	0	0	0	50	1	0	0	0	1	0	0	0	0	0	95	
10:15 AM	1	38	0	0	0	53	2	0	0	0	0	0	0	0	0	0	94	
10:30 AM	0	33	0	0	0	43	0	0	0	0	0	0	1	0	0	0	78	
10:45 AM	2	46	0	0	0	44	0	0	1	1	1	0	0	0	0	0	96	
TOTAL VOLUMES :	15	292	1	0	0	345	8	0	1	1	5	0	2	1	1	0	671	
APPROACH %'s :	4.87%	94.81%	0.32%	0.00%	0.00%	97.73%	2.27%	0.00%	14.29%	14.29%	71.43%	0.00%	66.67%	33.33%	0.00%	0.00%		
PEAK HR VOL :	11	144	1	0	0	230	5	0	0	0	1	0	1	0	0	0	393	
PEAK HR FACTOR :	0.550	0.878	0.250	0.000	0.000	0.833	0.625	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.893	
	0.907						0.851						0.250					
NOON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	42	2	0	0	40	1	0	0	0	0	0	0	0	0	0	85	
11:15 AM	1	46	0	0	0	64	5	0	0	0	3	0	1	0	0	0	120	
11:30 AM	1	63	0	0	0	49	0	0	0	0	0	0	0	0	0	0	113	
11:45 AM	1	67	0	0	0	47	0	0	0	0	0	0	0	0	0	0	125	
12:00 PM	12	40	0	0	0	51	3	0	2	0	3	0	1	0	0	0	112	
12:15 PM	6	58	0	0	0	58	0	0	0	0	8	0	0	0	0	0	130	
12:30 PM	3	48	0	0	0	46	1	0	0	0	1	0	2	0	0	0	101	
12:45 PM	2	57	0	0	0	66	0	0	1	0	5	0	0	0	0	0	131	
1:00 PM	1	62	0	0	0	58	3	0	0	0	2	0	0	0	0	0	126	
1:15 PM	0	56	0	0	0	66	0	0	1	0	2	0	0	0	0	0	125	
1:30 PM	1	73	0	0	0	69	0	0	1	0	0	0	0	0	0	0	144	
1:45 PM	1	71	1	0	0	60	1	0	1	0	0	0	0	0	0	0	135	
TOTAL VOLUMES :	39	683	3	0	0	674	14	0	6	0	24	0	4	0	0	0	1447	
APPROACH %'s :	5.38%	94.21%	0.41%	0.00%	0.00%	97.97%	2.03%	0.00%	20.00%	0.00%	80.00%	0.00%	100.00%	0.00%	0.00%	0.00%		
PEAK HR VOL :	3	262	1	0	0	253	4	0	3	0	4	0	0	0	0	0	530	
PEAK HR FACTOR :	0.750	0.897	0.250	0.000	0.000	0.917	0.333	0.000	0.750	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.920	
	0.899						0.931						0.583					
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	1	56	0	0	0	50	1	0	0	0	9	0	0	0	0	0	117	
2:15 PM	2	68	0	0	0	57	0	0	0	0	0	0	0	0	0	0	127	
2:30 PM	0	64	0	0	0	45	0	0	1	0	3	0	0	0	0	0	113	
2:45 PM	3	72	0	0	0	33	0	0	1	0	3	0	0	0	0	0	112	
3:00 PM	0	88	0	0	0	58	1	0	1	0	0	0	0	0	0	0	148	
3:15 PM	4	80	0	0	0	58	0	0	1	0	3	0	0	0	0	0	146	
3:30 PM	1	73	1	1	0	56	0	0	0	0	3	0	0	0	0	0	135	
3:45 PM	1	65	0	0	0	43	1	0	0	0	14	0	0	0	0	0	124	
TOTAL VOLUMES :	12	566	1	1	0	400	3	0	4	0	35	0	0	0	0	0	1022	
APPROACH %'s :	2.07%	97.59%	0.17%	0.17%	0.00%	99.26%	0.74%	0.00%	10.26%	0.00%	89.74%	0.00%	100.00%	0.00%	0.00%	0.00%		
PEAK HR VOL :	6	306	1	1	0	215	2	0	2	0	20	0	0	0	0	0	553	
PEAK HR FACTOR :	0.375	0.869	0.250	0.250	0.000	0.927	0.500	0.000	0.500	0.000	0.357	0.000	0.000	0.000	0.000	0.000	0.934	
	0.892						0.919						0.393					

Shekell Rd & Broadway Rd

Peak Hour Turning Movement Count

ID: 22-050001-002
City: Moorpark

Day: Saturday
Date: 1/22/2022



National Data & Surveying Services Intersection Turning Movement Count

Location: Shekell Rd & Broadway Rd
 City: Moorpark
 Control: 1-Way Stop(SB)

Project ID: 22-050001-002
 Date: 1/22/2022

Data - Totals

NS/EW Streets:	Shekell Rd						Broadway Rd						Broadway Rd					
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ER	EU	WL	WT	WR	WU	TOTAL		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	18	1	0		
9:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	15	0	0		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	12	3	0		
9:45 AM	0	0	0	0	1	0	1	0	0	18	1	0	1	7	1	0		
10:00 AM	1	0	0	0	2	0	0	0	0	9	0	0	0	7	0	0		
10:15 AM	1	0	1	0	0	0	0	0	0	11	0	0	0	3	0	0		
10:30 AM	0	0	0	0	1	0	0	0	0	8	0	0	0	11	0	0		
10:45 AM	0	0	0	0	0	0	0	0	1	8	0	0	0	17	2	0		
TOTAL VOLUMES :	2	0	2	0	4	0	4	0	1	82	1	0	0	90	7	0		
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%	50.00%	0.00%	50.00%	0.00%	1.19%	97.82%	1.19%	0.00%	1.02%	91.84%	7.14%	0.00%		
PEAK HR :	09:00 AM - 10:00 AM																	
PEAK HR VOL :	0	0	1	0	0	0	3	0	0	46	1	0	0	52	5	0		
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.250	0.000	0.375	0.000	0.000	0.639	0.250	0.000	0.250	0.772	0.417	0.000		
	0.250																	
	0.917																	

