

WE THE PEOPLE
of Ventura, in order to
ensure that our City
continues to be a great place
for us to live ...



ACHIEVING THE VISION
2005 ventura general plan

CITY OF SAN BUENAVENTURA

2005 VENTURA GENERAL PLAN

ADOPTED AUGUST 8, 2005

RESOLUTION NOS.2005-072 AND 2005-073

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...and to the countless citizens who gave their time and energy towards the making of this plan.

This plan is dedicated to the citizens of Ventura.

August 8, 2005

In loving memory of Roma Armbrust and
Dennis R. Mackay

Table of Contents

OVERVIEW	1	Infill First.....	3-1
Goals for Our Future.....	2	21 st Century Tool Kit.....	3-7
Introduction and Background.....	4	Neighborhoods: The Basic Building Blocks of Community	3-7
The Ventura General Plan	5	Planning Designations & Transect Zones	3-14
Vision Goals	6	Districts, Corridors, & Neighborhood Centers	3-18
Building on the Vision	8	Special Topics	3-23
Plan Format	9	Agricultural Lands	3-23
California Coastal Act	12	Growth Management.....	3-23
Long Term Potential Expansion Strategy	3-24	Policies and Actions	3-25
Housing Element Goals and Policies	3-28		
1. OUR NATURAL COMMUNITY	1-1	4. OUR ACCESSIBLE COMMUNITY	4-1
Natural Context.....	1-1	An Integrated Mobility System.....	4-1
Coastal Resources	1-2	Travel Modes.....	4-3
Hillsides	1-3	Policies and Actions	4-9
Rivers and Barrancas	1-4		
Resource Conservation	1-4	5. OUR SUSTAINABLE INFRASTRUCTURE	5-1
Policies and Actions	1-5	Essential Support Systems	5-1
2. OUR PROSPEROUS COMMUNITY	2-1	Water Supply	5-1
Adapting in the 21 st Century	2-1	Wastewater Treatment.....	5-3
Economic Challenges.....	2-2	Storm Drainage	5-4
Pillars of Prosperity.....	2-3	Policies and Actions	5-5
Policies and Actions	2-5		
3. OUR WELL PLANNED AND DESIGNED COMMUNITY	3-1		
Our City.....	3-1		

6. OUR ACTIVE COMMUNITY 6-1
 Higher Standards..... 6-1
 City Parks and Open Space 6-2
 Recreation Programs..... 6-4
 Policies and Actions..... 6-5

7. OUR HEALTH & SAFE COMMUNITY 7-1
 Community Wellness 7-1
 Geological and Flood Hazards 7-2
 Fire and Emergency Response 7-3
 Police Protection..... 7-4
 Noise..... 7-5
 Hazardous Materials 7-7
 Policies and Actions..... 7-8

8. OUR EDUCATED COMMUNITY 8-1
 Lifelong Learning 8-1
 Leveraging Our Assets 8-1
 Libraries of the Future..... 8-3
 City and Community Programs 8-3
 Policies and Actions..... 8-4

9. OUR CREATIVE COMMUNITY 9-1
 A Rich Foundation 9-1
 Historic Context 9-1
 Arts and Culture..... 9-3
 Policies and Actions..... 9-5

10. OUR INVOLVED COMMUNITY..... 10-1
 Civic Engagement 10-1
 Policies and Actions 10-4

APPENDICES

Summary of Actions A-1
 Save Our Agricultural Resources B-1
 Hillside Voter Participation Area..... C-1
 Ventura Community Park SOAR Amendment..... D-1
 First Assembly of God Land Initiative..... E-1

ATTACHMENTS

Glossary of Terms F-1
 21st Century Tool Kit..... G-1

TABLES

Table 1 General Plan Organization 10
 Table 3-1 Potential Development Based on
 Carry Capacity of Land Area 3-3
 Table 3-2 Predicted Development Intensity
 and Pattern 3-4
 Table 4-1 Thoroughfare Sizes and Types..... 4-7
 Table 5-1 Historic and Projected Water
 Production..... 5-2

Table 5-2 Wastewater Treatment Facilities.....5-3	Figure 7-1 Natural Hazards..... 7-12
Table 6-1 Park Acreage per 1,000 Population6-1	Figure 7-2 Fire Response Time 7-13
Table 6-2 City Park Facilities6-3	Figure 7-3 Noise Contours..... 7-14
Table 7-1 Typical Noise Levels7-5	Figure 9-1 Historic Districts and Sites..... 9-7
Table 7-2 Acceptable Noise Levels.....7-6	
Table 8-1 Education Level8-1	
Table 8-2 Private Schools8-1	
Table 8-3 Ventura Unified School District Enrollment..... 8-2	
Table 8-4 Public School Demand..... 8-2	
Table 8-5 Local Libraries..... 8-3	
Table 9-1 Key Historical and Cultural Sites..... 9-1	
Table 9-2 Art and Cultural Institutions..... 9-4	

FIGURES

Figure 3-1 Infill Areas 3-5
Figure 3-2 Pedestrian Shed 3-8
Figure 3-3 Planning Communities 3-10
Figure 3-4 The Transect..... 3-17
Figure 3-5 General Plan Diagram 3-22
Figure 4-1 Bicycle Facilities..... 4-13
Figure 4-2 Bus and Rail Routes 4-14
Figure 4-3 Roadway Classification Plan..... 4-15
Figure 6-1 Public Facilities 6-7



"The building of cities is one of man's greatest achievements. The form of his city always has been and always will be a pitiless indicator of the state of his civilization. This form is determined by the multiplicity of decisions made by the people who live in it."

— Edmund N. Bacon
Design of Cities, 1967

We, the people of Ventura, in order to ensure that our City remains a great place for us to live ...



. . . establish these goals for our community's future:

OUR NATURAL COMMUNITY

Our goal is to be a model for other communities of environmental responsibility, living in balance with our natural setting of coastline, rivers, and hillside ecosystems.

OUR PROSPEROUS COMMUNITY

Our goal is to attract and retain enterprises that provide high-value, high wage jobs; to diversify the local economy; to increase the local tax base; and to anticipate our economic future in order to strengthen our economy and help fund vital public services.

OUR WELL-PLANNED COMMUNITY

Our goal is to protect our hillsides, farmlands, and open spaces; enhance Ventura's historic and cultural resources; respect our diverse neighborhoods; reinvest in older areas of our community; and make great places by insisting on the highest standards of quality in architecture, landscaping and urban design.

OUR ACCESSIBLE COMMUNITY

Our goal is to provide residents with more transportation choices by strengthening and balancing bicycle, pedestrian and transit connections in the City and surrounding region.

OUR SUSTAINABLE INFRASTRUCTURE

Our goal is to safeguard public health, well being and prosperity by providing and maintaining facilities that enable the community to live in balance with natural systems.

OUR ACTIVE COMMUNITY

Our goal is to add to and enhance our parks and open spaces to provide enriching recreation options for the entire community.

OUR HEALTHY AND SAFE COMMUNITY

Our goal is to build effective community partnerships that protect and improve the social well being and security of all our citizens.

OUR EDUCATED COMMUNITY

Our goal is to encourage academic excellence and life-long learning resources to promote a highly-educated citizenry.

OUR CREATIVE COMMUNITY

Our goal is to become a vibrant cultural center by weaving the arts and local heritage into everyday life.

OUR INVOLVED COMMUNITY

Our goal is to strive to work together as a community to achieve the Ventura Vision through civic engagement, partnerships, and volunteer service.

State law requires each California city to adopt a comprehensive, long-term General Plan for the physical development of the community that guides local decision-making by expressing community goals about the future distribution and character of land uses and activities. The plan should be comprehensive by both covering the City's entire planning area and addressing the broad range of issues facing the community, including physical, social, aesthetic and economic concerns. The plan must be internally consistent and serve as a long-term guide, establishing policies for day-to-day land use decisions over an approximately 20-year period.

Introduction and Background

“To remain successful, Ventura must periodically renew itself, re-examine its goals and create a shared vision to guide the community into the future.”

With these opening words, the citizens of our community proclaimed the **Ventura Vision**, which was unanimously accepted by the City Council in March 2000. That landmark report captured the results of “a partnership encompassing city government, non-profit organizations, community groups, businesses, schools and individual residents to chart the community’s future through a process of visioning.”

Building on that shared vision, the City embarked on an effort to revise the 1989 Comprehensive Plan that served as the General Plan that all cities are required by State law to use to guide land use, transportation and other important policy decisions. This new General Plan is the culmination of that effort to translate the Ventura Vision into a coherent and comprehensive implementation plan to guide future development and preservation.

Throughout the visioning process and at the ballot box, Ventura residents have made clear we want a well-planned approach to managing growth. We don’t want continued suburban sprawl paving over farm land and sensitive hillside areas. Instead, we want vacant or run-down properties to be improved with high quality “infill” to provide new jobs, new homes and new stores and services.

Managing growth to improve our quality of life and standard of living is the smart thing to do.

Ventura residents don’t want uncontrolled growth and suburban sprawl. We also don’t want traffic gridlock, more “cookie cutter” tract houses or housing prices that make Ventura unaffordable for working families. By targeting new development to areas that would benefit from reinvestment – and by respecting our historic character and sense of place – “smart growth” is a better alternative.

Our vision is for a prosperous and well-planned community.

Smart Growth emphasizes reusing existing buildings and land, revitalizing our historic downtown and neighborhoods, and protecting the environment for future generations. Smart Growth channels new businesses and homes into appropriate areas. It also provides options for public transportation, creates neighborhoods where homes are in walking distance of local services and ensures green space for public use.

We seek to protect and enhance our unique “sense of place”

that builds on our pride in Ventura’s history and natural setting. Instead of new development that looks like everywhere else, our vision is for interesting, unique neighborhoods and districts, which reflect our values and heritage. The policies for pursuing these goals are spelled out in this new General Plan.

The Ventura General Plan

The *2005 Ventura General Plan* is the second in a series of three connected documents that will guide future conservation and change in the city. The *Ventura Vision* set the stage for this plan and enumerated four overarching principles that were affirmed by the community to guide Ventura into the future:

- Reach broadly and deeply into the community.
- Build on existing cultural, natural, and economic assets.
- Emphasize and encourage connections within the community.
- Work proactively and collaboratively to achieve the community's shared vision.

The final piece of the trilogy is a form-based *Development Code*. This code represents a new approach to zoning that prioritizes the appearance of development, while still ensuring that neighboring land uses are compatible and appropriate.

The *General Plan* will be put into action through the *Development Code* and a variety of other mechanisms, such as a mobility plan, specific plans, community plans, and capital improvement projects that will together shape the future of Ventura. The *General Plan* purposefully anticipates the *Code* focusing on the districts, corridors, and neighborhood centers where future change will be most pronounced.

The following vision statements reflect a high level of community consensus about a desired future for Ventura.



In the future, Ventura is a community that...

Environment

- Seeks sustainability by simultaneously promoting ecological health, economic vitality, and social well-being for current and future generations.
- Acts as an environmentally responsible model for other coastal areas.
- Protects and restores the natural character of its beaches, ocean views, hillsides, barrancas, and rivers as a scenic backdrop for its high quality urban environment.

Economy

- Develops a flourishing and balanced economy by encouraging a broad range of high quality employment and entrepreneurial opportunities.
- Encourages private economic development that supports public services and amenities associated with high quality of life.
- Has a vital, prosperous, and stable economy while maintaining its small-town feel.
- Is noted for private and public sector cooperation that enhances economic vitality.
- Actively participates in regional economic development efforts.

Planning, Design, and Circulation

- Retains its character as an attractive coastal town by growing slowly and sustainably, and by emphasizing its history, diversity, and natural environment.
- Cherishes its distinctive, diverse, and eclectic neighborhoods, and preserves their character.
- Has safe, accessible, and balanced transportation that promotes multiple modes of travel to local and regional destinations.

Social Activity

- Is known as an inclusive, diverse, and tolerant place that welcomes and celebrates all people.
- Provides all residents access to quality and affordable health and social services.
- Recognizes the importance of children and seniors by providing exceptional cultural, educational, and social support programs.
- Offers a diverse range of active and passive recreation for residents and visitors of all ages and abilities.
- Is dedicated to educational excellence and an emphasis on lifelong learning.
- Celebrates and is enriched by the arts and diverse cultural opportunities.

Collaboration

- Encourages residents to collaborate with each other and City government in an informed, active, and constructive manner to assess and resolve common issues.



Building on the Vision

Following adoption of the *Ventura Vision*, the City Council established a 19-member Comprehensive Plan Advisory Committee (CPAC) to shape the *Vision* concepts into issues and priorities for revision of the 1989 Comprehensive Plan. The CPAC included representatives of varied interests, including neighborhoods, agriculture, seniors and schools, as well as one member from the Planning Commission and one from the City Council. The committee met more than 30 times over almost three years. During that effort, the City published the August 2002 *Comprehensive Plan Update Background Report*, which provides a highly detailed account and analysis of opportunities and constraints that affect planning and land use in Ventura. This ultimately led to their findings, contained in the September 2003 *CPAC Issues & Alternatives Report*.

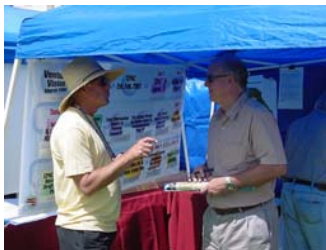
CPAC endeavored to create strategies to resolve planning and land use issues in Ventura utilizing the smart growth principles formulated by the U.S. Environmental Protection Agency:

- Mix land uses.
- Achieve compact building design.
- Provide a range of housing opportunities.
- Create walkable neighborhoods.
- Foster distinctive, attractive communities with a strong sense of place.
- Preserve open space, farmland, natural beauty, and critical environmental areas.
- Strengthen and direct development toward existing communities.

- Provide a variety of transportation choices.
- Make development decisions predictable, fair, and cost effective.
- Encourage community collaboration in planning decisions.

The recommendations of the CPAC were presented to the Planning Commission and City Council. After several months of reviewing the CPAC recommendations, the Planning Commission in December 2003 made some modifications to the CPAC's recommended land use scenario.

The City Council met 11 times from February through August 2004 to consider the CPAC and Planning Commission recommendations, review relevant data, and formulate broad goals, policies, and a diagram to guide growth and change in the City until 2025. In September 2004, the City Council established an ad-hoc General Plan Committee consisting of three Planning Commissioners and three City Council members to work with City staff and consultants to ensure that the *General Plan* would be completed expeditiously and with ample public participation, and to ensure open communication, transparency, and coordination among all parties interested in the creation of the *Plan*. All of the CPAC, Planning Commission, City Council, and General Plan Committee workshops, meetings, and hearings were open to the public and included significant, meaningful, and often extensive citizen input and participation.



Goals summarize how conservation, development, and future growth should occur by identifying physical, economic and social ends that the community wishes to achieve.

Policies establish basic courses of action for the Planning Commission and City Council to follow in working to achieve community goals, by directly guiding the response of elected and appointed officials to development proposals and related community actions.

Actions need to be undertaken by the City to implement policies.

Plan Format

The comprehensive and involved process of creating what is really a totally new (not just updated) *General Plan* – based on a new community vision and smart growth principles – resulted in a new set of goals, policies, and actions to guide future decision-making in Ventura that truly reflect the planning objectives of the community. These policy directives are organized by subject area in *General Plan* Chapters 1 through 10, which follow the organizational framework established in the *Ventura Vision* (see Table 1). Each topic is introduced with an overarching goal that carries forward the *Vision*, a description of issues needing resolution and methods for remedying them, and finally measurable policies and actions to achieve those solutions. Each of the policies contained within the Plan are intended to be understood and read with the following preface: “It is the intent of the City of San Buenaventura to...”. All of the actions are summarized in table form in Appendix A, along with the City department or division responsible for implementing each action and timeframe for completion. Also included in the Plan are the legally binding Appendices B through E. Attachment A is provided as a reference, while Attachment B is provided to serve as guidelines for future development until an update to the Zoning Ordinance is completed.

**Table 1
General Plan Organization**

Vision/General Plan Chapter	Required/<i>Optional</i> Elements	Examples of Topics Covered
1. Our Natural Community	Conservation Open Space	Open space, hillsides, watersheds, riparian areas, sensitive plants and animals
2. Our Prosperous Community	<i>Economic Development</i>	Commercial and industrial growth, economic diversification, job opportunities, tourism
3. Our Well-Planned and Designed Community	Land Use/ <i>Design</i> Housing <i>Park & Recreation</i>	Development patterns, neighborhoods, visual character, urban design, streetscapes, demographics, housing needs, affordability, constraints on production
4. Our Accessible Community	Circulation	Traffic, street network, parking, transit services, bike routes
5. Our Sustainable Infrastructure	Land Use	Water supply, wastewater treatment, drainage
6. Our Active Community	Land Use <i>Park & Recreation</i>	Park and recreation facilities, youth and senior programs
7. Our Healthy and Safe Community	Safety Noise Land Use	Development in hazardous areas, hazardous waste management, seismicity, flood control, water quality, brownfields, noise, police, fire, air quality
8. Our Educated Community	Land Use	Schools and libraries
9. Our Creative Community	<i>Culture</i>	Arts, events, community programs, cultural and historic resources
10. Our Involved Community	<i>Citizen Input</i>	Participation in governance

The format of the *General Plan* satisfies the State requirement that every general plan include policies for seven “elements,” as follows:

Land use – establishes the general distribution and intensity of land uses, including housing, commerce, industry, open space, education, and public facilities.

Circulation – identifies the location and type of existing and proposed highways, arterial and collector roadways, bicycle routes, and other transportation facilities.

Conservation – addresses treatment of natural and cultural resources, including watersheds, wetlands, trees, rivers and barrancas, and cultural and historic landmarks.

Housing – assesses current and projected housing needs of all segments of the community and identifies land to provide adequate housing to meet those needs. Although the City’s Housing Element and Technical Report is contained in a separate document to facilitate the frequent updating required by the State, the goals, policies and programs of the Housing Element must be and are consistent with the goals, policies, and actions of the *2005 Ventura General Plan*. (See Chapter 3, page 3-28, for 2004 Housing Element Goals and Policies.)

Noise – appraises noise sources in the community and develops means to mitigate nuisances.

Open Space – details techniques for preserving open space areas for natural resources, outdoor recreation, public health and safety, and agricultural activities.

Safety – establishes policies to protect the community from risks associated with seismic, geologic, flood, fire, and other hazards.

The *General Plan* also contains a number of special elements that aren’t required by State law but are integral to the unique identity of Ventura. These cover a range of topics including education, recreation, arts and culture, and community involvement in local government. Another chapter treats the very important subject of the local economy, providing guidance to citizens, City staff and policy makers regarding strategies and priorities for economic development in Ventura.



California Coastal Act

The *General Plan* also satisfies State requirements for the City's **Local Coastal Program** in accordance with the California Coastal Act (*Public Resources Code § 30000 et seq.*). Actions in the *General Plan* that affect coastal resources are intended to become part of the Land Use Plan of the Local Coastal Program, which will be accomplished through specific or community plans for those areas. These actions are identified with the logo of the California Coastal Commission (which oversees all Local Coastal Programs). The basic goals of the State for the coastal zone are to:

- Protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.
- Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
- Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of the private property owners.

- Assure priority for coastal-dependent and coastal-related development over other development on the coast.
- Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.
(*Public Resources Code § 30001.5*)





"As age comes on, one source of enjoyment after another is closed, but Nature's sources never fail. Like a generous host, she offers her brimming cups in endless variety, served in a grand hall, the sky its ceiling, the mountains its walls, decorated with glorious paintings and enlivened with bands of music ever playing."

— John Muir
20th Century Naturalist

1. OUR NATURAL COMMUNITY

Our goal is to be a model for other communities of environmental responsibility, living in balance with our natural setting of coastline, rivers, and hillside ecosystems.

Natural Context

Ventura's natural setting is one of its greatest assets, and preserving the environment is a top community priority. Situated between the ocean, hills, and two rivers, the city affords its residents and visitors with a significant amount of accessible, beautiful, and biologically diverse open space. Although a number of programs are in place to protect coastal and watershed ecosystems and to maintain and preserve existing open lands, some natural features in and around the city have been compromised by the impacts of human activity.

As in many communities across the nation, concern is growing in Ventura about human impacts on natural resources. The historic spread of local development has given rise to grassroots efforts aimed at preserving Ventura's viable agricultural land, open space, and hillsides. The 1995 Save Our Agricultural Resources initiative (see Appendix B) and the 2001 Hillside Voter Participation Area (Appendix C) measure require voter approval before the city can expand into open space areas. The Ventura Hillsides Conservancy formed in 2003 seeks to preserve local hillsides, canyons, and open space.

Ventura, Oxnard, Ventura County, and the County Local Agency Formation Commission have adopted agreements to preserve agricultural and open space land located between the cities. A change that amends these greenbelts requires the approval of all signatories.

Protecting Ventura's fragile natural resources is a fundamental focus of the *2005 Ventura General Plan*. Policies and actions in this chapter intend to ensure that coastal, hillside, and watershed features are preserved, remain visible and accessible, and demarcate boundaries for urban development to define and enhance the city's identity.



The community cherishes the shoreline as one of Ventura's best features. Coastal facilities in the city include:

- Emma Wood State Beach
- Ventura Seaside Park and Fairgrounds
- Surfers Point at Seaside Park
- Beachfront Promenade Park
- San Buenaventura State Beach
- Pierpont Community Beach
- Marina Beach/Cove Port District Beach
- Channel Islands National Park Headquarters
- Surfers Knoll
- Santa Clara River Mouth

Coastal Resources

Ventura boasts seven miles of beautiful sand beaches and valuable shoreline habitat. This “string of pearls” has long been identified by the community as one of the city’s most prized features. At its eastern end, the Ventura Harbor offers opportunities for residents and visitors to explore the local marine environment, including the Channel Islands National Park and Marine Sanctuary. Elsewhere along the coast, shoreline and dune habitat provide nesting, feeding, and mating grounds for a wide variety of wildlife, including threatened or endangered species such as the western snowy plover and the least tern.

Shoreline conservation programs underway include the Surfers Point Managed Shoreline Retreat, San Buenaventura State Beach restoration, Ventura Harbor wetland rehabilitation, and coastline water quality monitoring. The City will continue to invest in restoration to enhance the shoreline ecosystem, with the actions in this chapter augmenting current efforts.



Hillsides

The hills of the Transverse Range rise 1,200 feet above Ventura, providing an important visual backdrop that frames the City. Not only do these hills provide residents and visitors with scenic vistas, they are also part of a larger integrated ecosystem comprised by the hillsides, coastal areas, rivers and barrancas that together provide a rich habitat for many species. It is vital to the community that these hillsides that lie outside the city limits (with a County land use designation of either Open Space or Agriculture), are protected and preserved.