NS/EW Streets:	Shekell Rd						Broadway Rd						Broadway Rd					
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ER	EU	WL	WT	WR	WU	TOTAL		
NOON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM	0	0	0	0	2	0	1	0	0	13	0	0	0	13	0	0		
11:15 AM	0	0	0	0	0	0	5	0	1	7	0	0	0	17	2	0		
11:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	15	1	0		
11:45 AM	0	0	0	0	1	0	0	0	0	8	0	0	0	15	0	0		
12:00 PM	0	0	0	0	0	0	1	0	0	15	0	0	0	7	1	0		
12:15 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	13	2	0		
12:30 PM	0	0	0	0	2	0	1	0	0	10	0	0	0	9	1	0		
12:45 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	11	1	0		
1:00 PM	0	0	0	0	0	0	1	0	0	18	0	0	0	6	0	0		
1:15 PM	0	0	0	0	0	0	0	0	1	8	0	0	0	13	1	0		
1:30 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	10	0	0		
1:45 PM	0	0	0	0	0	0	0	0	1	12	0	0	0	8	1	0		
TOTAL VOLUMES :	0	0	0	0	7	0	9	0	5	128	0	0	0	137	10	0		
APPROACH %'s :	0.000	0.000	0.000	0.000	43.75%	0.00%	56.25%	0.00%	3.76%	96.24%	0.00%	0.00%	0.00%	93.20%	6.80%	0.00%		
PEAK HR :	11:00 AM - 12:00 PM																	
PEAK HR VOL :	0	0	0	0	4	0	6	0	3	40	0	0	0	60	3	0		
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.300	0.000	0.375	0.769	0.000	0.000	0.000	0.882	0.375	0.000		
	0.500																	
	0.717																	
	0.829																	
	0.906																	

NS/EW Streets:	Shekell Rd						Broadway Rd						Broadway Rd					
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ER	EU	WL	WT	WR	WU	TOTAL		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00 PM	0	0	0	0	1	0	1	0	0	6	0	0	0	18	0	0		
2:15 PM	0	0	0	0	1	0	0	0	0	4	0	0	0	6	0	1		
2:30 PM	0	0	0	0	2	0	0	0	1	12	0	0	0	7	0	0		
2:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	3	1	0		
3:00 PM	0	0	0	0	2	0	0	0	2	6	0	0	0	8	0	0		
3:15 PM	0	0	0	0	2	0	0	0	0	8	0	0	0	15	2	0		
3:30 PM	0	0	0	0	4	0	0	0	0	9	0	0	0	4	1	0		
3:45 PM	0	0	0	0	1	0	0	0	0	5	0	0	0	5	0	0		
TOTAL VOLUMES :	0	0	0	0	13	0	1	0	3	56	0	0	0	66	4	1		
APPROACH %'s :	0.000	0.000	0.000	0.000	92.86%	0.00%	7.14%	0.00%	5.08%	94.92%	0.00%	0.00%	0.00%	92.96%	5.63%	1.41%		
PEAK HR :	02:30 PM - 03:30 PM																	
PEAK HR VOL :	0	0	0	0	6	0	0	0	3	32	0	0	0	33	3	0		
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.375	0.667	0.000	0.000	0.000	0.550	0.375	0.000		
	0.750																	
	0.673																	
	0.529																	
	0.713																	

Spot Speed Study

Prepared by: National Data & Surveying Services

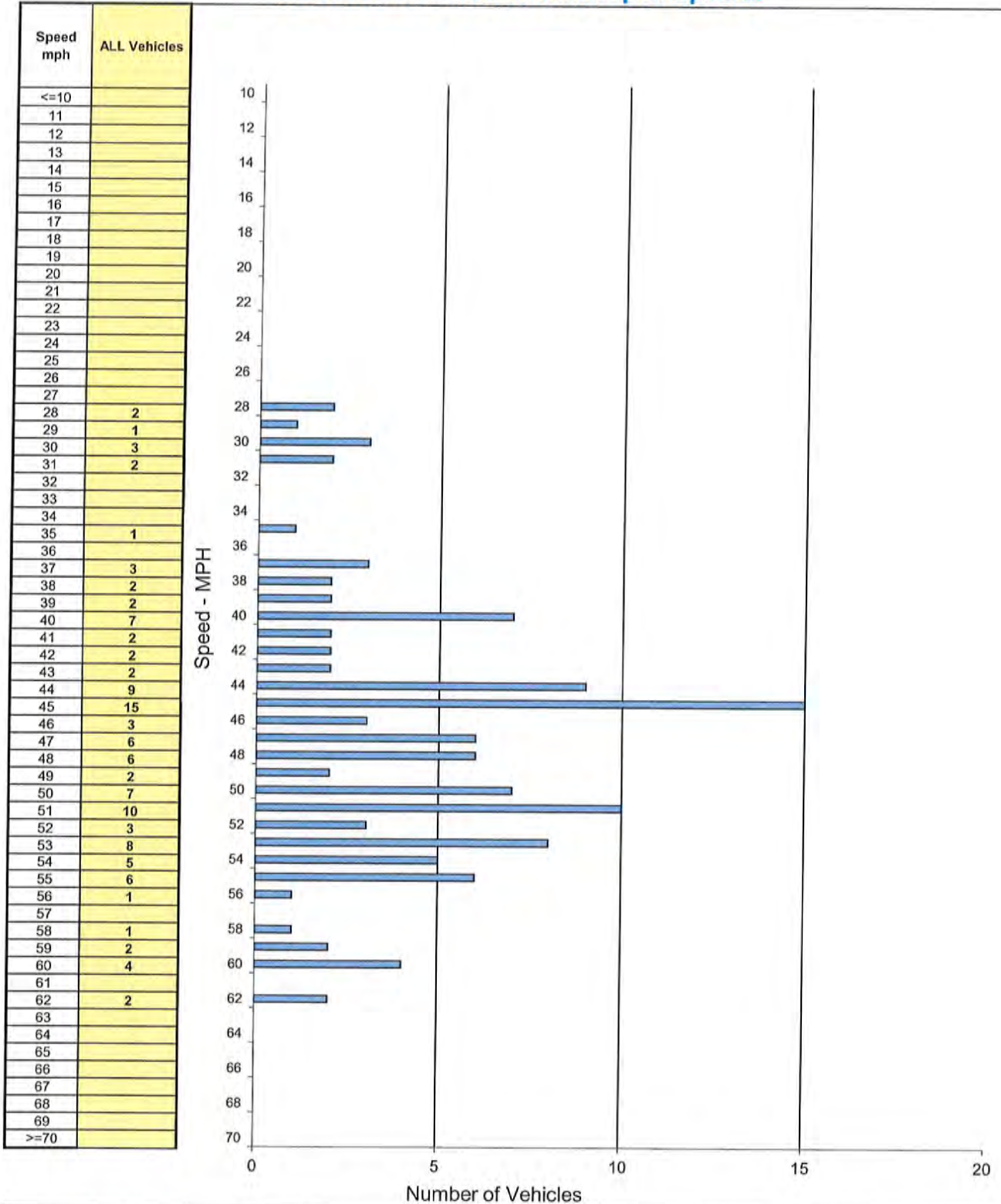
City of Moorpark

DATE: 1/22/2022
TIME: 12:10-14:10

Location: 11070 Broadway Rd
Posted Speed: None Clear/Dry

Project #: 22-050003-002

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	119	28 - 62	47 mph	54 mph	44 - 53	69	58%	24% / 29	18% / 21