These hillsides, by definition, are coterminous with the Hillside Voter Participation Area, and comprise the Hillside Open Space community as depicted on the General Plan Diagram (page 3-22). Because the Hillside Voter Participation Area measure prohibits the extension of City urban services to the hillsides through 2030 without voter approval, the General Plan Diagram identifies the hillsides affected by the measure with a Planning Designation of Open Space. The full text and map of the Hillside Voter Participation Area appears in Appendix C (as required by the act). This chapter calls working with land conservation organizations to establish a Ventura hillsides preserve, and Chapter 6, *Our Active Community*, contains actions to work with the County to create public trails in the hillsides.

Definitions for “Hillside Open Space,” “Hillside Area,” “hillsides,” and “Hillside Voter Participation Area” can be found in the Glossary (Attachment A).





Rivers and Barrancas

The Ventura River flows south to the Pacific Ocean along the western edge of the city, and the Santa Clara River bisects the Oxnard coastal plain south of Ventura. A series of seasonal watercourses called barrancas traverse the city in narrow incised drainage channels running down from the hillsides. The rivers and barrancas and their larger watersheds provide undeveloped open space, riparian vegetation, wildlife habitat and corridors, recreational opportunities, and aesthetic beauty.

Where local watercourses have not been channelized, riparian trees and shrubs grow in fringing woodlands and thickets. Several sensitive bird species breed in these areas, including the least Bell's vireo, willow flycatcher, yellow warbler, and yellow-breasted chat. Steelhead and rainbow trout seasonally inhabit both the Ventura and Santa Clara Rivers.

Riparian and freshwater marsh areas in Ventura represent only a remnant of pre-human coverage, but the City has initiated conservation and restoration efforts such as the Ventura River Estuary Program to help reverse this trend. The estuaries at the mouths of the Ventura and Santa Clara Rivers serve as breeding grounds and feeding areas for migratory and resident shorebirds and waterfowl, as well as home to many terrestrial animals, fish, and free-swimming invertebrates.


Actions in this chapter – such as maintaining adequate buffers from watercourses, requiring


restoration of natural drainage features, and prohibiting the placement of manmade materials in drainages – can protect and improve water and habitat quality in local watersheds. The bolder action of removing concrete channel structures would further enhance natural functions and aesthetics.


Resource Conservation


As Ventura continues to grow, conserving resources, increasing energy efficiency, and achieving environmental sustainability become ever more important. The City desires to incorporate green building measures into the design, construction, and maintenance of public and private buildings which can result in significant cost savings and promote overall health and productivity of residents, workers, and visitors to the city. Raising conservation awareness can help minimize waste and pollution released into the natural environment. Improving energy efficiency in buildings, expanding recycling programs, and reducing transportation-related energy consumption will make the city a greener place. The policies and actions in this chapter provide clear direction to guide conservation, green practices, and responsible use of resources.


Policy 1A: Reduce beach and hillside erosion and threats to coastal ecosystem health.

Action 1.1: Adhere to the policies and directives of the California Coastal Act in reviewing and permitting any proposed development in the Coastal Zone. 

Action 1.2: Prohibit non-coastal-dependent energy facilities within the Coastal Zone, and require any coastal-dependent facilities including pipelines and public utility structures to avoid coastal resources (including recreation, habitat, and archaeological areas) to the extent feasible, or to minimize any impacts if development in such areas is unavoidable. 

Action 1.3: Work with the State Department of Parks and Recreation, Ventura County Watershed Protection Agency, and the Ventura Port District to determine and carry out appropriate methods for protecting and restoring coastal resources, including by supplying sand at beaches under the Beach Erosion Authority for Control Operations and Nourishment (BEACON) South Central Coast Beach Enhancement program. 


Action 1.4: Require new coastal development to provide non-structural shoreline protection that avoids adverse impacts to coastal processes and nearby beaches. 


Action 1.5: Collect suitable material from dredging and development, and add it to beaches as needed and feasible. 


Action 1.6: Support continued efforts to decommission Matilija Dam to improve the sand supply to local beaches. 


Action 1.7: Update the Hillside Management Program to address and be consistent with the Planning Designations as defined and depicted on the General Plan Diagram.

Policy 1B: Increase the area of open space protected from development impacts.

Action 1.8: Buffer barrancas and creeks that retain natural soil slopes from development according to State and Federal guidelines. 

Action 1.9: Prohibit placement of material in watercourses other than native plants and required flood control structures, and remove debris periodically. 

Action 1.10: Remove concrete channel structures as funding allows, and where doing so will fit the context of the surrounding area and not create unacceptable flood or erosion potential. 

Action 1.11: Require that sensitive wetland and coastal areas be preserved as undeveloped open space wherever feasible and that future developments result in no net loss of wetlands or “natural” coastal areas. 

Action 1.12: Update the provisions of the Hillside Management Program as necessary to ensure protection of open space lands.

Action 1.13: Recommend that the City's Sphere of Influence boundary be coterminous with the existing City limits in the hillsides in order to preserve the hillsides as open space.

Action 1.14: Work with established land conservation organizations toward establishing a Ventura hillsides preserve.

Action 1.15: Actively seek local, State, and federal funding sources to achieve preservation of the hillsides.

Policy 1C: Improve protection for native plants and animals.

Action 1.16: Comply with directives from regulatory authorities to update and enforce stormwater quality and watershed protection measures that limit impacts to aquatic ecosystems and that preserve and restore the beneficial uses of natural watercourses and wetlands in the city.

Action 1.17: Require development to mitigate its impacts on wildlife through the development review process.

Action 1.18: Require new development adjacent to rivers, creeks, and barrancas to use native or non-invasive plant species, preferably drought tolerant, for landscaping.

Action 1.19: Require projects near watercourses, shoreline areas, and other sensitive habitat areas to include surveys for State and/or federally listed sensitive species and to provide appropriate

buffers and other mitigation necessary to protect habitat for listed species.

Action 1.20: Conduct coastal dredging in accordance with the U.S. Army Corps of Engineers and California Department of Fish and Game requirements in order to avoid impacts to sensitive fish and bird species.

Action 1.21: Work with State Parks on restoring the Alessandro Lagoon and pursue funding cooperatively.

Action 1.22: Adopt development code provisions to protect mature trees, as defined by minimum height, canopy, and/or trunk diameter.

Action 1.23: Require, where appropriate, the preservation of healthy tree windrows associated with current and former agricultural uses, and incorporate trees into the design of new developments.

Action 1.24: Require new development to maintain all indigenous tree species or provide adequately sized replacement native trees on a 3:1 basis.


Policy 1D: Expand the use of green practices.

Action 1.25: Purchase and use recycled materials and alternative and renewable energy sources as feasible in City operations.


Action 1.26: Reduce pesticide use in City operations.


Action 1.27: Utilize green waste as biomass/compost in City operations.

Action 1.28: Purchase low-emission City vehicles, and convert existing gasoline-powered fleet vehicles to cleaner fuels as technology becomes available.

Action 1.29: Require all City funded projects that enter design and construction after January 1, 2006 to meet a design construction standard equivalent to the minimum U.S. Green Building Council LEED™ Certified rating in accordance with the City's Green Building Standards for Private and Municipal Construction Projects. 

Action 1.30: Provide information to businesses about how to reduce waste and pollution and conserve resources.

Action 1.31: Provide incentives for green building projects in both the public and private sectors to comply with either the LEED™ Rating System, California Green Builder, or the Residential Built Green program and to pursue registration and certification; incentives include “Head-of-the-Line” discretionary processing and “Head-of-the-Line” building permit processing. 

Action 1.32: Apply for grants, rebates, and other funding to install solar panels on all City-owned structures to provide at least half of their electric energy requirements. 

Action 1.33: Publicly acknowledge individuals and businesses that implement green construction and building practices.



"Every increment of construction should be done in such a way as to heal the city."

— Christopher Alexander
Author of *A Pattern Language*, 1977

CITY OF
VENTURA

OUR PROSPEROUS COMMUNITY
ventura's general plan

2. OUR PROSPEROUS COMMUNITY

Our goal is to attract and retain enterprises that provide high-value, high wage jobs; to diversify the local economy; to increase the local tax base; and to anticipate our economic future in order to strengthen our economy and help fund vital public services.

Adapting in the 21st Century

Great communities are prosperous communities. A successful city brings people, institutions, ideas, and capital together in creative ways that enrich the lives of those who live and work there. In today's global economy, high-wage high-value jobs are the foundation of the prosperity that instills a city with the financial resources necessary to provide high quality of life and excellent community amenities.

Ventura has been blessed with a history of prosperity, thanks in large part to success in harnessing the area's natural assets for economic benefit. For most of the 20th Century, Ventura was sustained largely by its role as the hub of the region's oil and agriculture industries. These two sectors not only provided a stable source of jobs and business opportunities, but also helped to shape Ventura's role as the legal, governmental, and cultural center of the County.

In the 21st Century, however, Venturans can't take continued prosperity for granted. Competition occurs regionally, nationally, and globally for innovative businesses, top talent, and

good jobs. The community must build on its resources and constantly be on the lookout for new economic opportunities.

County government will likely remain the city's largest employer, providing an important element of economic stability, but government employment is not likely to grow significantly. Oil and agriculture will continue to be important, but their roles are diminishing. While Ventura is a regional center for healthcare, that industry will continue to face intense pressures to reduce costs. Still, the City of Ventura is positioned to move into an era dominated by innovation and reliant on emerging technologies. Cities and regions that excel in the "New Economy" promote high tech industries and boast a high quality of life. Likewise, to remain competitive, Ventura must continue to support economic development, but also create a more attractive living environment, including by providing appropriate housing for all segments of the local workforce. Efforts to boost economic development must be supported by a high quality of life, including a thriving cultural arts scene, award winning schools, and an engaged community. Tourism is also a strong market for Ventura. The beaches, museums, downtown, harbor and the nearby Channel Islands National Park attract more than 1.5 million visitors a year.

The policies and actions in this chapter seek to identify business niches that can thrive locally to diversify the economic base and ensure future community prosperity.

Economic Challenges

Ventura faces a variety of interrelated challenges to continued economic vitality, including:

1. Capturing a share of high-value job markets, such as biotechnology, computer software, communications, entertainment, multimedia, education, and business and financial services.
2. Diversifying the local economy to reduce dependence on the service, retail, and government sectors.
3. Building on the success of the tourism, manufacturing, business, and financial services sectors through marketing and job training programs that will ensure retention and attraction of these enterprises.
4. Finding appropriate locations for commercial and industrial land, including through revitalization opportunities in the Westside and Downtown and possibly via annexations of sites in the North Ventura Avenue and 101 Business Corridor areas.
5. Expanding the retail base, because sales tax represents a major City revenue source.
6. Providing housing for the full range of workforce households at all income levels.
7. Providing adequate infrastructure and financing resources.

Meeting all of these challenges in an integrated, strategic manner will be necessary to achieve long-term economic stability and success. The City must endeavor to identify the businesses most likely to remain and grow in an area that has very high costs – especially for housing – but also has outstanding community amenities, including good weather, a spectacular natural setting, and a safe and desirable community fabric.

The *Ventura Vision* calls for targeting industries that demonstrate the greatest promise for long-term community prosperity by:

- Providing high-wage, high skilled jobs,
- Possessing a local competitive advantage in the global economy,
- Being committed to local responsibility,
- Growing from local ownership, control or management,
- Practicing environmental leadership in their markets, and
- Strengthening the community's creative, cultural identity.

The *Vision* also offers principles for the City to pursue in charting future strategies for economic development:

- Encourage a broad range of high-quality employment and entrepreneurial opportunities.
- Encourage private economic prosperity that can support public services and quality-of-life amenities.

- Develop a vital, prosperous, and stable economy while maintaining a “small-town” flavor.
- Encourage the public and private sectors to work together to achieve prosperity.
- Participate constructively in regional economic development efforts.

Implementing these strategies will not be simple or easy. For one reason, California’s current tax system contains provisions that result in some of the lowest-paying economic sectors providing the city with the most tax revenue, and vice versa.

Pillars for Prosperity

Community prosperity is not something that a city government can create by itself. Any successful economic development effort requires the participation of many partners, including community-based business organizations, educational and training institutions, venture capitalists, individual entrepreneurs and business owners, networks of suppliers, and other government agencies that have a mission to enhance prosperity.

Together, the City and its economic partners must ensure that the building blocks for community prosperity are in place. These foundations include organizations and institutions that can coordinate local economic development efforts, as well as land and other economic infrastructure required to make Ventura an attractive business location.

This organizational infrastructure is evolving in Ventura. Business groups such as the Chamber of Commerce and the Ventura County Economic Development Association (a countywide group) are already active, but a wider network is needed to assemble the resources and capacity of entrepreneurs, venture capitalists, educators, and other stakeholders in building a healthy business climate. Greater synergy is needed among the area’s higher education institutions – including California State University Channel Islands, Ventura College, Brooks Institute, and satellite campuses of other colleges and universities.

Appropriate and sufficient land will also be necessary to ensure continued economic prosperity over the next 20 years, even as we seek to protect open space and combat sprawl. Demand for land to support retail and office development is likely to outstrip current supply unless allowable building intensities are significantly increased. While some increased density is likely, and some older industrial land may be recycled for new business uses, the City must take care to reserve sufficient land for these purposes – especially in an environment where short-term pressure is likely to encourage conversion of land to commuter housing.

Thus, the strategy for community prosperity must be coordinated with area-specific planning efforts, especially on the Westside (where industrial land is likely to be recycled), Downtown (which must stress office, studio, and retail business growth as well as an emerging residential component), and in the 101 Corridor between Mills Road and

Johnson Drive (where most of the city's business activity now takes place). The City will advance on a set of defined focused areas:

Auto Center – efforts over the short term will focus on making the area a regional retail destination. The City will strengthen its partnership with Auto Center dealers to realize beautification projects and facilitate land use entitlements for additional dealerships.

McGrath Property – the 76-acre site provides Ventura with the very best opportunity to attract new industry with high-value, high-wage jobs. The City and property owners will work on securing project entitlement approvals and recruiting desired tenants. The objective is to attract targeted industries and provide the impetus for initial site development over the short-term.

Westside – the feasibility of establishing a redevelopment project area will be considered by the City and Westside citizens. Such legal designation would provide the resources needed to leverage and implement planned initiatives in various Westside plans. Brownfield reuse efforts will also continue to secure funding for much needed site assessment and remediation activities.

Upper North Avenue – the objective is to transform this area from an oilfield industrial area to a dynamic economic engine. Development efforts will address reuse of the former USA Petroleum site, including and evaluation of the

site's potential to emerge as a component of a campus expansion opportunity for Brooks Institute. Keys to this effort are site remediation, compatibility issues, and future annexation to the City.

Downtown – proposed initiatives include well defined design standards in the updated Downtown Specific Plan, enhanced efforts to market the Downtown Cultural District, formation of a downtown management entity, and attracting uses that create “around-the-clock” activity.

Anticipating Our Economic Future – Ventura's economic growth is built on a foundation of concerted efforts that fuel innovation, collaboration, and continuous learning. The focus will be on attracting high technology and knowledge-based businesses including biotechnology, non-durable manufacturing, and business and financial services. Continuous learning opportunities for job seekers, workers, and employers will acknowledge demographic pressures and rapidly changing skill needs. Through specific strategies, the community will develop leaders for tomorrow, and attract and retain new graduates and skilled employees. Critical players will include the Workforce Investment Board, Ventura College, California State Channel Islands, and the Brooks Institute.

The policies and actions in this chapter attempt to provide the means to support these targeted efforts to achieve a stable and balanced economic base.


Policy 2A: Establish a clear economic strategy.

Action 2.1: Track economic indicators for changes that may affect City land resources, tax base, or employment base, such as terms and conditions of sale or lease of available office, retail, and manufacturing space.


Action 2.2: Prepare an economic base analysis that identifies opportunities to capture retail sales in sectors where resident purchasing has leaked to other jurisdictions.

Action 2.3: Maintain and update an Economic Development Strategy to implement City economic goals and objectives.

Policy 2B: Make the local economic climate more supportive of businesses investment.

Action 2.4: Map priority locations for commercial and industrial development and revitalization, including a range of parcel sizes targeted for high-technology, non-durables manufacturing, finance, business services, tourism, and retail uses. 

Action 2.5: Share economic and demographic information with organizations that may refer businesses to Ventura.

Action 2.6: Encourage intensification and diversification of uses and properties in districts, corridors, and neighborhood centers, including through assembly of vacant and underutilized parcels. 


Action 2.7: Partner with local commerce groups to recruit companies and pursue funding for business development and land re-utilization.

Action 2.8: Carry out Housing Element programs that provide housing to all segments of the local workforce.

Action 2.9: Expedite review for childcare facilities that will provide support to local employees.


Policy 2C: Encourage niche industries.

Action 2.10: Expedite review of the entitlement process for installation of infrastructure necessary to support high technology and multimedia companies.


Action 2.11: Allow mixed-use development in commercial and industrial districts as appropriate. 


Action 2.12: Allow uses such as conference centers with resort amenities on appropriately sized and located parcels. 


Action 2.13: Market the city to businesses that link agriculture with high technology, such as biotechnology enterprises.


Action 2.14: Partner with local farms to promote farmers markets and high quality locally grown food. 


Policy 2D: Expand tourism opportunities.


Action 2.15: Provide incentives for use of waterfront parcels for recreation, visitor-serving commerce, restaurant, marina, and fishing uses. 

Action 2.16: Work with the State to create year-round commercial opportunities at the fairgrounds. 

Action 2.17: Partner with the Harbor District and National Park Service to promote Channel Islands tours and develop a marine learning center. 

Action 2.18: Prioritize uses within the Harbor master plan area as follows: (1) coastal dependent, (2) commercial fishing, (3) coastal access, and (4) visitor serving commercial and recreational uses. 

Action 2.19: Partner with hotels and the Chamber of Commerce to promote city golf courses. 

Action 2.20: Promote outdoor recreation as part of an enhanced visitor opportunities strategy. 



"Communities should be designed to serve the cycle of the day and the cycle of the lifetime."

— Andres Duany
Architect & Town Planner

CITY OF
VENTURA

OUR WELL PLANNED COMMUNITY
ventura's general plan

3. OUR WELL PLANNED & DESIGNED COMMUNITY

Our goal is to protect our hillsides, farmlands and open spaces; enhance Ventura’s historic and cultural resources; respect our diverse neighborhoods; reinvest in older areas of our community; and make great places by insisting on the highest standards of quality in architecture, landscaping and urban design.

Our City

Ventura is a unique coastal community, proud of our heritage and dedicated to being a national model for effectively managing growth to protect our natural environment and continue to be a great place for us to live.

It is our public responsibility to plan and shape the physical realm to achieve these goals. Past policies, particularly the 1989 Comprehensive Plan, reined in rapid outward suburban sprawl. The 1992 Downtown Specific Plan set the direction for revitalization of the historic heart of our community. Voter-approved measures clearly underscored a mandate to protect agricultural resources and open space, particularly in our hillsides.

Guided by the Ventura Vision of 2000, the centerpiece for this General Plan is creating a “well-planned and designed community.” The policies build on the foundation of the past.

This plan also represents an historic commitment to *smart* growth:

1. Mix land uses
2. Take advantage of compact building design
3. Create a range of housing opportunities and choices
4. Create walkable communities
5. Foster distinctive, attractive communities with a strong sense of place
6. Preserve open space, farmland, natural beauty, and critical environmental areas
7. Strengthen and direct development toward existing communities
8. Provide a variety of transportation choices
9. Make development decisions predictable, fair, and cost effective
10. Encourage community and stakeholder collaboration in development decisions

Source: U.S. Environmental Protection Agency

Infill First

Ventura today is the product of decades of earlier growth and development. These patterns have largely established our community’s character and will continue to do so in the future. The passage of SOAR, the Hillside Voter Protection Area, and other land-use constraints, along with natural boundaries, such as the ocean and the rivers, make it abundantly clear that before we expand outward any further, we must pursue an “Infill First” strategy. Such a strategy will help avoid sacrificing farmland and sensitive areas in our hillsides and along our rivers.

"Smart growth is about being good stewards of our communities and of our rural lands, parks, and forests. It is about ensuring that the best of the past is preserved, while creating new communities that are attractive, vital, and enduring."
--Michael Leavitt, EPA Administrator

Our “Infill First” strategy for Ventura means avoiding suburban sprawl by directing new development to vacant land in the City and Sphere of Influence (with the exception of SOAR land), and by focusing new public and private investment in carefully selected districts, corridors, and neighborhood centers where concentrated development and adaptive reuse will improve the standard of living and quality of life for the entire community.

Recognizing that the rate of future population growth is not subject to City control, this plan has been analyzed (in the accompanying Environmental Impact Report) on the basis of estimates of what new homes and other development might be expected to take place over the next twenty years (see Table 3-2). Looking at the rate of growth over the past decade and recognizing the challenges to “infill” development compared to “greenfield” expansion, a projection of roughly 8,300 additional housing units and approximately 5 million square feet of non-residential development has been used for the plan’s 20 year planning horizon. Table 3-2 provides estimates of the amount of development that could reasonably be expected to occur in the City and Sphere of Influence.

The actual distribution of future growth in the City may vary based on market forces and other factors. The districts, corridors, and neighborhood center areas, shown on Figure 3-1 Infill Areas, could accommodate more development and/or a different mix of

development than shown in Table 3-2. To demonstrate this, Table 3-1 shows the potential development based on the overall carrying capacity of the land.

Distribution of growth in the districts and corridors is based on the following general assumptions:

- Development in the Downtown and Harbor Districts will conform to the plans for those areas,
- The Downtown area and, to a lesser extent, the Ventura Avenue corridor will be the focus of future residential and commercial growth, and
- The Arundell, North Avenue, and Upper North Avenue areas will be the focus of future economic growth, potential expansion of the Brooks Institute, with some residential uses.