Spot Speed Study

Prepared by: National Data & Surveying Services

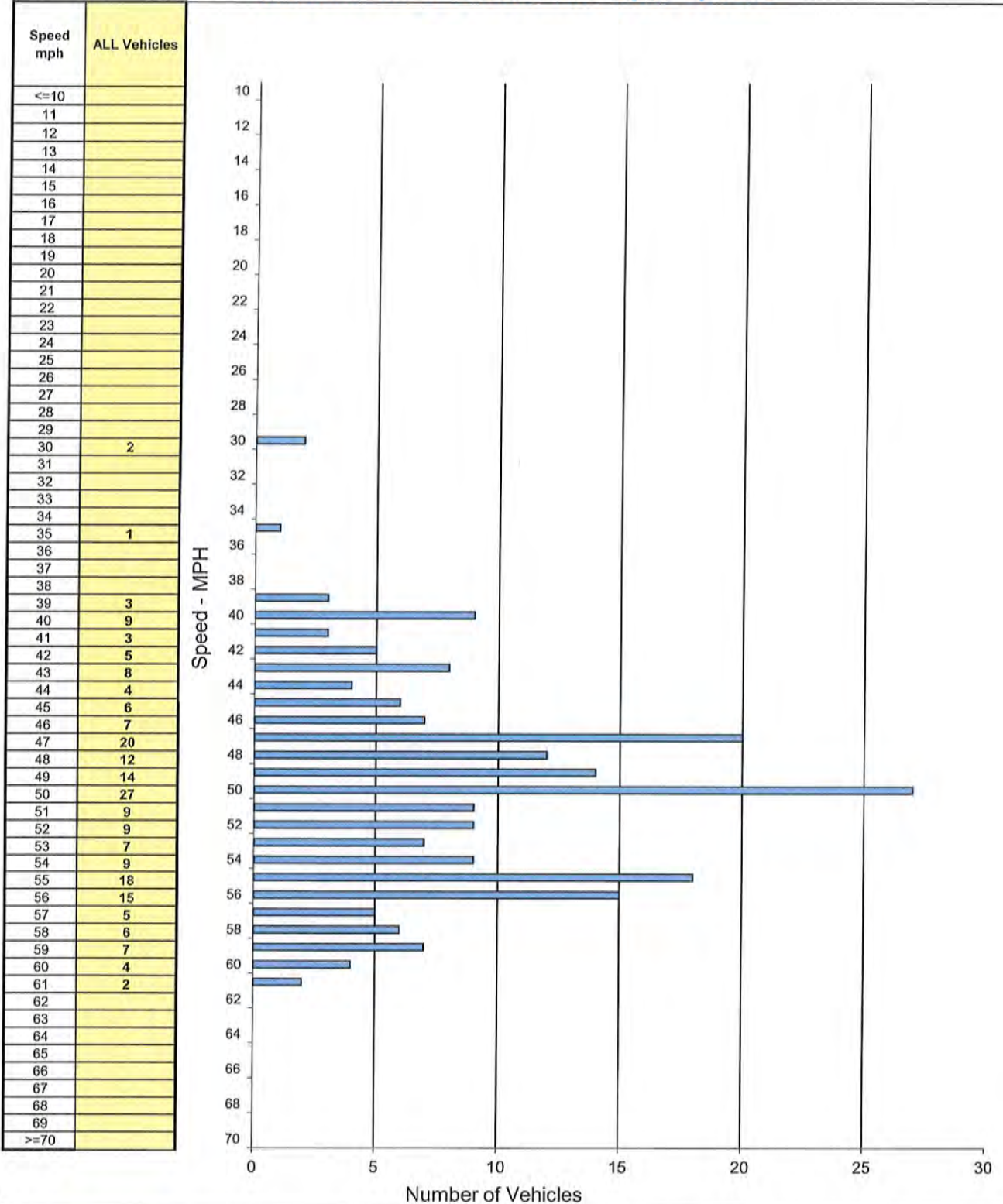
City of Moorpark

DATE: 1/22/2022
TIME: 10:00-12:00

Location: 8800 Grimes Canyon Rd
Posted Speed: 45 MPH Clear/Dry

Project #: 22-050003-001

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	212	30 - 61	50 mph	56 mph	47 - 56	140	66%	22% / 48	12% / 24

County of Ventura-PWA
Traffic Engineering Section

1/18/22

Page 1 of 1

From 1/1/2015 to 12/31/2020

Total Collisions: 2

Injury Collisions: 2

Fatal Collisions: 0

Collision Summary Report

GRIMES CANYON RD & SHEKELL RD

90631786	12/23/2017	10:10	Saturday	GRIMES CANYON RD - SHEKELL RD	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault: 1
	Sideswipe	North	Other Motor Vehicle	Wrong Side of Road	21650	Hit & Run: No	Severe Injury		# Inj: 1 # Killed: 0
Party 1 Driver	North	Traveling Wrong Way	Female Age: 24	2017 NISS					No Injury
Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated		Air Bag Deployed		Not Stated		No Injury
Party 2 Driver	North	Making Left Turn	Female Age: 53	2007 KIA					No Injury
Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: Not Stated		Air Bag Not Deployed		Not Stated		No Injury
20-03-0211	3/2/2020	10:30	Monday	SHEKELL RD - GRIMES CANYON RD	50'	Direction: West	Daylight <td>Clear</td> <td>Pty at Fault: 1</td>	Clear	Pty at Fault: 1
	Overturned	Non-Collision	Improper Turning		22107	Hit & Run: No	Complaint of Pain		# Inj: 2 # Killed: 0
Party 1 Driver	West	Other Unsafe Turning	Age:				Passenger Car, Station Wagon, Jeep		No Injury
Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent				Cell Phone Not In Use		No Injury

Settings for Query:

Street: GRIMES CANYON RD
Cross Street: SHEKELL RD
Intersection Related: True
Sorted By: Date and Time

County of Ventura-PWA
Traffic Engineering Section

1/18/22

Collision Summary Report

From 1/1/2015 to 12/31/2020

Total Collisions: 1

Injury Collisions: 0

Fatal Collisions: 0

BROADWAY RD & SHEKELL RD

15-02-048	2/12/2015	19:37	Thursday	BROADWAY RD - SHEKELL RD	0'	Direction: Not Stated	Dark - No Street	Clear	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	Hit Object	South	Fixed Object	Unsafe Speed	22350	Hit & Run: No					
Veh Type:		Ran Off Road		Age:							No Injury
		Sobriety: HNBD		Assoc Factor:							

Page 1 of 1

Settings for Query:

Street: BROADWAY RD
Cross Street: SHEKELL RD
Intersection Related: True
Sorted By: Date and Time

County of Ventura-PWA
Traffic Engineering Section

1/18/22

Page 1 of 2

From 1/1/2015 to 12/31/2020

Total Collisions: 6

Injury Collisions: 3

Fatal Collisions: 0

Collision Summary Report

SHEKELL RD from GRIMES CANYON RD to BROADWAY RD

Party 1 Veh Type:	Party 1 Date/Time	Party 1 Direction	Party 1 Object	Party 1 Speed	Party 2 Date/Time	Party 2 Direction	Party 2 Object	Party 2 Speed	Weather	Damage	Injury	Killed	
Driver	2/12/2015 19:37	South	Ran Off Road	Unsafe Speed	22350	0'	Fixed Object	0'	Thursday	BROADWAY RD - SHEKELL RD	Dark - No Street	Clear	Pty at Fault:1
Hit Object: South Hit Object: Fixed Object Assoc Factor: None Apparent Age: 26 Assoc Factor: None Apparent Age: 53													
Driver	7/8/2015 06:00	West	Other Unsafe Turning	Improper Turning	22107	4224'	Fixed Object	22107	Wednesday	SHEKELL RD - GRIMES CANYON RD	Daylight	Cloudy	Pty at Fault:1
Hit Object: West Hit Object: Fixed Object Assoc Factor: None Apparent Age: 26 Assoc Factor: None Apparent Age: 53													
Driver	9/26/2016 16:40	North	Ran Off Road	Driving Under Influence	23152A	1700'	Fixed Object	23152A	Monday	SHEKELL RD - BROADWAY RD	Daylight	Clear	Pty at Fault:1
Hit Object: North Hit Object: Fixed Object Assoc Factor: None Apparent Age: 26 Assoc Factor: None Apparent Age: 53													
Driver	12/23/2017 10:10	North	Ran Off Road	Wrong Side of Road	21650	0'	Other Motor Vehicle	21650	Saturday	GRIMES CANYON RD - SHEKELL RD	Daylight	Clear	Pty at Fault:1
Hit Object: North Hit Object: Other Motor Vehicle Assoc Factor: None Apparent Age: 24 Assoc Factor: Not Stated Age: 53													
Driver	11/10/2018 10:30	North	Traveling Wrong Way	Unsafe Speed	22350	65'	Fixed Object	22350	Saturday	SHEKELL RD - GRIMES CANYON RD	Daylight	Clear	Pty at Fault:1
Hit Object: North Hit Object: Fixed Object Assoc Factor: None Apparent Age: 24 Assoc Factor: None Apparent Age: 53													
Driver	3/2/2020 10:30	West	Making Right Turn	Improper Turning	22107	50'	Non-Collision	22107	Monday	SHEKELL RD - GRIMES CANYON RD	Daylight	Clear	Pty at Fault:1
Hit Object: West Hit Object: Non-Collision Assoc Factor: None Apparent Age: 24 Assoc Factor: None Apparent Age: 53													
Driver	Other Unsafe Turning	West	Other Unsafe Turning	Complaint of Pain			Complaint of Pain						
Hit Object: West Hit Object: Complaint of Pain Assoc Factor: None Apparent Age: 24 Assoc Factor: None Apparent Age: 53													