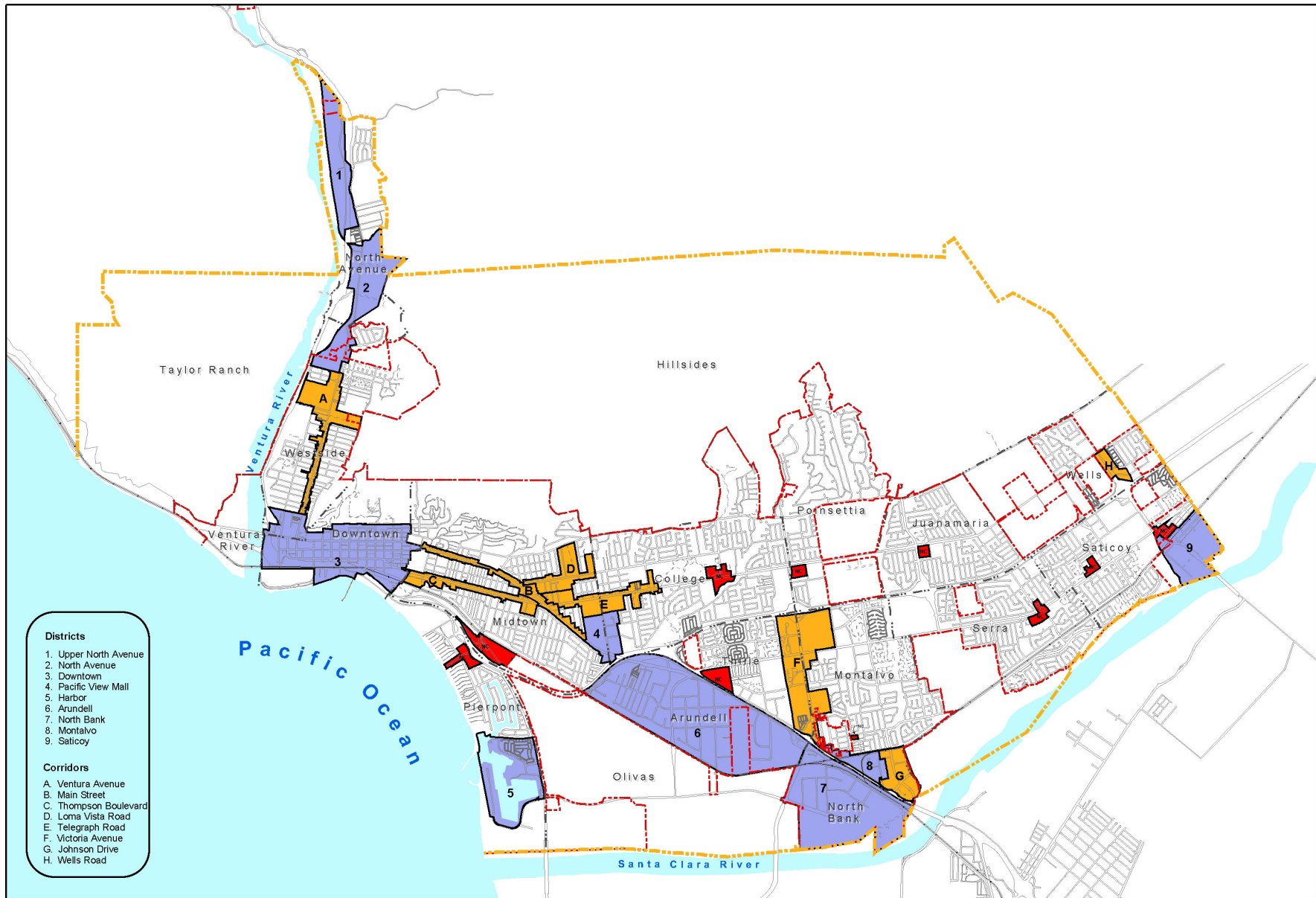
Table 3-1. Potential Development Based on Carrying Capacity of Land Area

Planning Designation	Allowed Density (du/acre)	Existing Development 2004					General Plan Capacity			
		Single Family Units	Multi Family Units	Comm./Ind. Sq. Ft.	Parcels	Acres	Vacant		Additional Potential ³	
							Parcels	Acres	Units	Sq. Ft.
Neighborhood Low	0-8	19,425	3,335	49,386	22,511	4,629	108	426	1,221	
Neighborhood Medium	9-20	1,163	8,965	149,513	4,414	1,061	32	116	4,859	
Neighborhood High	21-54	814	2,468	194,143	1,634	303	8	16	8,477	
Commerce ¹		257	490	4,995,248	1,366	808	95	108	7,892	22,328,276
Industry ²		29	31	8,299,840	1,037	1,401	89	392	4,724	34,215,483
Public & Institutional		4	0	54,422	66	571				
Park & Open Space		6	0	15,491	264	11,693				
Agriculture		4	0	19,550	154	6,857				
Downtown Specific Plan	21-54	332	1,543	1,795,401	1,174	307	45	20	2,500	450,000
Harbor District		0	310	350,160	10	254	1	21	300	876,100
Total		22,034	17,142	15,923,154	32,630	27,884	378	1099	29,910	57,869,859

1. Commerce residential unit capacity is for property within a Corridor, District, or Neighborhood Center and assumes buildout to the maximum FAR and that 25% of floor area would be commercial (with the remainder residential).
 2. Industry residential unit capacity is for property within a Corridor, District, or Neighborhood Center and assumes buildout to the maximum FAR and that 75% of floor area would be industrial (with the remainder residential).
 3. "Additional Potential" assumes a historic buildout rate of 70% for both residential and non-residential.

CHAPTER 3

Table 3-2. Predicted Development Intensity & Pattern	Residential Development (units)	Non-Residential Development (square feet)				
		Retail	Office	Industrial	Hotel	Total
DISTRICTS						
Upper North Avenue	100	10,000	50,000	150,000	-	210,000
North Avenue	50	10,000	50,000	250,000	-	310,000
Downtown Specific Plan	1,600	100,000	200,000	-	150,000	450,000
Pacific View Mall	25	25,000	-	-	-	25,000
Harbor	300	315,000	-	-	230,000	545,000
Arundell	200	25,000	300,000	1,000,000	-	1,325,000
North Bank	50	300,000	50,000	300,000	-	650,000
Montalvo	50	-	50,000	25,000	-	75,000
Saticoy	50	-	-	25,000	-	25,000
Subtotals (Districts)	2,425	785,000	700,000	1,750,000	380,000	3,615,000
CORRIDORS						
Ventura Avenue	800	40,000	100,000	50,000	-	190,000
Main Street	100	15,000	40,000	-	-	55,000
Thompson Boulevard	300	15,000	40,000	-	-	55,000
Loma Vista Road	25	15,000	40,000	-	-	55,000
Telegraph Road	250	15,000	40,000	-	-	55,000
Victoria Avenue	50	15,000	40,000	-	-	55,000
Johnson Drive	150	50,000	20,000	-	-	70,000
Wells Road	50	15,000	20,000	-	-	35,000
Subtotals (Corridors)	1,725	180,000	340,000	50,000	0	570,000
SPHERE OF INFLUENCE (SOI)/OTHER INFILL/NEIGHBORHOOD CENTERS						
101/126 Agriculture	200	-	-	-	-	-
Wells/Saticoy	1,050	-	-	-	-	-
Pierpont	100	30,000	-	-	-	30,000
Other Neighborhood Centers	100	-	-	-	-	-
Second Units	300	-	-	-	-	-
Underutilized	250	-	-	-	-	-
Vacant	450	165,000	50,000	-	-	215,000
Subtotals (Other Infill)	2,450	195,000	50,000	0	0	245,000
TOTAL INFILL	6,600	1,160,000	1,090,000	1,800,000	380,000	4,430,000
PLANNED AND PENDING DEVELOPMENTS						
Downtown	50	1,072	-	-	150,000	151,072
Ventura Avenue/Westside	238	7,086	-	27,000	-	34,086
Midtown	34	13,751	-	-	-	13,751
College (Telegraph/Loma Vista)	4	2,718	8,843	-	-	11,567
Telephone Road Corridor	256	-	54,785	-	-	54,785
Montalvo/Victoria	296	-	4,300	-	-	4,300
Saticoy/East End	840	7,950	5,600	-	-	13,550
Arundell	-	41,640	42,614	18,080	-	102,334
Olivas	-	7,160	7,066	390,053	-	404,279
Subtotals (Planned/Pending)	1,718	81,377	123,214	435,133	150,000	789,724
TOTAL (Infill+SOI/Other+Pending)	8,318	1,241,377	1,213,214	2,235,133	530,000	5,219,724



SOURCE: City of Ventura

Infill Sites

- Corridor
- Neighborhood Center (NC)
- District
- City Limits
- Planning Boundary
- Planning Neighborhoods

Figure 3-1
Infill Areas

This map is a product of the City of San Buenaventura, California. Although reasonable efforts have been made to ensure the accuracy of this map, the City of San Buenaventura cannot guarantee its accuracy.

Footnotes for Table 3-2:

Growth estimates for the Arundell community consider the likely development of the 75-acre McGrath property with a mix of uses and development of other vacant lands. Growth estimates for the North Bank area consider the possibility of a large retailer in that area. Estimates of growth in the SOI/Other Infill sites are based on the following general assumptions: (a) 101/126 Orchard site will develop similarly to a project recently proposed for that site; (b) Wells/Saticoy sites will develop in accordance with ongoing planning efforts for those areas; (c) the Pierpont area will develop generally in accordance with a conceptual project recently considered by the City; (d) Second Units will be added at a rate of 15/year; (e) roughly half of underutilized lands identified in the Housing Element will be re-developed over the next 20 years; (f) all vacant lands outside the districts and corridors will be developed in accordance with the proposed planning designations. Planned and Pending Developments based upon the City's 2004 Pending Projects list. Building areas do not include self storage facilities.

The following potential projects not included in the 2004 Planned and Pending Developments list have been included in the future development totals: (1) 150,000 square feet of industrial development in the North Bank area; (2) 165,000 square feet of retail development along Wells Road in the Saticoy area; (3) 50,000 square feet of office development on a 3.5-acre site along Ralston Drive. The Auto Center industrial project is included in the North Bank district; the other two projects are included in the "vacant" category. The square footage associated with these projects has been added to the projections of future growth to provide a conservative analysis of possible future impacts.

Together Table 3-2 and Figure 3-1, Infill Areas, offer a sense of how much growth Ventura might experience by 2025, and a picture of where such change is likely to occur. Precisely how and when development happens and what resources are conserved will be determined by the actions presented in the ten chapters of the *General Plan*, and by the specific land development standards. This plan is one of many tools the City will use to control where and how any future development takes place.

21st Century Tool Kit

The City has a wide array of tools at its disposal to achieve our “Infill First” strategy in ways that respect Ventura’s heritage and result in beautiful buildings, blocks, streetscapes, and public places that enhance and enrich quality of life for the entire community. Shaping the City’s physical form in the 21st Century will be achieved most effectively and aesthetically by combining Planning Designations with a transect-based approach, and with a new form-based Development Code. Together these can strongly influence the design and functioning of Ventura’s distinct and unique neighborhoods, districts, and corridors.

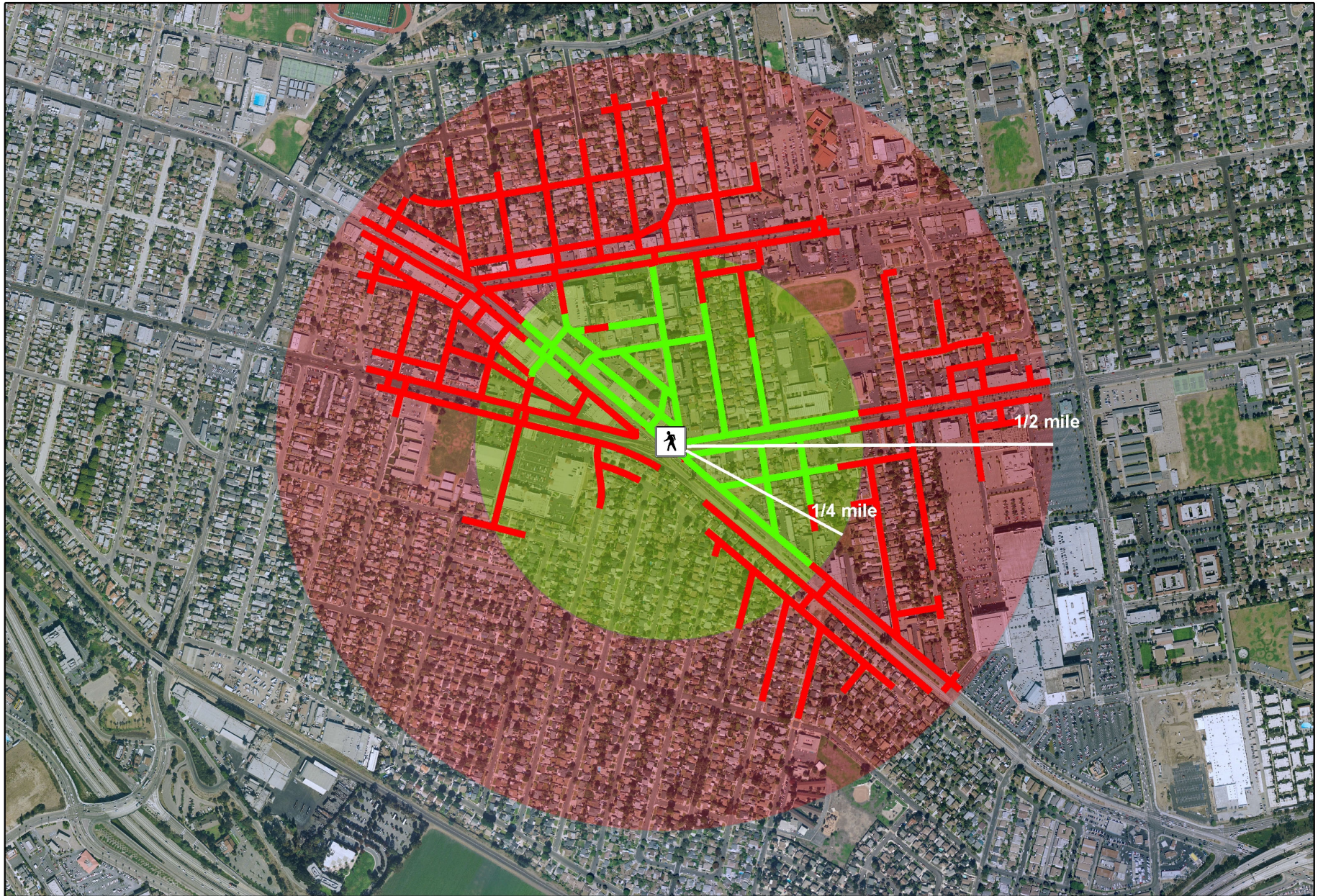
The policies and actions in this chapter seek to enrich Ventura’s urban fabric through appropriate design that showcases the attractive features of neighborhoods, districts, and corridors. To promote high-quality infill, the policies and actions encourage neighborhood centers, pedestrian access, established and desirable building types, and dynamic, neighborhood-serving nodes of mixed-use development along primary streets and corridors. This chapter specifically calls for detailed attention to community design through a form-based approach.

Neighborhoods: The Basic Building Blocks of Community

Like any great city, Ventura has grown around the basic unit of the neighborhood. A true neighborhood is not a subdivision of similar

houses disconnected from surrounding places. Instead it is an identifiable area containing a neighborhood center with a pedestrian-friendly mix of uses and a palette of housing types for people in all stages of their lives. Neighborhoods are often defined by a quarter-mile “pedestrian shed” (see Figure 3-2), in which most residents’ daily needs can be met within a five-minute walk. The organic nature of neighborhoods and their interdependency is what makes them viable for generations. Neighborhoods are not static places that resist change, but rather evolve naturally through periods of transformation to accommodate new residents’ needs and desires.






“In a neighborhood, everything that is needed is there and everything that is there is needed.”
- Anonymous



SOURCE: City of Ventura, Created for the Midtown Ventura Design Charette, March 2005

Figure 3-2

Pedestrian Shed, Theoretical versus Actual

-  Northeast corner of Five Points
-  Theoretical 5 minute walk (1/4 mile)
-  Actual 5 minute walk (1/4 mile)
-  Theoretical 10 minute walk (1/2 mile)
-  Actual 10 minute walk (1/2 mile)

This map is a product of the City of San Buenaventura, California. Although reasonable efforts have been made to ensure the accuracy of this map, the City of San Buenaventura cannot guarantee its accuracy.

The City is rich in a variety of neighborhoods, most of which are within one of Ventura's distinct communities. A total of 17 communities were identified in the 1989 Comprehensive Plan and have been carried forward, with some modifications to allow for a more detailed approach to describe Ventura's geography. Figure 3-3 illustrates 19 distinct communities, some of which are composed of a group of neighborhoods, each boasting their own unique attractions and potential. The oldest settled area is nearest the ocean, with newer areas found eastward, with the exception of Saticoy. Some of Ventura's communities have neighborhood centers established around parks, community gathering places, or civic buildings, and contain or are near services they share with surrounding areas, such as schools, libraries, post offices, and specialty shopping.

Ventura also has residential subdivisions and commercial and industrial districts that could evolve into true neighborhoods. A long-term strategy should be developed to gradually transform these areas that do not yet follow the neighborhood pattern. Existing subdivisions could be linked by pedestrian routes to new small-scale retail and service centers. Congested commercial areas could be redesigned as mixed-use centers on a grid of streets with walkable blocks that connect with surrounding neighborhoods and central plazas. These streets could be lined with buildings containing upper level housing and lower level commercial, office, and civic spaces that hide internal parking structures. Industrial sites that are fast converting

to light industry, high tech manufacturing, and assembly could become factory villages with green space, multiple types of housing, small-scale retail to serve workers, and spin-off businesses.

Ventura's 19 communities (Figure 3-3) can each be enriched by using the *transect* (see discussion page 3-10) as a lens to understanding the ways in which it functions and by applying form-based development controls to respect and enhance its character to ensure that, where appropriate, each community provides one, if not more, walkable neighborhoods.



SOURCE: City of Ventura

- City Limits
- Planning Communities

Figure 3-3
Planning Communities

This map is a product of the City of San Buenaventura, California. Although reasonable efforts have been made to ensure the accuracy of this map, the City of San Buenaventura cannot guarantee its accuracy.

Taylor Ranch

This area is essentially undeveloped, with agriculture as the primary activity. Taylor Ranch is within the City's Planning Area, including a portion within the Coastal Zone Boundary.

Ventura River

This area includes the Ventura River Basin, is within the Coastal Zone Boundary, and with Emma Wood State Beach Park, its major activity is recreation offering day use and overnight camping. Opportunities exist for passive recreation and nature study.

Hillside Open Space

Within the City's Planning Area, is undeveloped, and designated Open Space. Plant communities include chaparral, riparian willow forest, and oak woodland. This area has tremendous potential for passive recreation including scenic trails with panoramic views. This area is coterminous with the Hillside Voter Participation Area or "HVPA" (see Chapter 1 and Appendix C).

North Avenue

Within the City's Planning Area. Historically, largely oilfield industrial. Includes both the Upper North Avenue and North Avenue districts, and is home to the Brooks Institute, which is world renown for its professional photographic and motion picture education. Opportunities exist to strengthen the economy of this area and provide for the expansion of the Brooks Institute into a campus-village including spin-off businesses with a mix of housing types and transit options for all ages.

Westside

Includes the Ventura Avenue corridor and is home to several neighborhood centers that are surrounded by well-connected neighborhood blocks. Opportunities exist to realize the potential of neighborhood improvements initiated in ongoing and past grassroots efforts, such as the Westside Revitalization Plan. This community includes "Hillside Areas" (see definition in Attachment A), which are subject to the Hillside Management Program that provides necessary development criteria in order to retain the natural qualities and minimize potential hazards.

Downtown

The area is regulated by the Downtown Specific Plan. This community is both an urban core with opportunity to grow economically stronger, and the historic center of the City. Civic uses include City Hall, Seaside Park, Grant Park, the Ventura County Museum, San Buenaventura Mission, and is home to a number of historic sites and landmarks. Additional opportunity to enhance the area's already strong cultural climate, including art, cookery, music, performance, and entertainment. Tremendous potential to create "around-the-clock activity" leading to increased vitality. This community includes "Hillside Areas".

Midtown

Includes the Main, Thompson, and Loma Vista corridors, a portion of the Telegraph corridor, as well as the Seaward/Alessandro neighborhood center. Home to the Pacific View Mall, the City's Bus Transfer Center, Ventura High School. Blanche Reynolds Park, Ocean Avenue Park,

and Memorial Park. Includes a small amount of agriculture. Opportunities exist to realize potential improvements initiated in ongoing and past grassroots efforts, such as Midtown by Design, and more recently the Midtown Urban Design Charrette. This community includes “Hillside Areas”.

Pierpont

Within the Coastal Zone Boundary, a unique-beach oriented predominantly residential community, with high-quality beachfront homes. Includes the Harbor district and the Pierpont neighborhood center. Home to the Ventura Harbor, Seaward Elementary School, a mobile home park, and Marina Park. Currently offers highway retail such as motels, hotels, and fast food, but opportunity exists to offer residents and visitors with more attractive and improved neighborhood and coastal oriented services and to develop a specific plan for the Harbor district.

College

Includes a portion of the Telegraph corridor, and the College/Day neighborhood center. Major civic uses are Arroyo Verde and Camino Real Park, Ventura Community College and Buena High School. This community includes “Hillside Areas”.

Thille

Includes the Gateway neighborhood center and shares the Victoria corridor with Montalvo to the east. Contains mix of housing types built mostly between 1960 and 1980, with some newer development in the 1990’s and early 2000’s. Its

primary civic use is the County Square Linear Park

Arundell

This community contains the main industrial and warehouse district of Ventura, but also has mixed-use areas with retail, restaurants, and offices within walking distance of many workers. Callens Road, the historic center of this community, has great potential to expand and increase the mix of uses it contains, including residential. A significant vacant parcel, the 75-acre McGrath property, offers great economic opportunity to attract new industry that provides high value, high wage jobs to the City.

Olivas

Predominantly agricultural. Its major civic use is the Olivas Park Golf Course and is home to the Olivas Adobe. Contains some commercial and industrial.

North Bank

This community contains a portion regulated by the Auto Center Specific Plan. Its major civic use the Buenaventura Golf Course. Predominantly industrial, with some agriculture. Opportunity to enhance the area as a regional retail destination, while providing workforce serving retail uses.

Poinsettia

Includes the Victoria Plaza neighborhood center. Its primary civic uses include elementary and middle schools. Predominantly residential, with some housing in the Hillside Area, and a significant amount of agricultural operations.

Montalvo

Includes the Johnson Drive corridor, Bristol neighborhood center, and shares the Victoria corridor with Thille to the west. Its major civic use is the County Government Center (equal size to 12 downtown blocks), but also the Rancho Ventura Linear Park and the Barranca Vista Park. Contains mix of housing types and is home to the Metrolink Station.

and a mix of housing types at various intensities. Its major civic uses are the Fritz Huntsinger Youth Sports Complex, Saticoy Regional Golf Course and the Saticoy neighborhood park.

Serra

Includes the Telephone/Petit neighborhood center, and is home to the City's newest civic use – the Community Park, set to open Fall 2005. Also includes the Chumash Park, Junipero Serra Park, North Bank Linear Park, and Bristol Bay Linear Park. Contains a significant amount of agricultural land.

Juanamaria

Includes the Kimball/Telegraph neighborhood center. Primary civic use is Hobert Park; this community contains some agricultural land.

Wells

Includes the Wells corridor. The Brown Barranca runs through the northerly portion of this area. Contains agricultural land.