SHEKELL RD from GRIMES CANYON RD to BROADWAY RD

Segment Length: 1.35 miles (7,129')

Collisions per mile: 4.44

Settings for Query:

Segment: SHEKELL RD between GRIMES CANYON RD and BROADWAY RD

Include Intersection Related at Limit 1 (GRIMES CANYON RD): True

Include Intersection Related at Limit 2 (BROADWAY RD): True

Include Intersection Related at Intermediate Intersections: True

Sorted By: Date and Time

County of Ventura-PWA Traffic Engineering Section

From 1/1/2015 to 12/31/2020

Total Collisions: 19

Injury Collisions: 6

Fatal Collisions: 1

Collision Summary Report

1/18/22

BROADWAY RD from STOCKTON RD to GRIMES CANYON RD (E) Page 1 of 3

Party 1	Party 2	Date	Time	Day	Location	Object	Direction	Speed	Damage	Injury	Fatal	
15-02-048	2/12/2015	19:37	Thursday	BROADWAY RD - SHEKELL RD	Fixed Object	Unsafe Speed	0'	22350	Not Stated	Dark - No Street	Clear	Pty at Fault:1
Party 1	Driver	South	Ran Off Road			Age:			Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
	Veh Type:		Sobriety: HNBD			Assoc Factor:						No Injury
15-05-140	5/29/2015	02:50	Friday	BROADWAY RD - GRIMES CANYON RD (W)	Fixed Object	Improper Turning	15'	22107	West	Dark - No Street	Clear	Pty at Fault:1
Party 1	Driver	East	Other Unsafe Turning			Age:			Hit & Run: Misde	Property Damage Only	# Inj: 0	# Killed: 0
	Veh Type:		Sobriety: Impairment Not Kno			Assoc Factor:				Pickups & Panels		No Injury
15-10-302	10/20/2015	11:10	Tuesday	BROADWAY RD - GRIMES CANYON RD (W)	Other Motor Vehicle	Auto R/W Violation	1163'	21801A	East	Daylight	Clear	Pty at Fault:1
Party 1	Driver	West	Making Left Turn			Age:			Hit & Run: No	Fatal	# Inj: 1	# Killed: 1
	Veh Type:		Sobriety: HNBD			Assoc Factor:				Pickups & Panels		No Injury
16-02-202B	2/16/2016	06:20	Tuesday	GRIMES CANYON RD - BROADWAY RD (E)	Other Motor Vehicle	Auto R/W Violation	0'	21802A	Not Stated	Daylight	Clear	Pty at Fault:1
Party 1	Driver	North	Making Left Turn			Age:			Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
	Veh Type:		Sobriety: HNBD			Assoc Factor:				Pickups & Panels		No Injury
16-06-701	6/18/2016	21:45	Saturday	BROADWAY RD - GRIMES CANYON RD (E)	Fixed Object	Driving Under Influence	45'	23152A	West	Dark - No Street	Clear	Pty at Fault:1
Party 1	Driver	West	Proceeding Straight			Age:			Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
	Veh Type:		Sobriety: HBD Under Influence			Assoc Factor:				Pickups & Panels		No Injury
16-08-967	8/20/2016	11:25	Saturday	BROADWAY RD - GRIMES CANYON RD (W)	Bicycle	Improper Turning	0'	22107	Not Stated	Daylight	Clear	Pty at Fault:1
Party 1	Bicyclist	West	Making Left Turn			Age:			Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
	Veh Type:		Sobriety: HNBD			Assoc Factor:				Bicycle		No Injury
16-08-1004	8/29/2016	18:35	Monday	BROADWAY RD - STOCKTON RD	Fixed Object	Improper Turning	125'	22107	East	Daylight	Clear	Pty at Fault:1
Party 2	Driver	West	Proceeding Straight			Age:			Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
	Veh Type:		Sobriety: HNBD			Assoc Factor:				Cell Phone Not In Use		No Injury

BROADWAY RD from STOCKTON RD to GRIMES CANYON RD (E)