Saticoy

Includes the Telephone/Cachuma and Saticoy neighborhood centers and the Saticoy district. Developed originally as a rural town in the late 1800s, Saticoy has the full range of transect characteristics: from the Santa Clara river and the rural eastern edge, to its neighborhood centers,

Planning Designations and Transect Zones

Land in the City's Planning Area is divided into eight basic Planning Designations on the General Plan Diagram (page 3-22). Each acknowledges a particular predominant development pattern that exhibits certain desirable characteristics, such as building types and functions that can be measured and described.

The wide range of building forms in Ventura offers great potential for compatible infill and viable mixed-use projects in existing neighborhoods, districts, corridors, and neighborhood centers. The wealth of building types includes attached and detached housing, duplexes, courtyard bungalows, second units (often over garages), lofts (some live-work), urban villas, neighborhood shopfronts, concentrated retail developments, and civic buildings. Public buildings retain special importance by serving as prominent landmarks that shape the visual character of the city.

Streetscapes set the tone for quality of life in Ventura by providing the shared outdoor living space of the community. Although the city's distinct neighborhoods, commercial and industrial districts, and agricultural areas are linked by corridors that have evolved primarily to accommodate motor vehicles, opportunities abound to make those streets more livable and to focus activities in neighborhood centers that emphasize walking, biking, and public gathering, and thereby ease traffic and reinforce community vitality. Accordingly, new development needs to

be high quality, compact, and walkable, and it should incorporate design diversity that increases lifestyle choices and bolsters commerce and industry.

Determining which building types are most appropriate in specific locations requires shifting away from conventional zoning that emphasizes use toward a form-based approach that prioritizes function, appearance, and compatibility with surrounding context. A powerful tool for understanding this context is the *Transect*, which depicts the continuum from rural to urban conditions (see Figure 3-4).

The transect is a tool that can be used by the community to understand and describe the full range of unique environmental and built characteristics within each of Ventura's neighborhoods. Using the six parenthetical transect zones to better understand the broad Planning Designations of the General Plan Diagram, a finer-grained (site specific) set of development standards can be created to ensure that new development is in keeping with local preferences for building.

This new Development Code will better accommodate the diversity of lifestyles Ventura desires – from the *rural* farm to the *sub-urban* house and yard to the *urban core* with apartments above shops – and will contribute to the identity and character desired by the community. Common elements that the transect will help measure and describe, and that the Development Code will prescribe, include the types and

arrangements of buildings, their “intensity” of lot coverage, height and mass, the details of streets, public and private frontages and the requirements for and character of open spaces. In general it will prescribe individual neighborhood preferences for urban design and building characteristics, including standards.

In many cases, area specific codes, applying the Planning Designations including districts, corridors, and neighborhood centers, will be developed as part of community or specific plans that establish a detailed strategy for public and private investment and policies to promote the appropriate preservation and development of community desired character.

The following descriptions of the Planning Designations include a parenthetical reference to the transect zones they encompass that will be used as guidance in interpreting the planning designations while drafting detailed plans and codes:

"A **transect** is a geographical cross-section of a region used to reveal a sequence of environments. For human environments, this cross-section can be used to identify a set of habitats that vary by their level and intensity of urban character, a continuum that ranges from rural to urban. In transect planning, this range of environments is the basis for organizing the components of the built world: building, lot, land use, street, and all of the other physical elements of the human habitat."
 --SmartCode, Volume 6.5, 2005

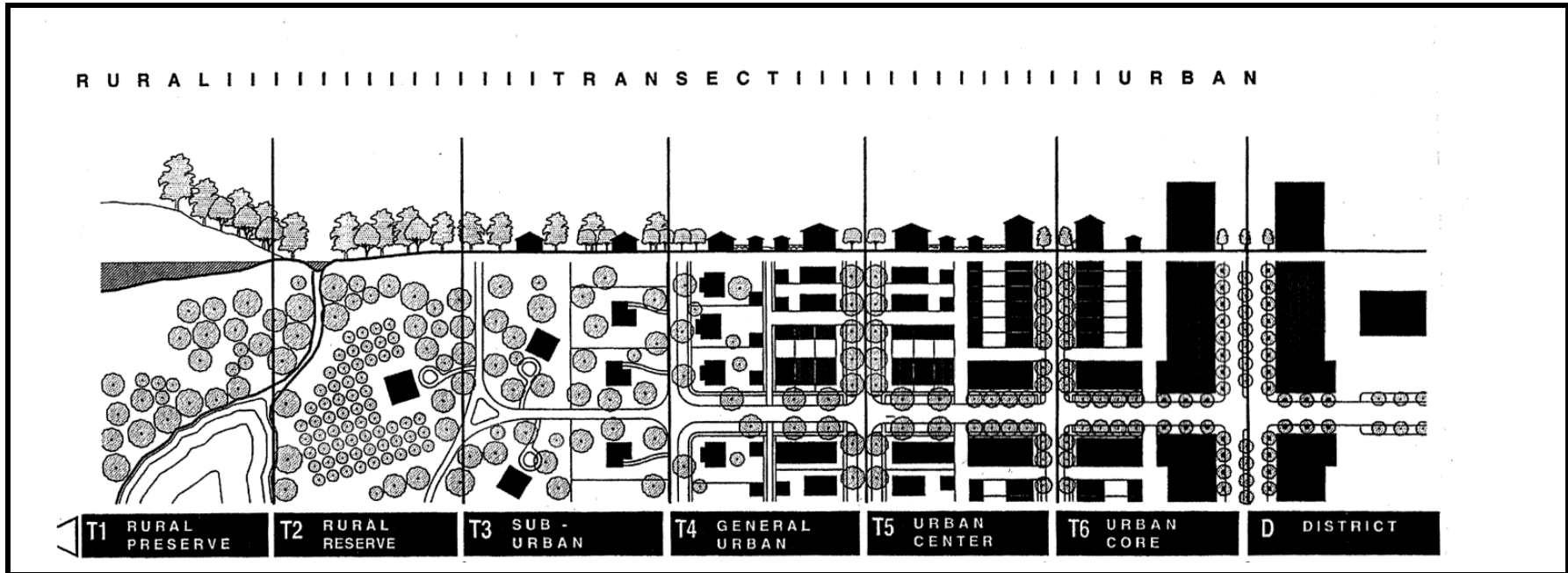
"All architecture should be beautiful. All towns should be beautiful. Beauty nurtures the soul and the spirit. It makes life worth living."
 -Camillo Sitte

- **Neighborhood Low – (T3 Sub-Urban and T4 General Urban)**
 emphasizes detached houses with some attached units in a small mix of building types from 0 up to 8 dwelling units per acre. Predominantly residential, with opportunity for limited home occupation and neighborhood services sensitively located along corridors and at intersections.
- **Neighborhood Medium – (T3 Sub-Urban, T4 General Urban and T5 Urban Center)**
 anticipates a mixture of detached and attached dwellings and higher building types at approximately 9 to 20 dwelling units per acre. Predominantly residential with small scale commercial at key locations, primarily at intersections and adjacent to corridors.
- **Neighborhood High – (T3 Sub-Urban through T6 Urban Core)**
 accommodates a broader mix of building types, primarily attached, from 21 to 54 dwelling units per acre; A mix of residential, commercial, office, and entertainment that includes mixed-use buildings.
- **Commerce – (T4 General Urban through T6 Urban Core, neighborhood center downtown, regional center, town center or village center)**
 encourages a wide range of building types of anywhere from two to six stories (depending on neighborhood characteristics) that house a mix of functions, including commercial, entertainment, office and housing.
- **Industry – (T2 Rural through T6 Urban Core)**
 encourages intensive manufacturing,

processing, warehousing and similar uses, as well as light, clean industries and support offices; also encourages workplace-serving retail functions and work-live residences where such secondary functions would complement and be compatible with industrial uses. Primarily large-scale buildings. Also can be developed as Transit Oriented Development, employment center or working village with a mix of uses.

- **Public and Institutional – (T1 Preserve through T6 Urban Core)**
 accommodates civic functions such as government offices, hospitals, libraries, schools and public green space.
- **Agriculture – (T2 Rural)**
 predominantly commercial cultivation of food and plants and raising of animals.
Pursuant to SOAR: The Agricultural use (not to be considered until after the Year 2030) category identifies those lands that are designated for agricultural use on the General Plan Diagram. The target date of 2030 associated with the Agricultural Use designation indicates a review date after which agriculturally designated lands may be reconsidered for urban uses. However, during the life of this Plan as amended by initiative, it is intended that only agricultural uses are permitted on these lands, except as such lands may be appropriate to public open space and recreational usage. Furthermore, any updates to this Plan are not intended to imply that development would necessarily be appropriate at that time.
- **Parks and Open Space – (T1 Preserve through T6 Urban Core)**
 designate lands to public recreation and leisure and visual resources, and can range from neighborhood tot lots and pocket parks to urban squares and plazas and playgrounds to large regional parks and natural preserves.

Figure 3-4. The Transect



Transect: a system of ordering human habitats in a range from the most natural to the most urban. For convenience, the Transect is divided into six zones which describe the physical character of place at any scale, according to the intensity of land use and urbanism. The T-Zones are T1 Natural, T2 Rural, T3 Sub-Urban, T4 General Urban, T5 Urban Center, and T6 Urban Core.

Natural Zone (T1): consists of lands approximating or reverting to a wilderness condition, includes lands unsuitable for settlement due to topography, hydrology, or vegetation.

Rural Zone (T2): consists of lands in open or cultivated state or sparsely settled. These may include woodlands, agricultural lands, grasslands and irrigable deserts.

Sub-Urban Zone (T3): though similar in density to conventional suburban residential areas, differs by its superior connectivity and by allowing home occupations. It is typically adjacent to other urban T-zones. This zone is naturalistic in its planting. Blocks may be large and the roads irregular to accommodate site conditions.

General Urban (T4): has a denser and primary residential urban fabric. Mixed-use is usually confined to certain corner locations. This zone has a wide range of building types: singles, side yard and rowhouses. Setbacks and street tree settings are variable.

Urban Center (T5): is the equivalent of the main street area. This zone includes mixed-use building types that accommodate retail, offices and dwellings, including rowhouses and apartments. This zone is a tight network of streets and blocks with wide sidewalks, steady street tree planting and buildings set close to the frontages.

Urban Core (T6): is the equivalent of a downtown. It contains the densest urbanism – the tallest buildings and the greatest variety of uses, particularly unique ones such as financial districts and important civic buildings. This zone is the least naturalistic of all the zones; street trees are formally arranged or non-existent.

Source: Duany, Plater Zyberk & Company's SmartCode, Volume 6.5, Spring 2005

The General Plan Diagram (page 3-22) also depicts the Downtown, Auto Center, and Saticoy Village Specific Plan areas, which are subject to detailed standards for form and use. In addition, the Diagram identifies Districts, Corridors, and Neighborhood Centers – where the development of housing alongside commercial uses is specifically encouraged. These Districts, Corridors, and Neighborhood Centers make up the growth priority areas as the City’s “Infill First” strategy (See Figure 3-1 Infill Areas).

Districts, Corridors, and Neighborhood Centers

One of the primary objectives for infill in Ventura is to produce mixed-use development that places most people’s daily needs within walking distance of their dwellings. This may include encouraging “flex space” where a single building functions as both living and working area for the owner, combining housing and commercial uses in the same structures, or sensitively integrating small-scale retail, service, and entertainment within convenient distance of residential areas. Mixed-use places inherently reduce automobile trips and improve the pedestrian experience, resulting in safer neighborhoods, healthier citizens, and better access to everyday needs. The City’s corridors and districts already encompass significant mixed-use development. Opportunities exist to augment those areas in ways that complement and enhance existing urban form and streetscapes to better serve Ventura’s residents.

Districts

Districts consist of streets or areas emphasizing specific types of activities and exhibiting distinct characteristics. A neighborhood or parts of neighborhoods can form a district. A thoroughfare may also be a district, such as when a major shopping avenue runs between adjoining neighborhoods. The following nine districts are depicted on the General Plan Diagram:

1. Upper North Avenue – home to a mix of industrial uses, including an abandoned oil refinery and Brooks Institute. Tremendous opportunities exist for the remediation and reuse of the former USA Petroleum site, as well as for the expansion of the Brooks Institute as a campus village, surrounded by a green edge to define the upper limits of Ventura.
2. North Avenue – an area with oilfield, industrial, and residential development, which has potential to fully develop into a more balanced mix of building types and uses with unique character, to serve as a major neighborhood anchor for northwest Ventura.
3. Downtown – the most intensely developed area of the city and its urban core. The Downtown Specific Plan regulates this area. Proposed initiatives include well-defined design standards via the Downtown Specific Plan update; enhanced efforts to market the Downtown Cultural District; formation of a

downtown management entity; and attracting uses that create “around-the-clock” activity.

4. Pacific View Mall – an enclosed shopping center and adjacent commercial uses. Large expanses of surface parking paired with significant building mass offer opportunity for the reintroduction of the block pattern and a reinvention of single-use retail into a much more sustainable mix of high intensity uses.
5. Harbor – an area with visitor serving uses, marine facilities, boating and commercial and recreational fishing activities, as well mixed-use places. A specific plan (based on the draft Harbor Master Plan) is being prepared for the Harbor District that will ensure a mix of uses, including residential, and highly defined public frontages and shared civic space for increased accessibility to ocean-front amenities.
6. Arundell – is currently an industrial center with a mix of small-scale industrial uses, business park development, and limited retail services. The McGrath Property – is a 76-acre site of undeveloped land that could provide the catalyst for Ventura’s redefinition of 21st Century light industry, manufacturing, research and development, and technological innovation. It is centrally located in the Arundell area, which is ripe for redevelopment into a new form of community plan and building that incorporates large-scale employment, workforce housing and neighborhood commercial in an economically diverse setting.
7. North Bank – a combination of automobile retail, regulated by the Auto Center Specific Plan, and industrial/business park uses. Auto Center – efforts over the short term will focus on making the area a regional retail destination. The City will strengthen its partnership with Auto Center dealers to realize beautification projects and facilitate land use entitlements for additional dealerships, as well as nurture creative partnerships to discover potential for unique attractions of regional interest.
8. Montalvo – an area of industrial and heavier commercial uses, and currently home to the Metrolink Station. Because of the strategic location of this area between east and west Ventura and its transportation-rich infrastructure, it needs a strong plan for connectivity and a strategic mix of uses for evolution that is economically sustainable.
9. Saticoy – a mix of homes, older industrial and agricultural operations, and the planned site for the County maintenance yard. The Saticoy Village Specific Plan governs a small portion of this area. A larger effort should ensure Saticoy’s seamless connection with adjacent areas, including a greenspace and circulation plan.

Corridors

Corridors, which can be natural or urban, often form boundaries, as well as connections, between neighborhoods and/or districts. Natural corridors can be those such as streams, barrancas, canyons, or green parkways. Urban corridors can be transportation thoroughfares that frequently encompass major access routes, especially ones with commercial destinations, including transit routes and rail lines. The following eight urban corridors are depicted on the General Plan Diagram. Each has the potential to evolve into a vibrant mixed-use City street with a distinct character borrowed from the neighborhoods that share it:

- A. Ventura Avenue – a mix of older, small-scale commercial, industrial, and residential uses, with potential to grow even more vibrant by building on existing strengths, including its historic role as a major “working center.” Using the warehouse model and diversity of building materials as a cue, “The Avenue” could harness cultural expression and become an eclectic center for the emerging arts and manufacturing crafts.
- B. Main Street – currently a commerce-oriented area with a limited amount of mixed use development, this corridor displays the broadest range of architectural types and styles in the city, as well as the widest spectrum of transect characteristics. It has the most potential for increased mixed use and housing with improved streetscape and pedestrian enhancement to slow traffic.
- C. Thompson Boulevard – a commercial thoroughfare in need of streetscape improvements and pedestrian amenities, this corridor is much like Main Street in that it boasts tremendous history as a “gateway to Ventura” and epitomizes a beach town character. It is a natural for a major transit or streetcar corridor, where nodes of mixed-use development and pedestrian and bike enhancement could support parallel neighborhoods and increase access to the ocean.
- D. Loma Vista Road – a mix of commercial and residential development at varying scales, with a high concentration of medical facilities, this is the ideal place for Ventura to focus on creating a concentration of medical and research-centered business, with a high intensity of workforce housing and services housed in large-scale mixed-use buildings of high-tech character and serviced by increased transit.
- E. Telegraph Road – a sub-urban-scale commercial area with some detached homes and multifamily buildings. The City’s bus transfer station is located along this corridor, creating the perfect opportunity for a multi-modal connection with an intense node of housing and employment. The streetscape could change character along its length, with a mixture of intensities of development.
- F. Victoria Avenue – currently a wide artery with high traffic volumes and shopping centers, Victoria needs effective traffic management

and pedestrian and streetscape improvements with strong attention to additional mobility options. Actions in this General Plan, along with the new Development Code, will call for revitalizing this corridor by redesigning the current array of single-use shopping centers and retail parcels with a mix of building types, uses, and public and private frontages. By eliminating "big box", mega-block, auto-oriented strip development, and the traffic patterns it generates, Victoria Avenue could create tremendous opportunity for healthy economic investment in walkable blocks, connected to better serve surrounding neighborhoods. Creative solutions, including dedicating transit or streetcar lanes, wider sidewalks, and bike lanes could transform Victoria's image into a regional thoroughfare of great and sophisticated diversity. All new commercial development within the Victoria Avenue corridor must follow this approach.

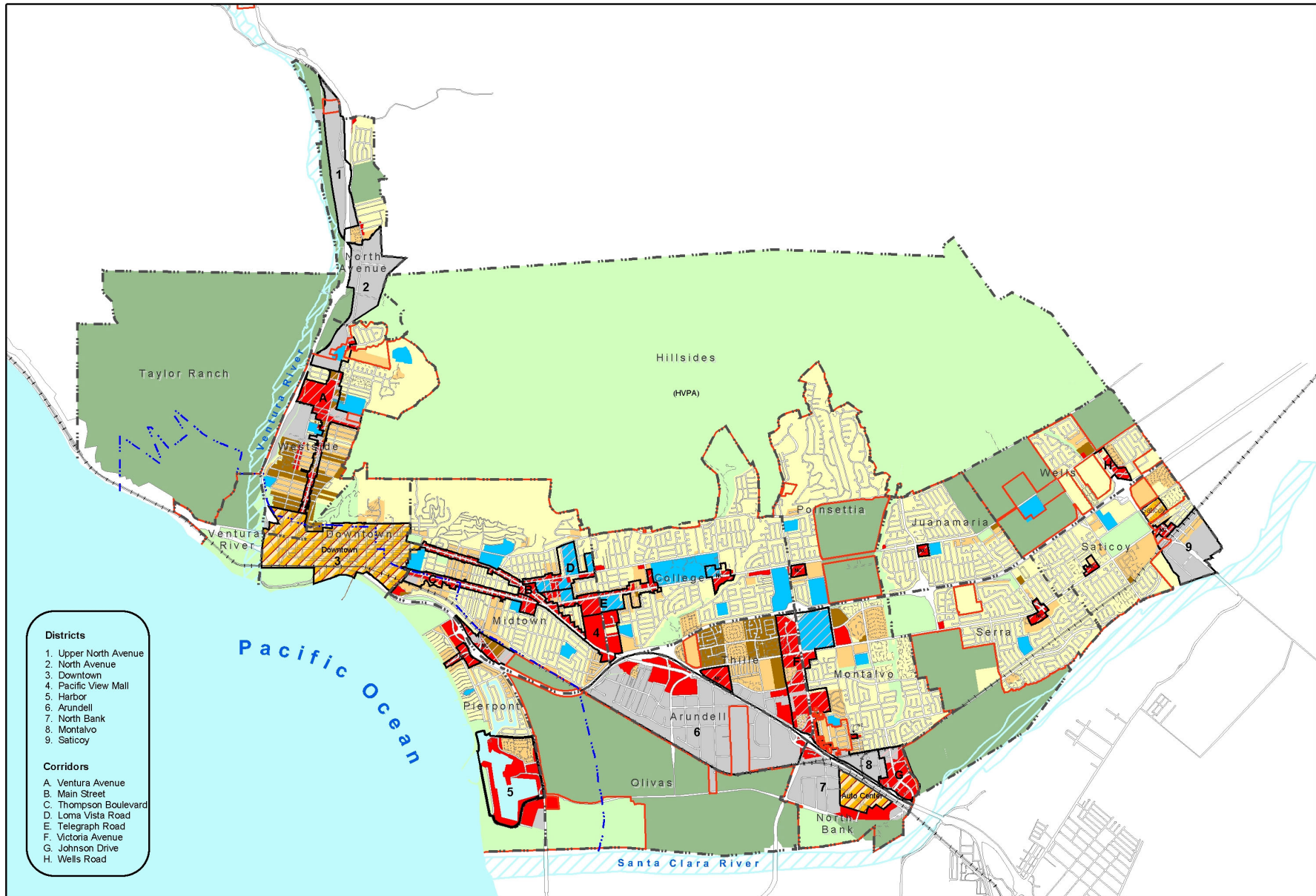
- G. Johnson Drive – a connector between eastern Ventura and Highway 101 with sub-urban scale retail. Opportunities exist for high-quality, mixed-uses (such as child-care, restaurants, offices, light industrial, and housing) with ground floor commercial space to strengthen its economic presence and provide a visual gateway.
- H. Wells Road – a mix of older industrial uses and newer sub-urban commercial and residential development. Well's Road should be returned to the neighborhoods it serves, so that new development can

emulate the country charm that existed prior to its widening. Traffic calming in appropriate locations would encourage neighborhood connectivity, and end the current trend toward walls and buildings that turn their back to the street. This would also encourage redevelopment of the old neighborhood centers.

Neighborhood Centers

Community evolves from individual conversations and the best places to grow community are in individual neighborhoods. Every neighborhood should have at least one center where people can meet by chance at a local coffee shop, market, bookstore, diner, or even hardware store. *Our Involved Community* needs places to gather to have meaningful conversations and share civic information. Ventura's existing neighborhood centers have the opportunity to become such places. The General Plan Diagram identifies 10 neighborhood centers – where the development of housing alongside commercial uses is specifically encouraged. These centers include:

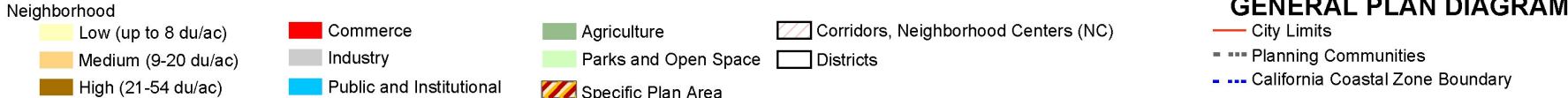
- (1) Pierpont, (2) Seaward/Alessandro, (3) College/Day, (4) Gateway Plaza, (5) Victoria Plaza, (6) Bristol, (7) Kimball/Telegraph, (8) Petit/Telephone, (9) Telephone/Cachuma, and (10) Saticoy.



Note: Areas prone to flooding are shown on Figure 7-1 in Chapter 7.

Figure 3-5

GENERAL PLAN DIAGRAM



This map is a product of the City of San Buenaventura, California. Although reasonable efforts have been made to ensure the accuracy of this map, the City of San Buenaventura cannot guarantee its accuracy.

Special Topics

Agricultural Lands

During the 20th Century, the value of agricultural land in Ventura became secondary to that for development. However, this pattern is not irreversible, and protecting green land to save the aesthetic beauty of open space, preserve the cultural landscape of the community's heritage, and conserve land for environmental quality are high priorities in Ventura. In fact, the land's historic role for food production may soon be more highly valued once again, as prime agricultural areas continue to disappear to development at an astounding rate.

Ventura is fortunate to retain much of its rural landscape. Agriculture still plays an important role in the economy of the City and County of Ventura. Significant yields are made possible by the presence of high quality soils, adequate water supply, favorable climate, long growing season, and level topography. Mechanisms such as the California Land Conservation Act (more popularly known as the Williamson Act), the Save Our Agricultural Resources (SOAR) initiative (see Appendix B), and greenbelt agreements with neighboring jurisdictions continue to help maintain a balance between urban growth and agricultural preservation. The SOAR initiative that was adopted by the voters in 1995, and that, by its own terms, remains in full legal effect until 2030, refers to specific policies from the 1989 Comprehensive Plan that are still in effect and, as such, have been carried forward into this Plan under Policy 3D and Action 3.20 in addition to

being incorporated in this General Plan as set forth in Appendix B.

A primary agricultural concern is the potential conflict with adjacent urban uses over pesticides, dust, odors, noise, and the visual impact of large greenhouses. Other issues of importance to agricultural producers include restrictions on farm-related activities, access to water, and provision of farmworker housing. Paralleling these concerns is a community interest in sustainability, the ability to provide for the needs of future generations. The policies and actions in this chapter intend to sustain viable farm operations in areas designated for agricultural use.

Growth Management

Growth management seeks to preserve public good, improve social equity, and minimize adverse impacts of development while still accommodating new housing and business attraction. The effects of growth management policies on housing prices are complex due to the idiosyncrasies of local real estate markets. Properly designed, growth management programs can plan for all development needs, such as open space, access to public transportation, and walkable neighborhoods.

The City's Residential Growth Management Program (originally established in 1979 to ensure that housing development would not outpace needed infrastructure) has not always contributed to housing affordability or quality design. This General Plan calls for revising the Residential



Subsequent to the adoption of the **SOAR** initiative, there have been two general plan amendments, which redesignated individual agricultural properties through a vote of the electorate as required by SOAR. These remain in full legal effect and have been carried forward into this Plan. These include the new Community Park at Kimball Road and the southeast corner of Montgomery and Bristol (see Appendix E and F).

Growth Management Program with an integrated set of growth management tools. Such tools not only include the adoption of a new form-based Development Code, but also community or specific plans based on availability of infrastructure and resources.


Long Term Potential Expansion Strategy


Indeed, the community has indicated that before the City expands any further, the first priority for achieving planning goals should be in the vacant and underutilized areas of the City. Yet, even the most successful effort to achieve community planning goals through infill may need to be supplemented at some point by expanding into areas outside the city limits. Such expansion may not only be necessary to fulfill development objectives; it also may be needed to provide open space, parklands, and natural areas to be preserved and restored. To address this, citizens discussed during the preparation of this General Plan which areas, if any, should be possible expansion areas. These areas were identified because they embody opportunities for achieving a variety of community vision objectives that may not be feasible within existing city limits. The community further went on to agree upon a set of rules about how these areas should be planned. These areas were analyzed in the environmental impact report prepared for this General Plan, and a “long term potential expansion strategy” will be formulated to guide the process of prioritizing any potential future expansion areas to fulfill General Plan objectives that may not be able to be achieved by our “Infill First” approach. Should


any areas be selected for future planning, a specific plan, a public vote (if required pursuant to SOAR), and an amendment with the regulatory planning framework would have to occur.


The policies and actions in this chapter call for measured and appropriate growth in Ventura by prioritizing areas appropriate for additional development based on community values and infrastructure potential.


Policy 3A: Sustain and complement cherished community characteristics.


Action 3.1: Preserve the stock of existing homes by carrying out Housing Element programs. 

Action 3.2: Enhance the appearance of districts, corridors, and gateways (including views from highways) through controls on building placement, design elements, and signage. 

Action 3.3: Require preservation of public view sheds and solar access. 


Action: 3.4 Require all shoreline development (including anti-erosion or other protective structures) to provide public access to and along the coast, unless it would duplicate adequate access existing nearby, adversely affect agriculture, or be inconsistent with public safety, military security, or protection of fragile coastal resources. 


Action 3.5: Establish land development incentives to upgrade the appearance of poorly maintained or otherwise unattractive sites, and enforce existing land maintenance regulations. 


Action 3.6: Expand and maintain the City's urban forest and thoroughfare landscaping, using native species, in accordance with the City's Park and Development Guidelines and Irrigation and Landscape Guidelines. 


Action 3.7: Evaluate whether lot coverage standards should be changed based on neighborhood characteristics.

Policy 3B: Integrate uses in building forms that increase choice and encourage community vitality.

Action 3.8: Adopt new development code provisions that designate neighborhood centers, as depicted on the General Plan Diagram, for a mixture of residences and small-scale, local-serving businesses. 

Action 3.9: Adopt new development code provisions that designate areas within districts and corridors for mixed-use development that combines businesses with housing, and focuses on the redesign of single-use shopping centers and retils parcels into walkable, well connected blocks, with a mix of building types, uses, and public and private frontages. 

Action 3.10: Allow intensification of commercial areas through conversion of surface parking to building area under a district-wide parking management strategy in the Downtown Specific Plan. 

Action 3.11: Expand the downtown redevelopment area to include parcels around future transit areas and along freeway frontage. 

Action 3.12: The City will work with the hospitals on the new Development Code treatment for the Loma Vista corridor, which includes both hospitals.

Action 3.13: Assess whether the City's Affordable Housing Programs respond to current needs, and modify them as necessary within State mandated Housing Element updates.

Specific Plan Requirements

Specific Plans must include a statement of its relationship to the General Plan and specify all of the following:


1. distribution, location, and extent of uses
2. distribution, location, extent, and intensity of public and private transportation, sewage, water, drainage, solid waste disposal, energy
3. standards and criteria by which development will proceed and standards for conservation, development, and utilization of natural resources
4. program of implementation measures, including regulations, programs, public works projects, and financing
5. any other subjects that are necessary


(§65450-65452)


Policy 3C: Maximize use of land in the city before considering expansion.

Action 3.14: Utilize infill, to the extent possible, development to accommodate the targeted number and type of housing units described in the Housing Element.


Action 3.15: Adopt new development code provisions that ensure compliance with Housing Element objectives.

Action 3.16: Renew and modify greenbelt agreements as necessary to direct development to already urbanized areas. 

Action 3.17: Continue to support the Guidelines for Orderly Development as a means of implementing the General Plan, and encourage adherence to these Guidelines by all the cities, the County of Ventura, and the Local Agency Formation Commission (LAFCO); and work with other nearby cities and agencies to avoid urban sprawl and preserve the rural character in areas outside the urban edge. 


Action 3.18: Complete community or specific plans, subject to funding, for areas such as Westside, Midtown, Downtown, Wells, Saticoy, Pierpont, Harbor, Loma Vista/Medical District, Victoria Corridor, and others as appropriate. These plans will set clear development standards for public and private investments, foster neighborhood partnerships, and be updated as needed. 


Action 3.19: Preparation of the new Development Code will take into account existing or proposed

community or specific plans to ensure efficient use of City resources and ample citizen input. 


Policy 3D: Continue to preserve agricultural and other open space lands within the City's Planning Area.

Action 3.20: Pursuant to SOAR, adopt development code provisions to "preserve agricultural and open space lands as a desirable means of shaping the City's internal and external form and size, and of serving the needs of the residents.

Action 3.21: Adopt performance standards for non-farm activities in agricultural areas that protect and support farm operations, including requiring non-farm uses to provide all appropriate buffers as determined by the Agriculture Commissioner's Office. 


Action 3.22: Offer incentives for agricultural production operations to develop systems of raw product and product processing locally. 


Policy 3E: Ensure the appropriateness of urban form through modified development review.

Action 3.23: Develop and adopt a form-based Development Code that emphasizes pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and environmentally sensitive building design and operation. 

Action 3.24: Revise the Residential Growth Management Program (RGMP) with an integrated set of growth management tools including:

- community or specific plans and development codes based on availability of infrastructure and transit that regulate community form and character by directing new residential development to appropriate locations and in ways that integrate with and enhance existing neighborhoods, districts and corridors;
- appropriate mechanisms to ensure that new residential development produces high-quality designs and a range of housing types across all income levels; and,
- numeric limitations linked to the implementation of community or specific plans and development codes and the availability of appropriate infrastructure and resources; within those limitations, the RGMP should provide greater flexibility for timing new residential development.

Action 3.25: Establish first priority growth areas to include the districts, corridors, and neighborhood centers as identified on the General Plan Diagram; and second priority areas to include vacant undeveloped land when a community plan has been prepared for such (within the City limits). 

Action 3.26: Establish and administer a system for the gradual growth of the City through identification of areas set aside for long-term preservation, for controlled growth, and for encouraged growth. 

Action 3.27: Require the use of techniques such as digital simulation and modeling to assist in project review.

Action 3.28: Revise the planning processes to be more user-friendly to both applicants and neighborhood residents in order to implement City policies more efficiently.

Policies and actions related to the preservation of **historic architecture and resources** are contained in Chapter 9.

2000-2006 HOUSING ELEMENT GOALS AND POLICIES, City Council Adopted Resolution 2004-014. Adopted April 12, 2004

Goal 1

Maintain and improve the quality of existing housing and residential neighborhoods in Ventura.

Policy 1.1 Encourage citizen involvement in addressing the maintenance and improvement of the housing stock and neighborhood quality.

Policy 1.2 Continue to preserve and maintain the City's historical and architecturally significant buildings and neighborhoods.

Policy 1.3 Encourage homeowners and landlords to maintain properties in sound condition through the City's residential rehabilitation assistance programs and code enforcement efforts.

Policy 1.4 Cooperate with housing providers in the acquisition, rehabilitation, and maintenance of older residential properties as long-term affordable housing.

Policy 1.5 Permit the conversion of apartments to condominiums only when such conversion would not

adversely affect the overall supply and availability of rental units, particularly units occupied by lower- and moderate-income households.

Policy 1.6 Continue to support the provision of rental assistance to lower-income households, and encourage property owners to list units with the Housing Authority.

Policy 1.7 Continue to preserve the affordability of mobile homes through the Rent Stabilization Ordinance. Support the acquisition and ownership of mobile home parks by non-profit housing providers and resident organizations.

Policy 1.8 Preserve the existing stock of affordable housing, including mobilehomes, through City regulations, as well as financial and other forms of assistance.

Goal 2

Facilitate the provision of a range of housing types to meet the diverse needs of the community.

Policy 2.1 Provide high quality housing for current and future residents with a diverse range of income levels.

- | | | | |
|-------------------|--|--------------------|--|
| Policy 2.2 | <p>Promote housing that is developed under modern sustainable community standards.</p> <p>Provide expanded housing opportunities for the City's workforce. Promote the City's affordable housing programs with employers in Ventura.</p> | Policy 2.6 | <p>Support a variety of housing types to address the needs of agricultural workers, including affordable rentals, mobilehome parks, single room occupancy hotels (SROs), and group housing for migrant laborers.</p> |
| Policy 2.3 | <p>Continue to offer and promote homeownership assistance programs to lower- and moderate-income households to purchase both new and existing housing. Pursue participation in other homeownership programs available in the private market.</p> | Policy 2.7 | <p>Facilitate the provision of housing to address Ventura's growing senior population, including senior housing with supportive services, assisted living facilities, and second units.</p> |
| Policy 2.4 | <p>Continue to provide financial and regulatory incentives to non-profits, private housing developers, and public agencies for the construction of the types of housing required to meet identified needs.</p> | Policy 2.8 | <p>Encourage the provision of housing adaptable to the physically disabled through integration of universal design features in new development, and compliance with Title 24 of the California Health and Safety Code.</p> |
| Policy 2.5 | <p>Support the provision of quality rental housing with three or more bedrooms to accommodate large families, and encourage room additions in the existing housing stock to address household overcrowding.</p> | Policy 2.9 | <p>Encourage the provision of supportive housing for persons with mental illness to address the severe shortage of housing for this special needs population.</p> |
| | | Policy 2.10 | <p>Support efforts by non-profits to expand transitional and emergency housing in Ventura, including support of grant applications and assistance in identification of suitable sites.</p> |

Policy 2.11 Evaluate adoption of an inclusionary housing ordinance as a means of integrating affordable units within new residential development: 1) Require affordable units to be provided on or off-site, with allowance for payment of an in-lieu fee at the discretion of the City; 2) Evaluate the financial impact of inclusionary requirements on development, and assess incentive-based alternative strategies for provision of affordable housing.

Policy 2.12 Facilitate the provision of second units as a means of providing affordable rental housing in existing neighborhoods. Ensure compatibility with the primary unit and surrounding neighborhood.

Policy 2.13 Encourage the production of housing that meets the needs of all economic segments, including lower, moderate, and above moderate-income households, to achieve a balanced community.

Policy 2.14 Promote and facilitate non-traditional housing types and options, including co-housing, assisted living facilities, live-work spaces, and artist lofts.

Policy 2.15 Direct City-controlled housing funds towards programs that address the needs of very low- and low-income households.

Policy 2.16 Prioritize affordable housing opportunities and assistance for public service employees.

Policy 2.17 Annually monitor the City's progress in meeting its housing needs for all income levels.

Goal 3

Provide adequate housing sites through appropriate land use and zoning designations to accommodate the City's share of the regional housing needs.

Policy 3.1 Maintain an up-to-date inventory of vacant and underutilized parcels and provide to interested developers in conjunction with information on available development incentives. Within redevelopment project areas, provide assistance in land assembly in support of affordable housing.

Policy 3.2 Implement smart growth principles by rewarding quality infill projects that utilize existing infrastructure.

- | | | | |
|-------------------|--|---|--|
| Policy 3.3 | Encourage efficient utilization of the City's limited land resources by encouraging development at the upper end of the permitted Zoning Code/Comprehensive Plan density. | | (horizontal mixed-use) and housing above ground floor commercial uses (vertical mixed-use). |
| Policy 3.4 | Utilize the Urban Infill Overlay Zone and Downtown Specific Plan as a tool to facilitate higher density residential and mixed-use development. | Policy 3.9 | Promote higher density housing as part of mixed-use developments along parts of Thompson Boulevard and Main Street in Midtown Ventura, as well as other areas such as Westside, Downtown and East Ventura. |
| Policy 3.5 | Explore residential reuse opportunities on obsolete commercial properties, such as older motels and underutilized historic structures. | Policy 3.10 | Promote mixed-use developments on the Westside of Ventura. |
| Policy 3.6 | Pursue use of publicly owned land, such as public parking lots, for development of affordable housing. | Policy 3.11 | Ensure that the updated Land Use Element designates adequate sites for housing for executives to enhance the City's ability to attract businesses with higher paying jobs. |
| Policy 3.7 | Identify opportunities for housing development that achieves other community goals such as neighborhood improvement, recreation opportunities, and the preservation of sensitive lands and neighborhood character. | Goal 4 | |
| Policy 3.8 | Facilitate the development of mixed-use projects in appropriate commercial areas, including stand-alone residential developments | Mitigate or remove any potential governmental constraints to housing production and affordability. | |
| | | Policy 4.1 | Provide regulatory and/or financial incentives, where appropriate, to offset or reduce the costs of affordable housing development, including density bonuses and flexibility in site development standards. |

Policy 4.2 Utilize the Affordable Housing Program to provide incentives for production of affordable units, including streamlined permit processing, reduced fees and exemption from the required competition for RGMP allocations.

Policy 4.3 Amend the City's Residential Growth Management Plan (RGMP) to better facilitate housing production, while discouraging sprawl and maintaining quality of life goals.

Policy 4.4 Undertake a comprehensive review of the City's residential development project review procedures and establish modified procedures as appropriate to streamline processing times, while maintaining adequate levels of public review.

Policy 4.5 Provide flexibility in development standards to accommodate new models and approaches to providing affordable housing, such as co-housing, live/work units and assisted living facilities.

Goal 5

Promote equal opportunity for all residents to reside in the housing of their choice.

Policy 5.1 Continue to enforce fair housing laws prohibiting arbitrary discrimination in the building, financing, selling or renting of housing on the basis of race, religion, family status, national origin, physical or mental disability, or other such factors.

Policy 5.2 Continue to support organizations that offer fair housing and mediation services to Ventura residents.

Policy 5.3 Promote housing that meets the special needs of large families, elderly persons, agricultural workers, and the disabled.

Policy 5.4 Continue to enforce notification and provide relocation assistance for lower-income persons displaced due to demolition, reuse, condominium conversion, or rehabilitation as a result of code enforcement.



DORNA GRAMATA



DORNA GRAMATA

"Restore human legs as a means of travel.
Pedestrians rely on food for fuel and need no
special parking facilities."

— Lewis Mumford
Author of *The City in History*, 1961

4. OUR ACCESSIBLE COMMUNITY

Our goal is to provide residents with more transportation choices by strengthening and balancing bicycle, pedestrian and transit opportunities in the City and surrounding region.

An Integrated Mobility System

Central to the well-being of Ventura's citizens and visitors is *mobility*, the ability to get from one place to another. Mobility depends on the range, efficiency, and connectivity of the various components that comprise the transportation network – sidewalks, bicycle routes, and thoroughfares, as well as transit services – and that enable people to access the things they need, from the most basic to the extraordinary (See Figures 4-1 Bicycle Facilities, 4-2 Bus and Rail Routes, and 4-3 Roadway Classification Plan). Ventura is a community that recognizes that thoroughfares serve a variety of functions and are not simply conduits for automobile traffic.

Balancing automobile use with other means of travel is essential to maintaining social and physical health. Safe and enjoyable routes for pedestrians and bicyclists should connect every part of the city, and neighborhoods need to be linked by ample and convenient transit service along corridors. Ventura also must be connected to the larger region by a variety of transportation modes.

Thoroughfares have a tremendous effect on neighborhood character and therefore quality of life for both residents and visitors.

Thoroughfares are essentially the stage of public life where a diversity of citizens interact. They can create places of remembrance, chance encounters, and discovery. Ensuring that Ventura thoroughfares are *great places* requires improving design and quality as well as connectivity. In some cases, city thoroughfares are over-engineered to accommodate the worst-case scenario.

Slowing down automobiles, especially in residential neighborhoods, is a desire shared by many residents. Vehicle travel should be directed toward routes that minimize congestion, avoid conflicts with walkers and bicyclists, and keep residential neighborhoods free of excessive cut-through traffic. Additionally, in some areas of the city, suburban patterns have resulted in less connectivity than is desired by the community. Transportation modes and land uses in the city need to be distributed so that residents have close and easy access to meet their basic needs and travel destinations.

Traffic congestion is a major concern among Ventura residents. Although traffic on local roads is generally free-flowing, a few key intersections and road segments experience congestion during peak traffic hours. Simply widening roads to add lanes will not solve traffic congestion. Instead, the system needs integrated solutions that improve mobility for all

The essential qualities of a properly functioning mobility system are:

1. Well connected, interesting components
2. Convenient accessibility
3. Integrated linkage of all modes
4. Comfort and safety
5. Design reflecting natural and urban context

means of travel. While walking, biking, and transit use are already popular, these alternative modes need to be enhanced and better linked. For example, bus and rail systems serve Ventura, but not thoroughly enough to provide a reasonable alternative to auto use for most travelers. And while pedestrian access exists in most areas of Ventura, the network lacks continuous routes in some key locations.

As expressed in the *Ventura Vision*, a top community priority is to minimize automobile use through a fully integrated multi-modal transportation system. The policies and actions in this chapter aim to achieve this objective.

Travel Modes

Walking

Sidewalks are arguably the most important component of the city's mobility system. As with circulation in general, the utility of pedestrian systems is inextricably linked to land use patterns. Combined with urban design elements, land use patterns influence how much walking can safely and effectively occur in the community. Circulation systems that are designed with pedestrians in mind tend to increase outdoor activity and community interaction, while those oriented toward motor vehicles tend to create disincentives to walking.

Ventura's pedestrian system consists of sidewalks, access ramps, crosswalks, linear park paths, and overpasses and tunnels. Special corridors such as the Beachfront Promenade, California Plaza, and Figueroa Plaza have been designated especially for pedestrians. The pedestrian system also includes neighborhood and park path systems, and dedicated trail facilities that are shared with bicyclists and other users.

Pedestrian paths need to be interesting, enjoyable, and lead to a destination, from the most simple – such as a pocket park – to more grand points of arrival, such as major civic spaces. Creating a network of paths that connect key features such as parks, schools, civic facilities, shops, and services is vital to the success of reducing dependence on the

automobile. Those most in need of pedestrian access include children, teenagers, and the elderly, as well as those who cannot afford a car or choose not to drive.

The main deficiency of Ventura's pedestrian system is its discontinuity. Some sections of thoroughfares lack sidewalks, and pedestrian connections between some key use areas are in need of repair. Crosswalks are prohibited along some corridors, and pedestrian signal phases are not always long enough for all walkers. Traffic-calming measures also are needed to improve walkability in many neighborhoods. Citizens have placed a high emphasis on improving the pedestrian network, recommending specific improvements such as:

- narrowing selected thoroughfare segments,
- improving sidewalks and road crossings,
- lengthening pedestrian signal phases,
- adding marked crossings at key intersections,
- developing safe and attractive walkways from Downtown and Midtown to the beach,
- ensuring that new development provides ample pedestrian access,
- creating trails along watercourses and through the hillsides, and
- improving pedestrian facilities near schools.

Figure 4-1 illustrates the three State defined classes of bikeway facilities:

- Bike Path (Class I) – Class I bike paths are separated from roads by distance or barriers, and cross-traffic by motor vehicles is minimized.
- Bike Lane (Class II) – Class II bikeways are roadway lanes reserved for bicycles. These lanes are painted with pavement lines and markings and are signed.
- Bike Route (Class III) – Class III bike routes share existing roads and provide continuity to other bikeways or designated preferred routes through high traffic areas. There are no separate lanes, and bike routes are established by placing signs that direct cyclists and warn drivers of the presence of bicyclists.