Party 1 Driver	East	Other	Age:						Passenger Car, Station Wagon, Jeep	No Injury
Veh Type: Passenger Car	Sobriety: HNBD	15:37	Friday	BROADWAY RD - STOCKTON RD	Assoc Factor: None Apparent			Cell Phone Not In Use		
90265623	Sideswipe	Other Motor Vehicle	Auto R/W Violation					Direction: East	Clear	Pty at Fault: 2
								Hit & Run: No	Other Visible Injury	# Inj: 1 # Killed: 0
Party 1 Driver	West	Proceeding Straight	Male	Age: 60	2012 HARL					Other Visible Injury
Veh Type: Motorcycle	Sobriety: HNBD	Making Right Turn	Assoc Factor: Not Stated							
Party 2 Driver	North	Making Right Turn	Male	Age: 26	1995 PETE					No Injury
Veh Type: Truck	Sobriety: HNBD	15:22	Wednesday	BROADWAY RD - GRIMES CANYON RD (W)	Assoc Factor: Not Stated					
17-06-0652	Broadside	Other Motor Vehicle	Auto R/W Violation					Direction: Not Stated	Daylight	Pty at Fault: 1
								Hit & Run: No	Property Damage Only	# Inj: 0 # Killed: 0
Party 1 Driver	West	Making Left Turn	Age:						Passenger Car, Station Wagon, Jeep	No Injury
Veh Type: Passenger Car	Sobriety: HNBD	13:40	Wednesday	BROADWAY RD - GRIMES CANYON RD (E)	Assoc Factor: None Apparent				Cell Phone Not In Use	
Party 2 Driver	East	Proceeding Straight	Age:						Pickups & Panels	No Injury
Veh Type: Pickup Truck	Sobriety: HNBD	12:22	Saturday	BROADWAY RD - STOCKTON RD	Assoc Factor: None Apparent				Cell Phone Not In Use	
18-02-0207	Overtaken	Non-Collision	Unsafe Speed					Direction: East	Daylight	Pty at Fault: 1
								Hit & Run: No	Severe Injury	# Inj: 1 # Killed: 0
Party 1 Driver	East	Proceeding Straight	Age:						Motorcycle	No Injury
Veh Type: Motorcycle	Sobriety: HNBD	13:40	Wednesday	BROADWAY RD - GRIMES CANYON RD (E)	Assoc Factor: None Apparent				Cell Phone Not In Use	
18-04-0488	Sideswipe	Other Motor Vehicle	Auto R/W Violation					Direction: Not Stated	Daylight	Pty at Fault: 1
								Hit & Run: No	Property Damage Only	# Inj: 0 # Killed: 0
Party 1 Driver	East	Making Right Turn	Age:						Truck Tractor	No Injury
Veh Type: Truck	Sobriety: HNBD	22:30	Tuesday	BROADWAY RD - GRIMES CANYON RD (W)	Assoc Factor: None Apparent				Cell Phone Not In Use	
Party 2 Driver	North	Proceeding Straight	Age:						Pickups & Panels	No Injury
Veh Type: Pickup Truck	Sobriety: HNBD	22:30	Tuesday	BROADWAY RD - GRIMES CANYON RD (W)	Assoc Factor: None Apparent				Cell Phone Not In Use	
90982633	Sideswipe	non-collision	Unsafe Speed					Direction: West	Dark - Street Light	Pty at Fault: 1
								Hit & Run: No	Property Damage Only	# Inj: 0 # Killed: 0
Party 1 Driver	East	Slowing/Stopping	Male	Age: 54	2004 DODGE				Pickups & Panels	No Injury
Veh Type: Pickup Truck	Sobriety: HNBD	17:55	Thursday	BROADWAY RD - STOCKTON RD	Assoc Factor: Not Stated				Not Stated	
Party 2 Driver	East	Slowing/Stopping	Male	Age: 35	1999 CHEV				Pickups & Panels	No Injury
Veh Type: Pickup Truck	Sobriety: HNBD	17:55	Thursday	BROADWAY RD - STOCKTON RD	Assoc Factor: Not Stated				Not Stated	
19-08-0910	Hit Object	Fixed Object	Unsafe Speed					Direction: West	Daylight	Pty at Fault: 1
								Hit & Run: No	Property Damage Only	# Inj: 0 # Killed: 0
Party 1 Driver	West	Ran Off Road	Age:						Passenger Car, Station Wagon, Jeep	No Injury
Veh Type: Passenger Car	Sobriety: HNBD	22:10	Friday	BROADWAY RD - GRIMES CANYON RD (W)	Assoc Factor: None Apparent				Cell Phone Not In Use	
19-11-1143	Hit Object	Fixed Object	Improper Turning					Direction: West	Dark - No Street	Pty at Fault: 1
								Hit & Run: Misde	Property Damage Only	# Inj: 0 # Killed: 0
Party 1 Driver	East	Other Unsafe Turning	Age:						Cell Phone Not In Use	No Injury
Veh Type:	Sobriety: Impairment Not Kno	22:10	Friday	GRIMES CANYON RD - BROADWAY RD (E)	Assoc Factor: None Apparent				Dark - No Street	Pty at Fault: 1
91144845	Hit Object	Fixed Object	Unsafe Speed					Direction: Not Stated	Raining	Pty at Fault: 1
								Hit & Run: No	Property Damage Only	# Inj: 0 # Killed: 0

HCS7 Two-Way Stop-Control Report

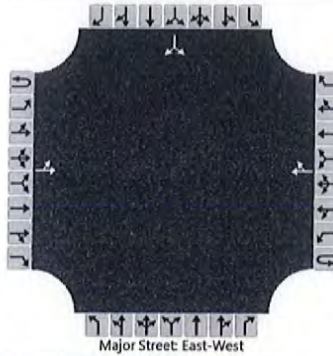
General Information

Analyst	Darryl F Nelson
Agency/Co.	ATE
Date Performed	2/20/2022
Analysis Year	2022
Time Analyzed	Existing Peak Hour
Intersection Orientation	East-West
Project Description	Warped Paintball Park

Site Information

Intersection	Broadway/Road/Shekell Roa
Jurisdiction	Ventura County
East/West Street	Broadway Road
North/South Street	Shekell Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		3	40				60	3						4		6
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