Policies and actions in this chapter intend to improve pedestrian access through this range of methods.

Biking

Because bicycles are an integral component of the city’s mobility system, they are allowed on *all* city thoroughfares. The City has adopted a General Bikeway Plan intended to create a safe, accessible, and interconnected network of bike paths, lanes, and routes that will ensure Ventura becomes and remains a truly bicycle-friendly community. The General Bikeway Plan is a flexible, comprehensive, and long-range guide for bicycle transportation and recreation planning, design, and budget decision-making. Accordingly, it is designed to:

- refine and implement City bicycle-related policies,
- establish bikeway design standards,
- enhance bicycle safety and education programs,
- set priorities and phasing for improvements and amenities depicted on the Select System of Bikeways map, and
- identify funding means and opportunities for interagency cooperation.

The City places high emphasis on improving the local bicycle network by following the recommendations of the General Bikeway Plan, which include:

- connecting schools, parks, activity areas, housing areas, and employment centers with bike paths and lanes, particularly in areas without thoroughfares,
- constructing additional Class I or Class II bikeways in a number of locations, including along the Santa Clara River and the coast to connect to the Ventura River Trail,
- installing bicycle racks,
- updating bicycle facility standards to ensure proper design and maintenance,
- constructing improvements to resolve bicycle/automobile conflicts,
- establishing a highly visible route identification and signage program that fits the character of the community, and
- mitigating impacts on bicyclists from new development and during and following construction of roadway projects.

Policies and actions in this chapter seek to improve bicycle access and safety by carrying out these recommendations.

Public Transit – Bus & Rail

Transit service in Ventura includes bus and rail operations (see Figure 4-2). South Coast Area Transit (SCAT) provides local bus service, Ventura Intercity Transit Authority (VISTA) runs regional routes, and Greyhound offers statewide and national connections. Metrolink provides rail service to and from Los Angeles – although on a very limited schedule, while Amtrak trains that stop in Ventura run between San Luis Obispo and San Diego.

Although local bus routes connect most activity centers, the East End is not well served, and more frequent service is needed to key destinations such as the beach and downtown. Metrolink and Amtrak need to be linked to each other and accessed by local bus routes. An agreement between the City and the Ventura County Transportation Commission calls for identifying a permanent Metrolink site, and the best way to integrate all of these services is with a major multi-modal transit center that also accommodates potential additional future alternative transportation modes.

SCAT buses are equipped with wheelchair lifts and adjustable steps to ensure access for all riders. SCAT also offers discounted fares for seniors and disabled riders, as well as dial-a-ride service. However, seniors and mobility-impaired persons also desire frequent fixed-route service in smaller vehicles, and all riders need upgraded amenities at a number of stops. Bus routes also need increased frequency and

stops to make transit a viable alternative to driving.

Other transit system needs include:

- reduced-emission vehicles,
- continued use of schedule synchronization to accommodate route transfers, and
- service to regional destinations such as California State University Channel Islands and airports.

Policies and actions in this Chapter aim to improve transit efficiency, encourage ridesharing, and preserve long-term transit options.



The Automobile and Types of Roadways

The most basic component of the mobility system is the *thoroughfare*, used not only by people who drive, but also by people who ride the bus, bike and walk. Thoroughfares encompass sidewalks, bicycle lanes, travel lanes, and are the most utilized means of travel in Ventura. This system is organized into the following classifications: local thoroughfares, collectors, and arterials (see Figure 4-3, Roadway Classification Plan – also known as “Circulation Plan”).

Local Thoroughfares

Local thoroughfares provide mobility within neighborhoods and are generally not shown on the Roadway Classification Plan. Local thoroughfares include *alleys*, *lanes*, and “*yield*” *streets*.

Collectors

Collectors serve as links between local thoroughfares. Collectors may front residential and neighborhood-serving commercial uses. Collectors can be configured as *boulevards*, *avenues*, *streets*, and *main streets*.

Arterials

Arterials are the primary mechanism for cross-town travel and serve the major centers of activity. These roads typically carry a high proportion of the total urban area travel. Arterials can be configured as *boulevards*, *avenues*, and *streets*.

Collector and arterial thoroughfare segments in the City are characterized in two ways that describe their physical features: *design* classification and *functional* classification. Design Classification defines the number of travel lanes using the following categories: Primary Arterial (6 lanes or more), Secondary Arterial (4 lanes), and Collector (2 lanes), as shown on the Roadway Classification Plan, Figure 4-3. Functional Classification describes how a thoroughfare is used: essentially as a *boulevard*, *avenue*, *street*, or *main street*.

Functional Classification also identifies whether roadways have medians, parking, bike lanes, and other streetscape attributes needed to achieve objectives other than just moving traffic, such as accommodating pedestrians, bicycles, and adjoining land uses and public spaces. Table 4-1 shows the design and functional classifications for thoroughfares in the City.

Ventura is mainly connected by 2-lane and 4-lane thoroughfares. The classification for each type of road segment represents a balance between vehicle capacity, pedestrian and bicycle access, parking requirements, streetscape character, and right-of-way limitations.

Boulevard

A multi-lane and generally urban corridor with a central, planted median.

Avenue

Avenues are typically multi-lane, short distance connectors, with a painted median, used in both residential and commercial areas, and often terminate at prominent buildings or plazas.

Table 4-1 Thoroughfare Sizes and Types

	Street Sizes (Engineering Design Classification)		
	Primary Arterial (6 or more lane roadway)	Secondary Arterial (4 lane roadway)	Collector (2 lane roadway)
Existing			
Future Widening			
Future Extension			
	Thoroughfare Types (Functional Classification)		
	Boulevard	Boulevard	Boulevard
	Avenue	Avenue	Avenue
		Street	Street
			Main Street

Source: Definitions for Design Classifications are the City's modifications to the American Association of State Highway and Transportation Officials (AASHTO) standards. Definitions for Functional Classifications are the City's modifications to the Traditional Neighborhood Development Street Design Guidelines.

Street

Street typically allows two way travel and may be multi-lane and does not have a central median and generally provides access to predominantly residential areas.

Main Street

Main streets have 2 vehicle lanes. Their main purpose is to provide low-speed access to commercial, mixed-uses, and higher density neighborhoods.

Consistency between the design and functional classifications is determined based on the number of through lanes. Temporary improvements, such as restriping to change the number of lanes are allowed, however a permanent improvement that moves the curbs and changes the number of lanes would require an amendment to this plan.

The *Ventura Vision* offers several key recommendations to improve the city thoroughfare system:

- add or enhance north-south arterials;
- consider an additional Santa Clara River bridge, Portola Avenue overcrossing of U.S. 101, and Johnson Drive overcrossing of Route 126; and
- soften the barrier impact of U.S. 101 by working with Caltrans to improve signage, aesthetics, undercrossings, and overcrossings.

Policies, actions, and the Roadway Classification Plan work together to address these recommendations. To improve the safety and functioning of the thoroughfare network and to maintain its compatibility with the character of the community, the policies and actions in this

chapter also call for upgrading problem thoroughfares and intersections, improving and constructing freeway ramps, and connecting unfinished roadways. Additional actions intend to protect views from scenic routes, including State-designated scenic highways.


Policy 4A: Ensure that the transportation system is safe and easily accessible to all travelers.

Action 4.1: Direct city transportation investment to efforts that improve user safety and keep the circulation system structurally sound and adequately maintained. First priority for capital funding will go to our pavement management program to return Ventura streets to excellent condition.


Action 4.2: Develop a prioritized list of projects needed to improve safety for all travel modes and provide needed connections and multiple route options.

Action 4.3: Provide transportation services that meet the special mobility needs of the community including youth, elderly, and disabled persons.


Action 4.4: Combine education with enforcement to instill safe and courteous use of the shared public roadway.

Action 4.5: Utilize existing roadways to meet mobility needs, and only consider additional travel lanes when other alternatives are not feasible. 

Action 4.6: Require new development to be designed with interconnected transportation modes and routes to complete a grid network.


Action 4.7: Update the traffic mitigation fee program to fund necessary citywide circulation system and mobility improvements needed in conjunction with new development. 


Action 4.8: Implement the City's Neighborhood Traffic Management Program and update as necessary to improve livability in residential areas.

Action 4.9: Identify, designate, and enforce truck routes to minimize the impact of truck traffic on residential neighborhoods. 


Action 4.10: Modify traffic signal timing to ensure safety and minimize delay for all users.

Action 4.11: Refine level of service standards to encourage use of alternative modes of transportation while meeting state and regional mandates.


Action 4.12: Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles. 


Action 4.13: Require project proponents to analyze traffic impacts and provide adequate mitigation in the form of needed improvements, in-lieu fee, or a combination thereof. 


Policy 4B: Help reduce dependence on the automobile.


Action 4.14: Provide development incentives to encourage projects that reduce automobile trips. 

Action 4.15: Encourage the placement of facilities that house or serve elderly, disabled, or socioeconomically disadvantaged persons in areas with existing public transportation services and pedestrian and bicycle amenities.

Action 4.16: Install roadway, transit, and alternative transportation improvements along existing or planned multi-modal corridors, including primary bike and transit routes, and at land use intensity nodes. 


Action 4.17: Prepare and periodically update a Mobility Plan that integrates a variety of travel alternatives to minimize reliance on any single mode. 


Action 4.18: Promote the development and use of recreational trails as transportation routes to connect housing with services, entertainment, and employment. 


Action 4.19: Adopt new development code provisions that establish vehicle trip reduction requirements for all development. 


Action 4.20: Develop a transportation demand management program to shift travel behavior toward alternative modes and services.


Action 4.21: Require new development to provide pedestrian and bicycle access and

facilities as appropriate, including connected paths along the shoreline and watercourses. 

Action 4.22: Update the General Bikeway Plan as needed to encourage bicycle use as a viable transportation alternative to the automobile and include the bikeway plan as part of a new Mobility Plan. 

Action 4.23: Upgrade and add bicycle lanes when conducting roadway maintenance as feasible. 

Action 4.24: Require sidewalks wide enough to encourage walking that include ramps and other features needed to ensure access for mobility-impaired persons. 


Action 4.25: Adopt new development code provisions that require the construction of sidewalks in all future projects. 

Action 4.26: Establish a parking management program to protect the livability of residential neighborhoods, as needed.

Action 4.27: Extend stubbed-end streets through future developments, where appropriate, to provide necessary circulation within a developing area and for adequate internal circulation within and between neighborhoods. Require new developments in the North Avenue area, where applicable, to extend Norway Drive and Floral Drive to connect to Canada Larga Road; and connect the existing segments of Floral Drive. Designate

the extension of Cedar Street between Warner Street and south of Franklin Lane and the linking of the Cameron Street segments in the Westside community as high priority projects.


Policy 4C: Increase transit efficiency and options.


Action 4.28: Require all new development to provide for citywide improvements to transit stops that have sufficient quality and amenities, including shelters and benches, to encourage ridership. 

Action 4.29: Develop incentives to encourage City employees and local employers to use transit, rideshare, walk, or bike.

Action 4.30: Work with public transit agencies to provide information to riders at transit stops, libraries, lodging, and event facilities.

Action 4.31: Work with public and private transit providers to enhance public transit service.


Action 4.32: Coordinate with public transit systems for the provision of additional routes as demand and funding allow. 

Action 4.33: Work with Amtrak, Metrolink, and Union Pacific to maximize efficiency of passenger and freight rail service to the City and to integrate and coordinate passenger rail service with other transportation modes. 

Action 4.34: Lobby for additional transportation funding and changes to Federal, State, and regional transportation policy that support local decision-making.

Action 4.35: The City shall pursue funding and site location for a multi-modal transit facility in coordination with VCTC, SCAT, U.P.R.R., Metrolink, Greyhound Bus Lines, and other forms of transportation.


Policy 4D: Protect views along scenic routes.


Action 4.36: Require development along the following roadways – including noise mitigation, landscaping, and advertising – to respect and preserve views of the community and its natural context. 

- State Route 33
- U.S. HWY 101
- Anchors Way
- Brakey Road
- Fairgrounds Loop
- Ferro Drive
- Figueroa Street
- Harbor Boulevard
- Main Street
- Navigator Drive
- North Bank Drive
- Poli Street/Foothill Road
- Olivas Park Drive
- Schooner Drive
- Spinnaker Drive
- Summit Drive

- Telegraph Road – east of Victoria Avenue
- Victoria Avenue – south of U.S. 101
- Wells Road

Action 4.37: Request that State Route 126 and 33, and U.S. HWY 101 be designated as State Scenic Highways.

Action 4.38: Continue to work with Caltrans to soften the barrier impact of U.S. HWY 101 by improving signage, aesthetics and undercrossings and overcrossings. 

Action 4.39: Maintain street trees along scenic thoroughfares, and replace unhealthy or missing trees along arterials and collectors throughout the City. 

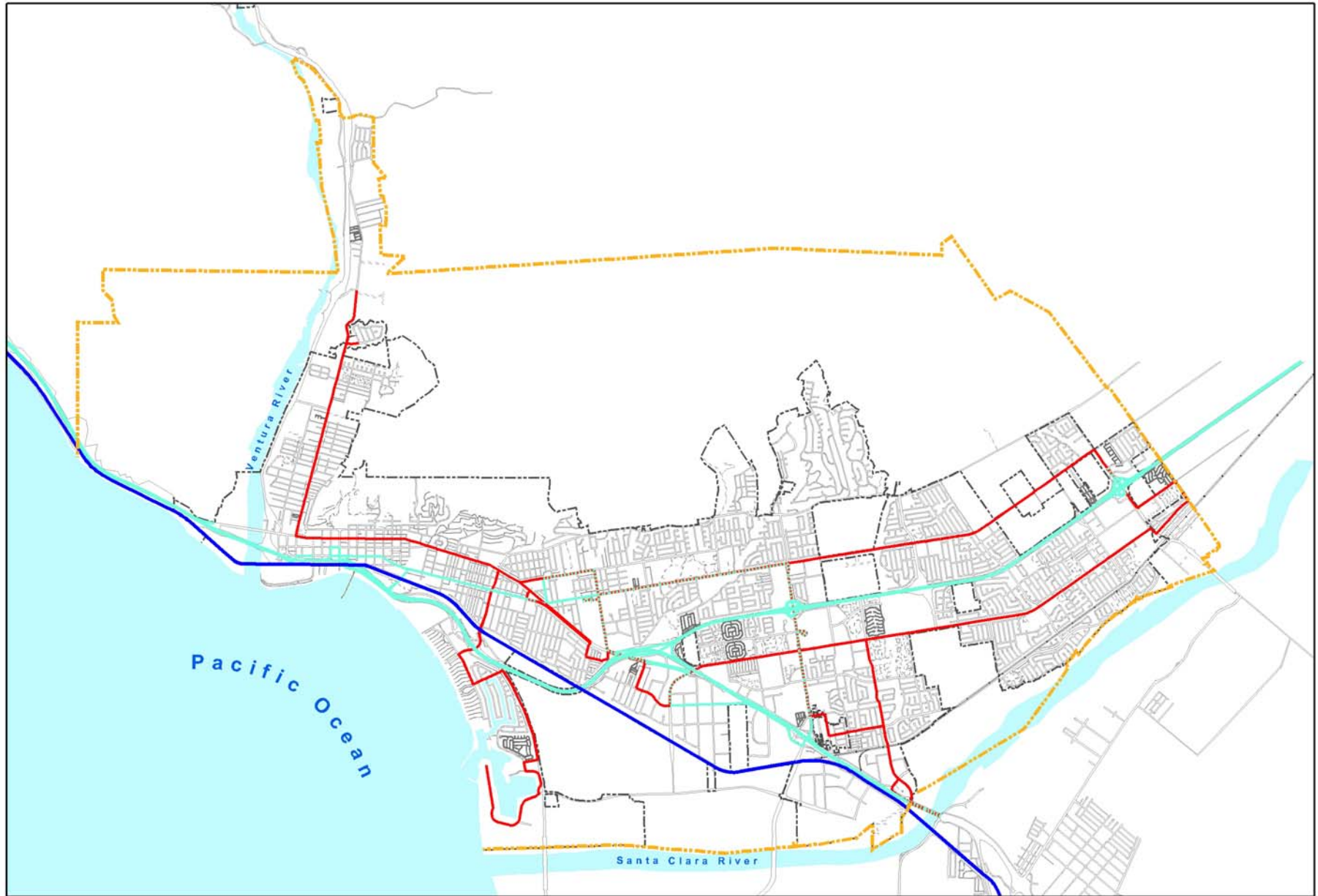


Note: Bike facilities shown on this figure are taken from the 1999 General Bikeway Plan and may change as updates to the General Bikeway Plan are completed.

Figure 4-1
Bicycle Facilities









This map is a product of the City of San Buenaventura, California. Although reasonable efforts have been made to ensure the accuracy of this map, the City of San Buenaventura cannot guarantee its accuracy.

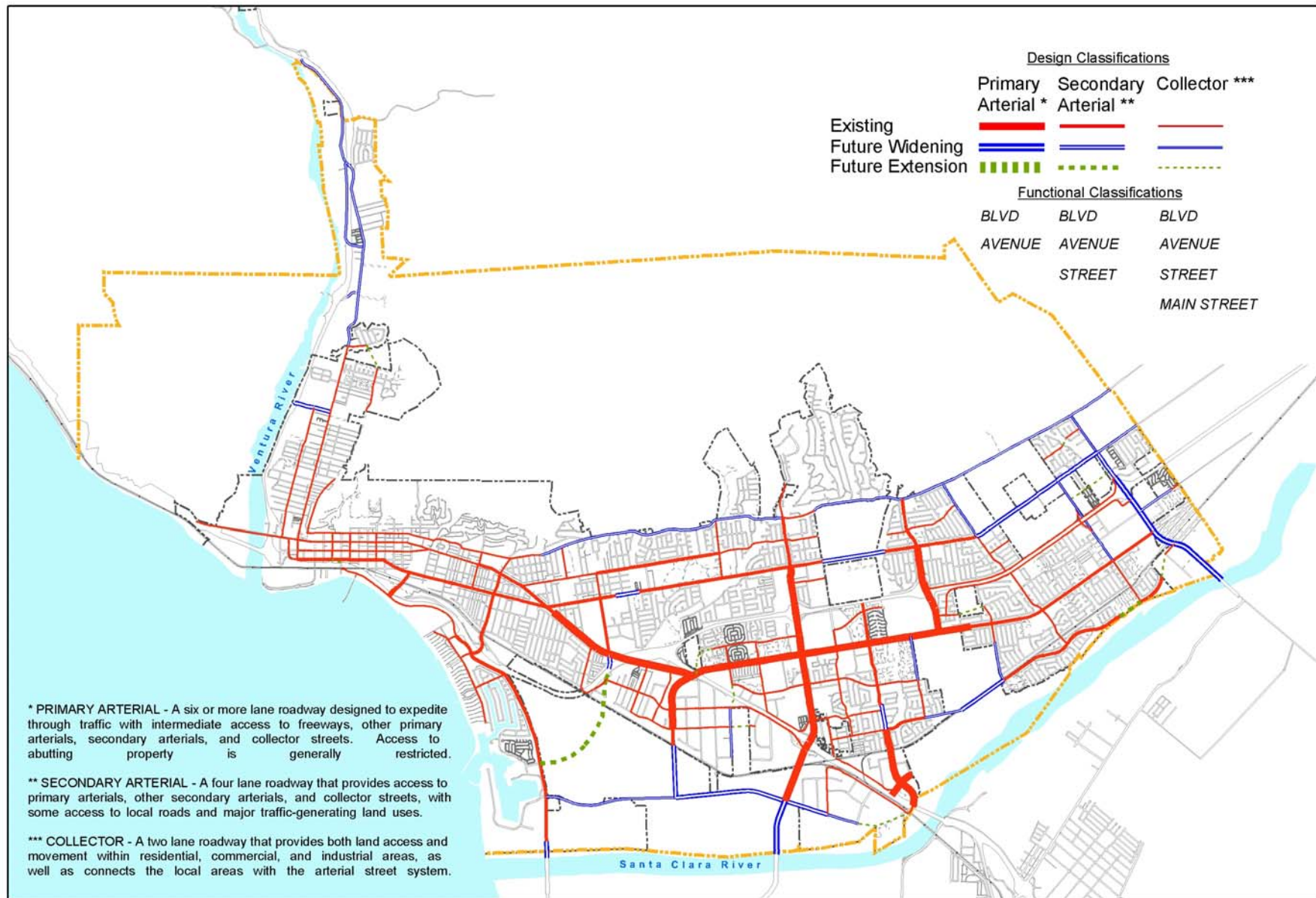


Note: Bus and Rail routes shown on this figure are current as of August 8, 2005 and may change as determined by each operator.

Figure 4-2
Bus and Rail Routes

Routes		Other	
SCAT		--- City Limits	
VISTA	 Planning Boundary	
SCAT & VISTA			
RAIL			

This map is a product of the City of San Buenaventura, California. Although reasonable efforts have been made to ensure the accuracy of this map, the City of San Buenaventura cannot guarantee its accuracy.



- - - City Limits
- - - Planning Boundary

Note: Future extensions shown are conceptual in nature, unless a specific alignment has been approved by the City Council.

Figure 4-3
Roadway Classification Plan



"Now, I truly believe, that we in this generation, must come to terms with nature, and I think we're challenged as mankind has never been challenged before to prove our maturity and our mastery, not of nature, but of ourselves."

— Rachel Carson
Biologist, Writer, Ecologist 1907-1964

5. OUR SUSTAINABLE INFRASTRUCTURE

Our goal is to safeguard public health, well-being and prosperity by providing and maintaining facilities that enable the community to live in balance with natural systems.

Essential Support Systems

Infrastructure is an extremely important though largely unnoticed foundation of quality of life in Ventura. Efficient water supply, wastewater treatment, and drainage systems are vital to most daily activities. These facilities on which the community depends need regular maintenance, and they frequently require upgrading both to meet the demands of a growing population and to be sensitive to environmental resources.

To ensure that citizens get high-quality drinking water, the City owns and operates a State-certified laboratory where water quality is tested continuously. Each City treatment plant is also run by State-certified operators who monitor water quality. As a result, City water exceeds State and federal water quality requirements.

The City employs conservation measures and emerging technology in its effort to achieve a high standard for wastewater treatment while protecting natural systems. As a result, treatment capability historically has outpaced community needs, with even peak flows typically reaching only 75 percent of plant capacity. Even so, further expanding the use of reclaimed water and

reducing water consumption will be vital to maintaining long-term water supplies.

Much of the storm drain system is aging and in need of repair or replacement, especially corrugated metal pipes in some of the older areas of Ventura. Collecting adequate fees that truly reflect the cost of serving development can help support City efforts to preclude additional deficiencies, and relying on and complementing natural drainage features can both help avoid the need for expensive and environmentally damaging channelization and improve the functioning of the overall drainage system.