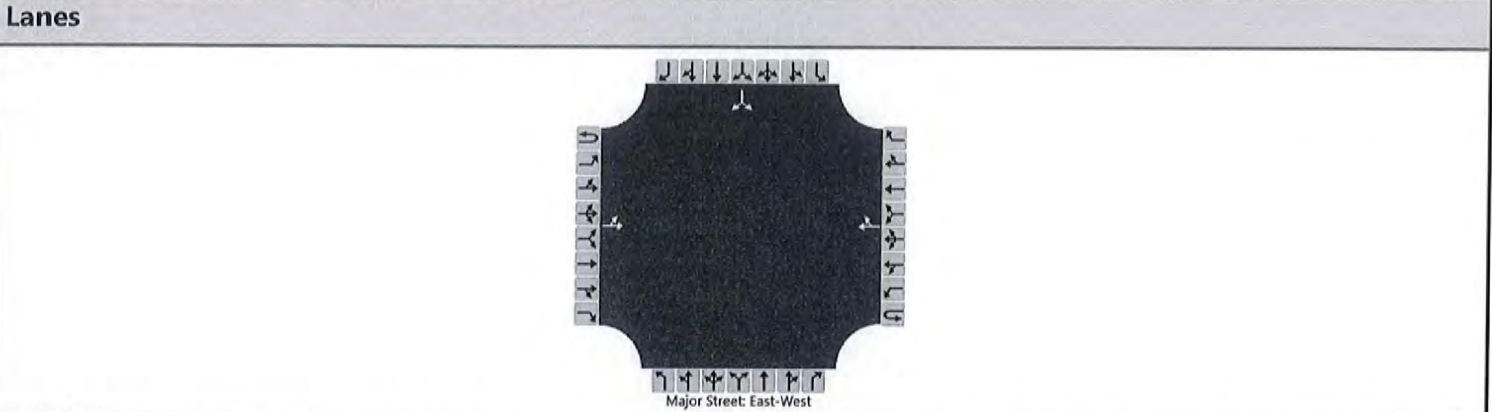
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3														11	
Capacity, c (veh/h)		1526														943	
v/c Ratio		0.00														0.01	
95% Queue Length, Q ₉₅ (veh)		0.0														0.0	
Control Delay (s/veh)		7.4														8.9	
Level of Service (LOS)		A														A	
Approach Delay (s/veh)		0.5												8.9			
Approach LOS		A												A			

Average Weighted Delay = 8.6 sec. (LOS A)

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Darryl F Nelson	Intersection	Broadway/Road/Shekell Roa
Agency/Co.	ATE	Jurisdiction	Ventura County
Date Performed	2/20/2022	East/West Street	Broadway Road
Analysis Year	2022	North/South Street	Shekell Road
Time Analyzed	Existing Peak Hour <i>+ Project</i>	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Warped Paintball Park		



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	
Configuration		LT						TR							LR	
Volume (veh/h)		55	40				60	3						4		50
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		60														59	
Capacity, c (veh/h)		1526														967	
v/c Ratio		0.04														0.06	
95% Queue Length, Q ₉₅ (veh)		0.1														0.2	
Control Delay (s/veh)		7.5														9.0	
Level of Service (LOS)		A														A	
Approach Delay (s/veh)		4.4												9.0			
Approach LOS														A			