Water Supply

The City provides drinking water, and water for fire protection, to households and businesses in Ventura through a complex system with more than 500 miles of distribution mains, 3 water treatment plants, 22 booster pump stations, 25 treated water reservoirs, and 13 wells. Five distinct sources provide surface and ground water to the City supply system:

- Casitas Municipal Water District
- Ventura River surface water intake, subsurface water and wells (Foster Park)
- Mound groundwater basin
- Oxnard Plain groundwater basin (Fox Canyon Aquifer)
- Santa Paula groundwater basin

The City also holds a State Water Project entitlement of 10,000 acre-feet per year;



however, new facilities would need to be constructed to transport this water to the City. The City updates its Urban Water Management Plan every two years (instead of every five years as required by State law) as part of its ongoing effort to ensure that City-managed water supplies will continue to accommodate demand in Ventura.

Meeting future water demands requires saving and reusing every drop possible. The City utilizes recycled water from its reclamation facility (a tertiary wastewater treatment plant) near the Harbor to augment the municipal water supply. Recycled water is used to irrigate City and private landscaping in the area and the Buenaventura and Olivas Park municipal golf courses. The remaining effluent is discharged to the Santa Clara River Estuary.

Largely as a result of conservation efforts, water consumption per city resident has generally declined (see Table 5-1). Projections anticipate that the City will continue to be able to meet consumer needs. Policies and actions in this chapter seek to refine demand management practices and conservation programs to further reduce per capita water use so that Ventura can sustain water resources for many more generations.

**Table 5-1
Historic and Projected Water Production (Acre Feet)**

Year	Estimated Population Served	Per Capita Use ¹	Treated Water Production	Raw Water Production	Total Water Production
Historic					
1980	73,774	0.236	17,381	4,766	22,147
1990	94,856	0.177	16,831	2,317	19,148
1995	99,668	0.165	16,428	1,602	18,030
1996	100,482	0.180	18,038	1,500	19,538
1997	101,096	0.178	18,002	1,829	19,831
1998	101,610	0.165	16,775	1,769	18,544
1999	102,224	0.192	19,658	1,067	20,725
2000	103,238	0.198	20,437	1,129	21,566
2001	104,153	0.173	18,071	889	18,960
2002	105,267	0.180	18,965	968	19,933
2003	106,782	0.183	19,510	846	20,356
Projected					
2005	109,465	0.179	19,594	1,000	20,594
2010	115,774	0.179	20,724	1,000	21,724
2015	122,447	0.179	21,918	1,000	22,918
2020	129,504	0.179	23,181	1,000	24,181

Sources: City of Ventura Urban Water Management Plan, Dec. 2000, City of Ventura 2004 Biennial Water Supply Report, as amended, September 2004.

¹ Per Capita use excludes raw water.

Wastewater Treatment

Ventura residents generate millions of gallons of wastewater each day, which is carried by more than 450 miles of sewer mains and 12 lift stations to the water reclamation facility in the Harbor area near the mouth of the Santa Clara River. While most residents receive sewer service directly from the City, three other sanitary sewer agencies with their own treatment facilities provide service to some citizens in the Montalvo, Saticoy, and North Ventura Avenue areas. As shown in Table 5-2, all local treatment facilities operate well below capacity.

About two-thirds of the wastewater treated locally is discharged to the Santa Clara River Estuary, as allowed by the Regional Water Quality Control Board. The remaining effluent is either transferred to recycling ponds, where some is delivered as reclaimed water, or it percolates to underground aquifers or evaporates. The policies and actions in this chapter call for improving treatment system efficiency to reclaim and reuse as much water as possible.

Table 5-2 Treatment Facilities

Treatment Facilities	Treatment Type	Capacity	Average Daily Flow
Ventura Water Reclamation Facility	Tertiary	14 MGD	9.0 MGD (68% capacity)
Montalvo Municipal Improvement District Treatment Plant	Secondary	0.36 MGD	0.242 MGD (67% capacity)
Saticoy Sanitary District Treatment Plant	Secondary ²	0.25 MGD	0.16 MGD (64% capacity)
Ojai Valley Sanitary District Treatment Plant	Tertiary	3 MGD	2.0 MGD (71% capacity)

² Includes nutrient removal prior to percolation.
Source: Individual agencies listed





Storm Drainage

Storm runoff travels from the hills above Ventura through the City until it is absorbed into the ground or reaches the Ventura River, the Santa Clara River, or the Pacific Ocean. To convey the occasional high flows associated with storms, the Ventura County Flood Control District oversees about 20 natural or concrete lined barrancas that serve as the major drainage courses for local watersheds. The City has about 20 miles of off-street drain system designed to convey runoff from all but the most severe of storms, in which case water also runs off via city streets.

Maintaining the barrancas and other watercourses that are not already lined with concrete as natural flood channels can help reduce peak flows by limiting water velocity. Incorporating natural features into drainage systems rather than hard treatment devices also can improve water quality and reduce maintenance costs. The policies and actions in this chapter seek to prevent increases in future storm water impacts by incorporating natural drainage and flood control features such as wildlife ponds and wetlands – instead of cement retention basins – into the storm drain system where possible. Such less intensive approaches not only cost less, but they also preserve environmental resources and protect water quality.


Policy 5A: Follow an approach that contributes to resource conservation.

Action 5.1: Require low flow fixtures, leak repair, and drought tolerant landscaping (native species if possible), plus emerging water conservation techniques, such as reclamation, as they become available. 


Action 5.2: Use natural features such as bioswales, wildlife ponds, and wetlands for flood control and water quality treatment when feasible. 

Action 5.3: Demonstrate low water use techniques at community gardens and city-owned facilities.


Action 5.4: Update the Urban Water Management plan as necessary in compliance with the State 1983 Urban Water Management Planning Act.


Action 5.5: Provide incentives for new residences and businesses to incorporate recycling and waste diversion practices, pursuant to guidelines provided by the Environmental Services Office. 


Policy 5B: Improve services in ways that respect and even benefit the environment.


Action 5.6: Require project proponents to conduct sewer collection system analyses to determine if downstream facilities are adequate to handle the proposed development. 

Action 5.7: Require project proponents to conduct evaluations of the existing water distribution system, pump station, and storage


requirements in order to determine if there are any system deficiencies or needed improvements for the proposed development. 


Action 5.8: Locate new development in or close to developed areas with adequate public services, where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. 


Action 5.9: Update development fee and assessment district requirements as appropriate to cover the true costs associated with development. 


Action 5.10: Utilize existing waste source reduction requirements, and continue to expand and improve composting and recycling options. 


Action 5.11: Increase emergency water supply capacity through cooperative tie-ins with neighboring suppliers.


Action 5.12: Apply new technologies to increase the efficiency of the wastewater treatment system. 

Action 5.13: Increase frequency of city street sweeping, and post schedules at key points within each neighborhood. 

Action 5.14: Develop a financing program for the replacement of failing corrugated metal storm drain pipes in the City. 

Action 5.15: Establish assessment districts or other financing mechanisms to address storm drain system deficiencies in areas where new development is anticipated and deficiencies exist. 

Action 5.16: Require new developments to incorporate stormwater treatment practices that allow percolation to the underlying aquifer and minimize offsite surface runoff utilizing methods such as pervious paving material for parking and other paved areas to facilitate rainwater percolation and retention/detention basins that limit runoff to pre-development levels. 

Action 5.17: Require stormwater treatment measures within new development to reduce the amount of urban pollutant runoff in the Ventura and Santa Clara Rivers and other watercourses. 

Action 5.18: Work with the Ventura Regional Sanitation District and the County to expand the capacity of existing landfills, site new landfills, and/or develop alternative means of disposal that will provide sufficient capacity for solid waste generated in the City.



"Leave all the afternoon for exercise and recreation, which are as necessary as reading. I will rather say more necessary because health is worth more than learning."

— Thomas Jefferson
3rd President of the United States
1801-1809

6. OUR ACTIVE COMMUNITY

Our goal is to add to and enhance our parks and open spaces to provide enriching recreation options for the entire community.

Higher Standards

For many people, spending time outdoors and participating in recreational activities represent some of life’s most cherished rewards. Ventura’s superb public park, open space, and recreation system offers a myriad of ways to partake in these privileges. The city offers 34 developed parks, 45 miles of linear park and trail network, stellar beaches, specialized play and sports facilities and programs, communitywide events, senior and youth activities, and two 18-hole tournament class public golf courses. Figure 6-1 at the end of this chapter shows the locations of various public facilities in the city.

The City is committed to ensuring that its citizens have ample access to high quality spaces for leisure and active recreation. The City’s adopted standard of 10 acres per 1,000 residents has created far more park area than would be possible under the basic State level of 3 acres per 1,000, and also tops the more ambitious National Park and Recreation Association benchmarks for specific park types (see Table 6-1). The City continues to create customized facilities like the Community Park (approved by the voters pursuant to SOAR) to expand opportunities for local residents to enjoy healthy, active lifestyles.

Park Type	Standards	
	City of Ventura	National Park & Recreation Association
Neighborhood	2 acres	1.5 acres
Community	3 acres	2.5 acres
Citywide	5 acres	5 acres
Total	10 acres	9 acres

Sources: City of Ventura, www.nrpa.org.



City Parks and Open Space

The public park and open space system in Ventura includes neighborhood, community, citywide, and linear parks. As shown in Table 6-2, the City oversees nearly 600 acres of developed park facilities, plus the linear park network, which provides important connections among watersheds for both people and wildlife.



As the City continually strives to improve the quality of leisure and recreation opportunities for everyone in the community, it must address a number of challenges such as:

- modernizing existing facilities,
- finding appropriate land for new facilities,
- developing useful and enjoyable public spaces, such as plazas and mini-parks in urban settings,
- formalizing shared use arrangements for non-City facilities like school playfields,
- meeting increasing demand for athletic courts, fields and pools,
- provide opportunities for passive recreation, and
- providing services needed by youth, seniors, and residents with special needs.



Neighborhood Parks

Typically less than 8 acres each, these smaller parks primarily serve specific residential areas in the community. The 18 neighborhood parks in Ventura cover about 73 total acres. Any future development outside the current city limits will have to provide new neighborhood parks to serve the added population.

Community Parks

These parks are designed to offer specialized opportunities and facilities to residents of more than one neighborhood. Amenities in community parks may include formal athletic fields, courts, recreation buildings, preschool and youth play structures, group and individual picnic areas, and landscaped areas for informal activity or leisure.

Citywide Parks

These parks feature recreational opportunities that draw a wide range of age and interest groups from throughout the city. They offer a variety of attractive amenities, such as large open spaces, unique natural resources, interpretive centers, cultural amenities, group picnic areas, sports facilities, and equestrian, bicycling, and hiking trails. The Ventura Community Park also serves some citywide park functions and attracts visitors from outside the city with its high-quality playing fields and aquatic center.

Linear Parks

Ventura's unique linear park network intersperses trails and picnic areas among a mostly undeveloped web of barranca and riverbanks that provide valuable wildlife habitat and migration corridors. The linear parks also merge with a number of neighborhood and community parks, complementing developed recreation areas with natural riparian qualities. Extending trails through the linear park network can create additional opportunities for low-impact contact with nature, and in some cases even provide pleasant non-automobile commuting options.

Table 6-2 City Park Facilities

Park	Park Size (in acres)				
	Neighborhood Parks	Community Parks	Citywide Parks	Special Use Facilities	Total
Albinger Archaeological Museum				0.9	0.9
Arroyo Verde Park	2.0	23.0	104.3		129.3
Barranca Vista Park	8.7				8.7
Blanche Reynolds Park	3.4				3.4
Camino Real Park			38.2		38.2
Cemetery Memorial Park	7.1				7.1
Chumash Park	6.1				6.1
Downtown Mini-Park	0.4				0.4
Eastwood Park				0.7	0.7
Fritz Huntsinger Youth Sports Complex	4.3	14.0			18.3
Grant Park			107.3		107.3
Harry A. Lyon Park			10.7		10.7
Hobert Park	7.1				7.1
Juanamaria Park	5.0				5.0
Junipero Serra Park	2.7				2.7
Linear Park Network				46.0	46.0
Marina Park			15.3		15.3
Marion Cannon Park	5.0				5.0
Mission Park	1.5				1.5
Ocean Avenue Park	1.3				1.3
Olivas Adobe Historical Park				22.5	22.5
Ortega Adobe Historic Residence				0.3	0.3
Plaza Park	3.7				3.7
Promenade Park	1.0				1.0
Seaside Wilderness Park ^{1, 2}				24.0	24.0
Surfers Point at Seaside Park ¹				3.4	3.4
Ventura Community Park		100.0			100.0
Westpark	1.5	5.8			7.3
Total	60.8	142.7	275.8	97.8	577.1

Sources: City of Ventura, 2004. Note: several parks serve functions in more than one category.
¹ Acreage varies with ocean high levels.
² Acreage varies with fluctuations in Ventura River level.

As with most parks in the city, resources for linear park system improvements typically come through conditions placed on adjacent development. City regulations establish standards for park width, landscaping, fencing, lighting, and tree rows that apply specifically along barrancas, freeways, rivers, the shoreline, harbor, hillsides, and utility rights-of-way.



Recreation Programs


The City operates four neighborhood centers where recreation programs and senior services are available: the Ventura Avenue Adult Center, Senior Recreation Center, Barranca Vista Center, and Westpark Community Center. The City also offers a wide range of sports programs, including youth and adult sports programs, classes, aquatics, and corporate games. Other City-sponsored recreational activities include arts and environmental education, community gardening, recreation programs for special needs residents, and after-school activities and summer camps.


A variety of other recreation opportunities are available in Ventura in addition to City programs. Foremost among these are all of the activities possible at State beaches and developed waterfront areas. Other local non-City facilities include the County Fairgrounds and local golf courses. In addition, joint-use agreements allow city residents to use sports fields, pools, and gymnasiums during certain times at public schools and Ventura College.


The policies and actions in this chapter seek to further expand local park and recreation choices by:


- identifying sites for new parks,
- increasing public access to open space, including via linear park trails,
- collaborating with schools and other local agencies and organizations,
- ensuring universal and equal access to parks and recreation facilities, and
- allowing appropriate revenue-generating activities at City parks.


Policy 6A: Expand the park and trail network to link shoreline, hillside, and watershed areas.


Action 6.1: Develop new neighborhood parks, pocket parks, and community gardens as feasible and appropriate to meet citizen needs, and require them in new development. 

Action 6.2: Require higher density development to provide pocket parks, tot lots, seating plazas, and other aesthetic green spaces. 

Action 6.3: Work with the County to plan and develop trails that link the City with surrounding open space and natural areas, and require development projects to include trails when appropriate. 


Action 6.4: Request Flood Control District approval of public access along unchannelized watercourses for hiking. 

Action 6.5: Seek landowner permission to allow public access on properties adjacent to open space where needed to connect trails. 

Action 6.6: Update plans for and complete the linear park system as resources allow. 

Action 6.7: Work with the County of Ventura to initiate efforts to create public trails in the hillsides.


Action 6.8: Update and require periodic reviews of the Park and Recreation Workbook as necessary to reflect City objectives and community needs.

Action 6.9: Require dedication of land identified as part of the City's Linear Park System in conjunction with new development. 

Action 6.10: Evaluate and incorporate, as feasible, linear park segments in the General Bikeway Plan.

Action 6.11: Update standards for citywide public parks and open space to include an expanded menu of shared park types, and identify locations and potential funding sources for acquiring new facilities in existing neighborhoods.

Action 6.12: Update and carry out the Grant Park Master Plan.

Action 6.13: Foster the partnership between the City and Fair Board to improve Seaside Park. 

Policy 6B: Ensure equal access to facilities and programs.


Action 6.14: Improve facilities at City parks to respond to the requirements of special needs groups.


Action 6.15: Adjust and subsidize fees to ensure that all residents have the opportunity to participate in recreation programs.

Action 6.16: Update the project fee schedule as necessary to ensure that development provides its fair share of park and recreation facilities.

Policy 6C: Provide additional gathering spaces and recreation opportunities.

Action 6.17: Update and create new agreements for joint use of school and City recreational and park facilities.

Action 6.18: Offer programs that highlight natural assets, such as surfing, sailing, kayaking, climbing, gardening, and bird watching. 

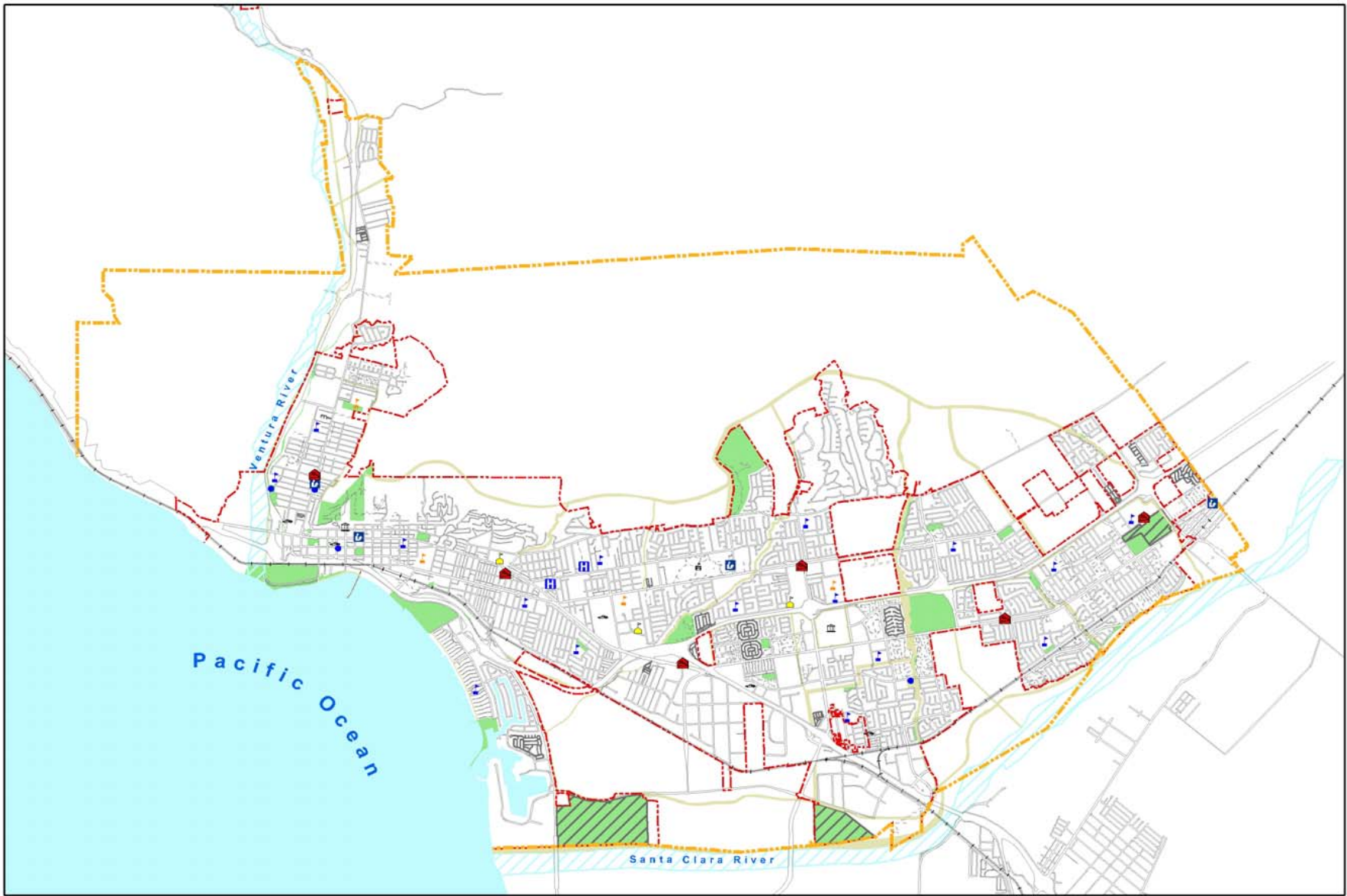
Action 6.19: Provide additional boating and swimming access as feasible. 

Action 6.20: Earmark funds for adequate maintenance and rehabilitation of existing skatepark facilities, and identify locations and funding for new development of advanced level skatepark facilities.

Policy 6D: Increase funding and support for park and recreation programs.

Action 6.21: Promote the use of City facilities for special events, such as festivals, tournaments, and races.

Action 6.22: Enter into concession or service agreements where appropriate to supplement City services.



- Police Station
- Fire Stations
- Hospitals
- Government Center
- Elementary School
- Middle School
- High School
- Community College
- Library
- Recreational Facilities
- Linear Park
- Parks
- Golf Courses
- City Limits
- Planning Area

Figure 6-1
Public Facilities

This map is a product of the City of San Buenaventura, California. Although reasonable efforts have been made to ensure the accuracy of this map, the City of San Buenaventura cannot guarantee its accuracy.



"A city, like a living thing, is a united and continuous whole."

— Plutarch
ca. 50-120 AD, author of *Moralia*

CITY OF
VENTURA

OUR HEALTHY & SAFE COMMUNITY

ventura's general plan

7. OUR HEALTHY AND SAFE COMMUNITY

Our goal is to build effective community partnerships that protect and improve the social well-being and security of all our citizens.

Community Wellness

Keeping the small town feel of Ventura depends on working together as a community to look out for the well being of all residents, especially those most at risk. Community wellness requires comprehensive preventative care, as well as careful preparation for and response to dangers within the built environment and to risks posed by natural processes (see Figure 7-1).

Adequate shelter, sufficient medical services, walkable neighborhoods, and proper nutrition create an essential foundation for a healthy community. Reducing as much as possible the threat to people and property from earthquakes, landslides, floods, and fires further enhance the collective wellness of the city. In addition, a healthy Ventura community requires thorough protection from crime, and freedom from pollution, unwanted noise, and the threat of hazardous materials.

Alquist-Priolo designation requires a geologic investigation prior to the approval of a development permit to determine if a specific site within the zone is threatened by surface displacement from future fault movement.

Geologic and Flood Hazards

Ventura lies in an active geologic region and is therefore subject to a variety of seismic hazards, including ground shaking, liquefaction, and slope failure. State law requires the City to regulate development in mapped seismic hazard zones. Major faults in the city include the Ventura-Foothill (a State-designated Alquist-Priolo Earthquake Fault Zone), Oak Ridge, McGrath, Red Mountain and Country Club Faults. Areas closest to these faults are most likely to experience ground shaking or rupture in the event of an earthquake. Liquefaction during an earthquake is most likely to occur in areas with loose, granular soils where the water table lies within 50 feet of the surface. As the soil liquefies, buildings and other objects may tilt or sink.

Hillside stability varies based on slope, soil, rock type and groundwater depth. The hills north of Poli Street/Foothill Road have experienced many historic landslides and are prone to future movement. The City Hillside Management Program limits development in the area to minimize dangers from landsliding, erosion, flooding, and fire, and to retain natural and scenic character.