Average-Weighted Delay = 8.2 sec. LOS A

Spot Speed Study

Prepared by: National Data & Surveying Services

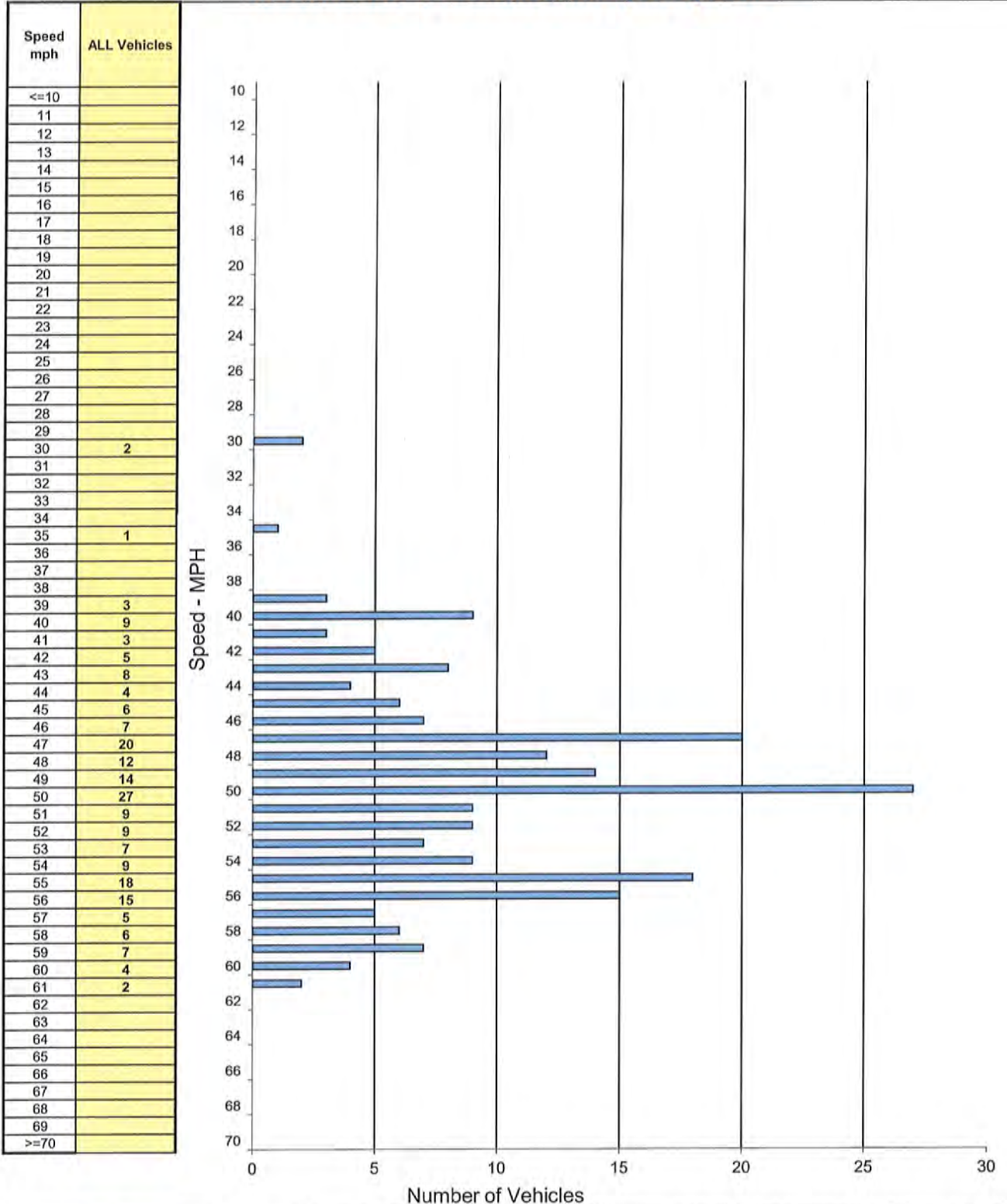
City of Moorpark

DATE: 1/22/2022
TIME: 10:00-12:00

Location: 8800 Grimes Canyon Rd
Posted Speed: 45 MPH Clear/Dry

Project #: 22-050003-001

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	212	30 - 61	50 mph	56 mph	47 - 56	140	66%	22% / 48	12% / 24

Spot Speed Study

Prepared by: National Data & Surveying Services

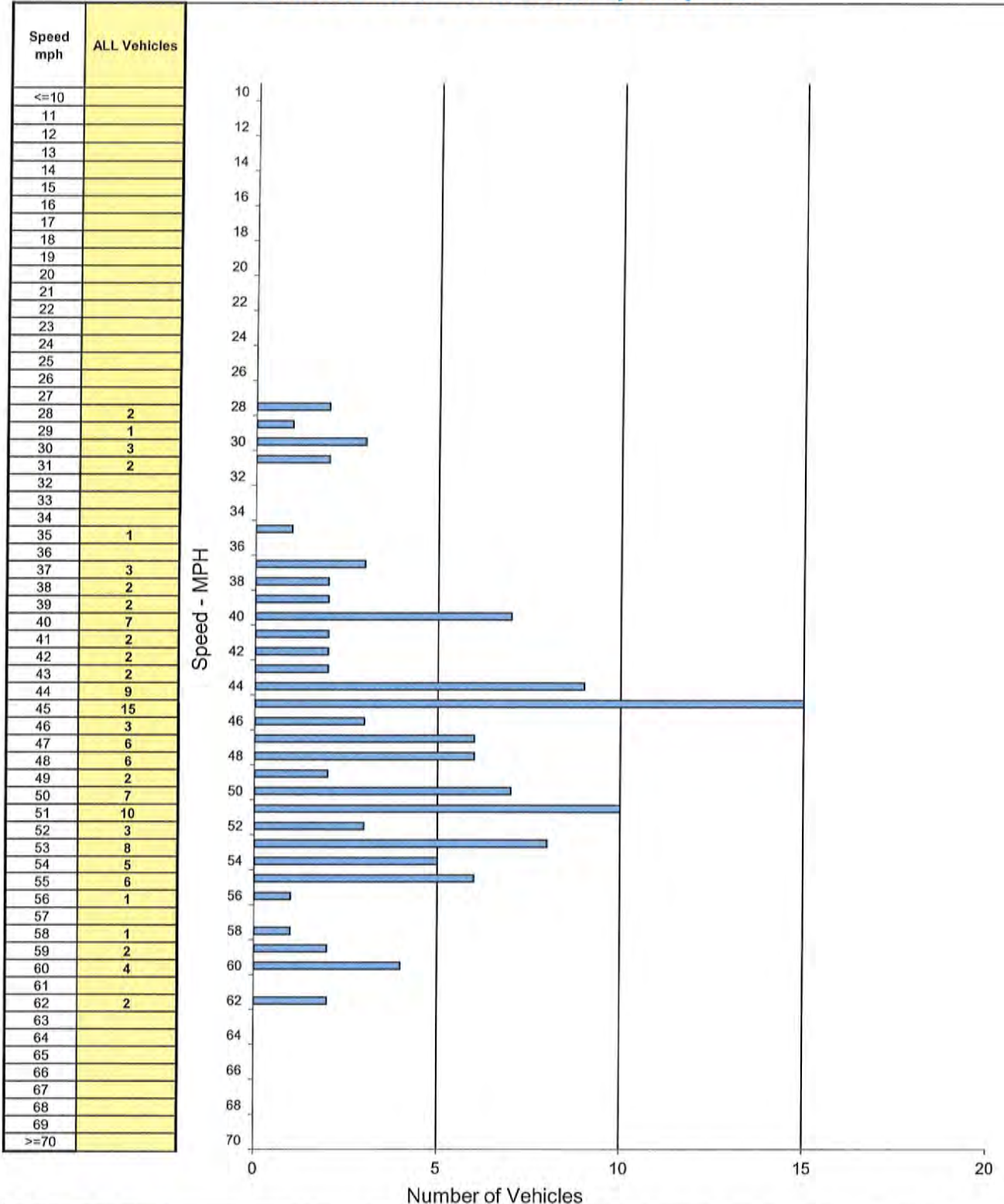
City of Moorpark

DATE: 1/22/2022
TIME: 12:10-14:10

Location: 11070 Broadway Rd
Posted Speed: None Clear/Dry

Project #: 22-050003-002

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	119	28 - 62	47 mph	54 mph	44 - 53	69	58%	24% / 29	18% / 21