The Federal Emergency Management Agency regulates development along watercourses based on the likelihood of flooding: the basic benchmark – the 100-year flood – has a one percent chance of occurring in any given year. Although the mapped 100-year flood hazard areas for local rivers and barrancas are fairly limited in size, the largest recorded flood events along the Ventura

and Santa Clara Rivers, both following heavy rains in 1969, exceeded the 100-year flood zone. The policies and actions in this Chapter intend to limit harm from geologic and flood events by requiring detailed risk analyses and mitigation prior to development of sites in hazard prone areas.

Fire and Emergency Response

The Ventura Fire Department responds to fire, medical, and disaster calls from six stations in the city. The Department's goal is to reach the scene within 4 minutes 90% of the time. The Department has a reciprocal agreement with the County Fire Protection District to ensure that Ventura residents receive the swiftest service possible. The Department also has a responsibility to provide disaster preparedness for the City. Particular fire department concerns in the City include:



- the need for reliable and sustainable source of fire service revenue,
- lengthy response times to areas farthest from existing stations (See Figure 7-2),
- firefighter and support staffing levels that are far below the .98 firefighter per 1,000 population averages of other municipal fire departments with comparable city size, age, and population,
- the threat of wildland fire entering urban area, and
- the lack of fire protection systems in older structures.

The policies and actions in this Chapter aim to optimize firefighting and emergency response capabilities through oversight of new development, improved facilities, and added staff.



Police Protection

Ventura Police response to crimes in progress or alarm soundings averages less than six minutes, and less than sixteen minutes for most other calls. While the local crime rate is slightly higher than State average, the Department hopes to better engage the community in policing efforts to lower crime levels. As part of a Strategic Planning Process, the Department has established the following goals:

- reduce crime and the fear of crime
- improve the quality of life in neighborhoods
- enhance community and police partnerships
- develop personnel
- continued accountability

One-time grant funding has helped add officers dedicated to community crime prevention, gang control, and youth mentoring programs. As these grants end the City must face the challenge of funding these services. Actions in this Chapter seek to improve the full range of police services to maximize community safety by increasing staffing, outreach efforts, and public access to police services.

Noise

Noise is generally defined as unwanted sound. Its effects can range from annoyance to nuisances to health problems. State law requires the City to identify and address noise sources and establish projected noise levels for roadways, railroads, industrial uses, and other significant generators. The Noise Contours map (Figure 7-3) is used to help guide land use in a way that minimizes exposure of residents to excessive noise.

Vehicle traffic is by far the greatest source of noise affecting Ventura residents. Other sources include the Seaside Park raceway, the Grant Park shooting range, and railroad, commercial, and industrial activity. Homes, schools, hotels, and hospitals are considered sensitive receptors where excessive noise can interfere with normal activities.

Noise intensity is customarily measured on the decibel scale, an index of loudness. Sounds as faint as 10 decibels (dB) are barely audible, while noise over 120 dB can be painful or damaging to hearing (Table 7-1 shows some typical noise levels). A sound 10 dB higher than another is perceived as about twice as loud. A 5 dB change is readily noticeable, but a 3 dB difference is barely perceptible.

As shown in Table 7-2, normally acceptable outdoor noise in residential areas may reach 65 decibels. The Ldn label in the table indicates that sound is averaged over time to account for the fact that sources like traffic or aircraft may cause fluctuations of more than 20 dB over a few

seconds. CNEL refers to the fact that 5 dB is added to noise after 7 p.m. and 10 dB added from 10 p.m. to 7 a.m., when quieter conditions make sound more noticeable.

The State Building Code requires an acoustical study whenever outdoor noise would exceed 60 decibels at a proposed duplex, multifamily residence, hotel, motel or other attached dwelling. The study must show that the proposed project design would result in interior noise levels of 45 dB or less.

Although future increases in traffic are not expected to produce a significant change in perceived noise levels, other specific sound generators have been identified as problems in the community. The policies and actions in this chapter look to reduce the exposure of people in Ventura to these noise sources.

Table 7-1. Typical Noise Levels

Type of Noise or Environment	Decibels
Recording Studio	20
Soft Whisper; Quiet Bedroom	30
Busy Open-plan Office	55
Normal Conversation	60-65
Automobile at 20 mph 25 ft. away	65
Vacuum Cleaner 10 ft. away	70
Dump Truck at 50 mph 50 ft. away	90
Train Horn 100 ft. away	105
Claw Hammer; Jet Takeoff 200 ft. away	120
Shotgun at shooter's ear	140

**Table 7-2
Acceptable Noise Levels**

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE Ldn or CNEL, dBA						
	55	60	65	70	75	80	85
RESIDENTIAL - LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES	[Yellow bar from 55 to 60]		[Cyan bar from 60 to 70]		[Dark Cyan bar from 70 to 75]		[Black bar from 75 to 80]
RESIDENTIAL - MULTI-FAMILY	[Yellow bar from 55 to 60]		[Cyan bar from 60 to 70]		[Dark Cyan bar from 70 to 75]		[Black bar from 75 to 80]
TRANSIENT LODGING - MOTELS, HOTELS	[Yellow bar from 55 to 60]		[Cyan bar from 60 to 70]		[Dark Cyan bar from 70 to 75]		[Black bar from 75 to 80]
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES	[Yellow bar from 55 to 60]		[Cyan bar from 60 to 70]		[Dark Cyan bar from 70 to 75]		[Black bar from 75 to 80]
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES	[Yellow bar from 55 to 60]		[Cyan bar from 60 to 70]		[Dark Cyan bar from 70 to 75]		[Black bar from 75 to 80]
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS	[Yellow bar from 55 to 60]		[Cyan bar from 60 to 70]		[Dark Cyan bar from 70 to 75]		[Black bar from 75 to 80]
PLAYGROUNDS, NEIGHBORHOOD PARKS	[Yellow bar from 55 to 60]		[Cyan bar from 60 to 70]		[Dark Cyan bar from 70 to 75]		[Black bar from 75 to 80]
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES	[Yellow bar from 55 to 60]		[Cyan bar from 60 to 70]		[Dark Cyan bar from 70 to 75]		[Black bar from 75 to 80]
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL	[Yellow bar from 55 to 60]		[Cyan bar from 60 to 70]		[Dark Cyan bar from 70 to 75]		[Black bar from 75 to 80]
INDUSTRIAL, MANUFACTURING, UTILITIES, AGRICULTURE	[Yellow bar from 55 to 60]		[Cyan bar from 60 to 70]		[Dark Cyan bar from 70 to 75]		[Black bar from 75 to 80]

NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

Source: General Plan Guidelines, California Office of Planning and Research

Hazardous Materials

Hazardous materials include medical and industrial wastes, pesticides, herbicides, radioactive materials, and combustible fuels. Improper use, storage, transport, or disposal of these materials may result in harm to humans, surface or ground water degradation, air pollution, fire, or explosion. Most of the several hundred facilities in Ventura that use or store hazardous materials lie along Ventura Avenue or in the Arundell industrial district.

The Fire Department maintains a team specially trained and equipped to respond to hazardous materials emergencies. Additional equipment and personnel for large-scale hazardous materials incidents is available from the County Fire Protection District, the City of Oxnard, and the U.S. Naval Construction Battalion Center in Port Hueneme.

The Westside and North Avenue neighborhoods include about 30 brownfields: sites that may possess contaminated soils but also have potential for reuse. Cleanup of these sites will make them more attractive for redevelopment that can improve the neighborhoods and generate employment and tax revenue. The City has established a Brownfield Assessment Demonstration Pilot Program to fund site assessments and initiate remediation. The policies and actions in this chapter intend to minimize the risk of adverse health effects of hazardous materials by regulating their location and seeking funding for cleanup of brownfield sites to encourage their reuse.

Policy 7A: Encourage wellness through care and prevention.

Action 7.1: Work with interested parties to identify appropriate locations for assisted-living, hospice, and other care-provision facilities.

Action 7.2: Provide technical assistance to local organizations that deliver health and social services to seniors, homeless persons, low-income citizens, and other groups with special needs.


Action 7.3: Participate in school and agency programs to:


- provide healthy meals,
- combat tobacco, alcohol, and drug dependency,
- distribute city park and recreation materials through the schools, and
- distribute information about the benefits of proper nutrition and exercise.

Action 7.4: Enhance or create ordinances which increase control over ABC licensed premises.


Action 7.5: Investigate the creation of new land use fees to enhance funding of alcohol related enforcement, prevention and training efforts.

Policy 7B: Minimize risks from geologic and flood hazards.


Action 7.6: Adopt updated editions of the California Construction Codes and International Codes as published by the State of California and the International Code Council respectively. 


Action 7.7: Require project proponents to perform geotechnical evaluations and implement mitigation prior to development of any site: 

- with slopes greater than 10 percent or that otherwise have potential for landsliding,
- along bluffs, dunes, beaches, or other coastal features
- in an Alquist-Priolo earthquake fault zone or within 100 feet of an identified active or potentially active fault,
- in areas mapped as having moderate or high risk of liquefaction, subsidence, or expansive soils,
- in areas within 100-year flood zones, in conformance with all Federal Emergency Management Agency regulations.


Action 7.8: To the extent feasible, require new critical facilities (hospital, police, fire, and emergency service facilities, and utility “lifeline” facilities) to be located outside of fault and tsunami hazard zones, and require critical facilities within hazard zones to incorporate construction principles that resist damage and facilitate evacuation on short notice. 


Action 7.9: Maintain and implement the Standardized Emergency Management System (SEMS) Multihazard Functional Response Plan.

Action 7.10: Require proponents of any new developments within the 100-year floodplain to implement measures, as identified in the Flood Plain Ordinance, to protect structures from 100-year flood hazards (e.g., by raising the finished floor elevation outside the floodplain). 

Action 7.11: Prohibit grading for vehicle access and parking or operation of vehicles within any floodway. 

Policy 7C: Optimize firefighting and emergency response capabilities.

Action 7.12: Refer development plans to the Fire Department to assure adequacy of structural fire protection, access for firefighting, water supply, and vegetation clearance. 

Action 7.13: Resolve extended response time problems by: 

- adding a fire station at the Pierpont/Harbor area,
- relocating Fire Station #4 to the Community Park site,
- increasing firefighting and support staff resources,
- reviewing and conditioning annexations and development applications, and
- require the funding of new services from fees, assessments, or taxes as new subdivisions are developed.

Action 7.14: Educate and reinforce City staff understanding of the Standardized Emergency Management System for the State of California.


Policy 7D: Improve community safety through enhanced police service.

Action 7.15: Increase public access to police services by:

- increasing police staffing to coincide with increasing population, development, and calls for service,
- increasing community participation by creating a Volunteers in Policing Program, and,
- require the funding of new services from fees, assessments, or taxes as new subdivisions are developed.


Action 7.16: Provide education about specific safety concerns such as gang activity, senior-targeted fraud, and property crimes.

Action: 7.17: Establish a nexus between police department resources and increased demands associated with new development.


Action 7.18: Continue to operate the Downtown police storefront. 


Action 7.19: Expand Police Department headquarters as necessary to accommodate staff growth.


Policy 7D: Minimize exposure to air pollution and hazardous substances.

Action 7.20: Require air pollution point sources to be located at safe distances from sensitive sites such as homes and schools. 

Action 7.21: Require analysis of individual development projects in accordance with the most current version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines and, when significant impacts are

identified, require implementation of air pollutant mitigation measures determined to be feasible at the time of project approval. 

Action 7.22: In accordance with Ordinance 93-37, require payment of fees to fund regional transportation demand management (TDM) programs for all projects generating emissions in excess of Ventura County Air Pollution Control District adopted levels. 


Action 7.23: Require individual contractors to implement the construction mitigation measures included in the most recent version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines. 

Action 7.24: Only approve projects involving sensitive land uses (such as residences, schools, daycare centers, playgrounds, medical facilities) within or adjacent to industrially designated areas if an analysis provided by the proponent demonstrates that the health risk will not be significant.


Action 7.25: Adopt new development code provisions that ensure uses in mixed-use projects do not pose significant health effects.


Action 7.26: Seek funding for cleanup of sites within the Brownfield Assessment Demonstration Pilot Program and other contaminated areas in West Ventura.


Action 7.27: Require proponents of projects on or immediately adjacent to lands in industrial,

commercial, or agricultural use to perform soil and groundwater contamination assessments in accordance with American Society for Testing and Materials standards, and if contamination exceeds regulatory action levels, require the proponent to undertake remediation procedures prior to grading and development under the supervision of the County Environmental Health Division, County Department of Toxic Substances Control, or Regional Water Quality Control Board (depending upon the nature of any identified contamination). 


Action 7.28: Educate residents and businesses about how to reduce or eliminate the use of hazardous materials, including by using safer non-toxic equivalents.

Action 7.29: Require non-agricultural development to provide all necessary buffers, as determined by the Agriculture Commissioner's Office, from agricultural operations to minimize the potential for pesticide drift. 


Action 7.30: Require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport, and to notify the appropriate City, County, State and Federal agencies in the event of a violation. 


Action 7.31: Work toward voluntary reduction or elimination of aerial and synthetic chemical application in cooperation with local agricultural interests and the Ventura County agricultural commissioner. 


Policy 7E: Minimize the harmful effects of noise.


Action 7.32: Require acoustical analyses for new residential developments within the mapped 60 decibel (dBA) CNEL contour, or within any area designated for commercial or industrial use, and require mitigation necessary to ensure that: 


- Exterior noise in exterior spaces of new residences and other noise sensitive uses that are used for recreation (such as patios and gardens) does not exceed 65 dBA CNEL, and
- Interior noise in habitable rooms of new residences does not exceed 45 dBA CNEL with all windows closed.


Action 7.33: As funding becomes available, construct sound walls along U.S. 101, SR 126, and SR 33 in areas where existing residences are exposed to exterior noise exceeding 65 dBA CNEL. 

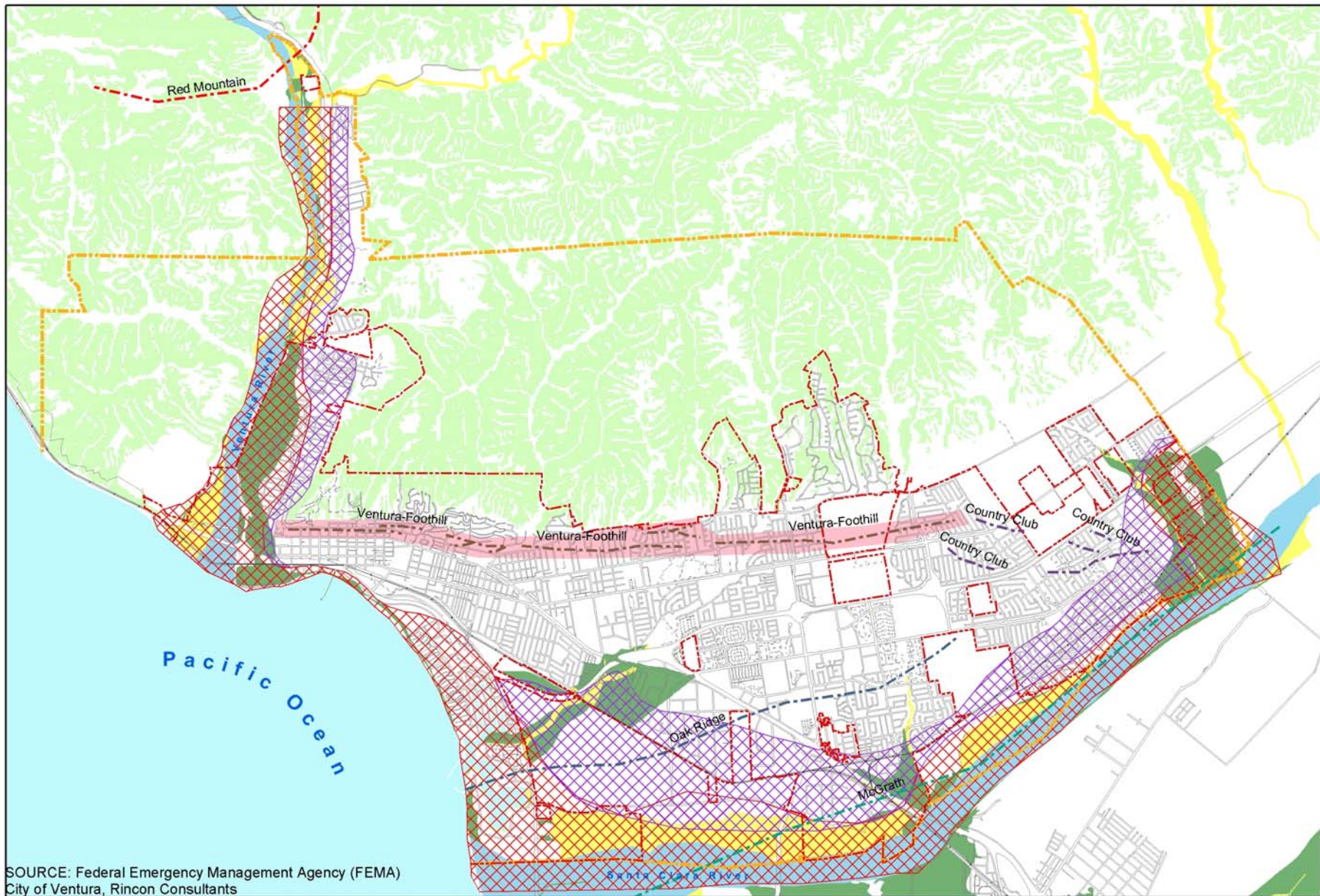
Action 7.34: Request that sound levels associated with concerts at the County Fairgrounds be limited to 70 dBA at the eastern edge of that property. 

Action 7.35: Request the termination of auto racing at the County fairgrounds. 

Action 7.36: Amend the noise ordinance to restrict leaf blowing, amplified music, trash collection, and other activities that generate complaints. 

Action 7.37: Use rubberized asphalt or other sound reducing material for paving and re-paving of City streets. 

Action 7.38: Update the Noise Ordinance to provide standards for residential projects and residential components of mixed-use projects within commercial and industrial districts. 



SOURCE: Federal Emergency Management Agency (FEMA)
City of Ventura, Rincon Consultants

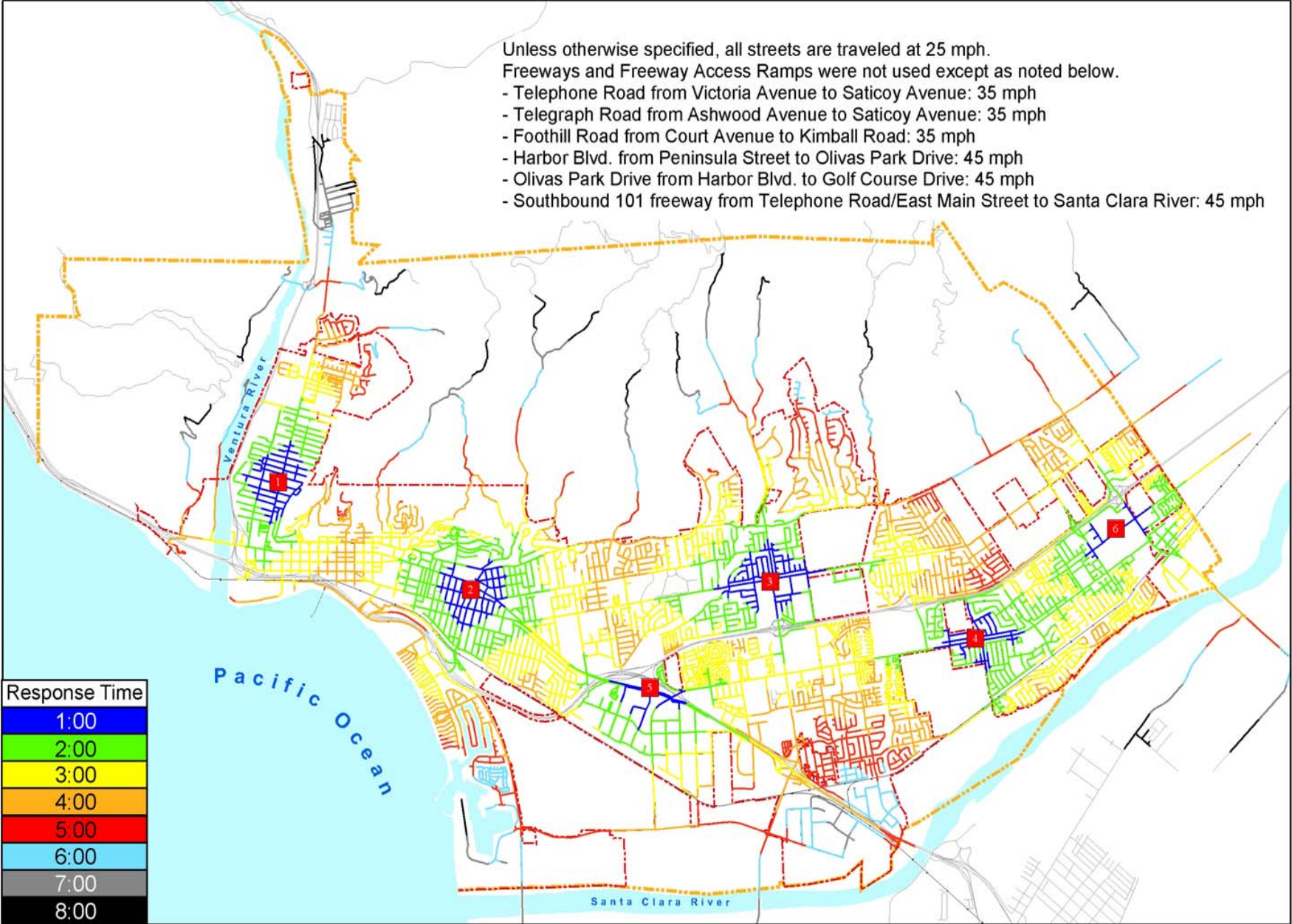
- | | | | |
|----------------------------------|---|--------------------------------------|---------------------------------------|
| FEMA Flood Hazard Zones | Liquefaction Zones | Major Fault Systems | Other |
| Yellow box: A (100-yr floodzone) | Red cross-hatch box: High Water Table | Dashed blue line: Country Club | Dashed red line: City Limits |
| Green box: B (500-yr floodzone) | Purple cross-hatch box: Low Water Table | Dashed green line: McGrath | Dashed orange line: Planning Boundary |
| Blue box: Floodway | | Dashed black line: Oak Ridge | Light green box: >30% Slope |
| | | Dashed red line: Red Mountain | |
| | | Dashed orange line: Ventura-Foothill | |

Figure 7-1
Natural Hazards

This map is a product of the City of San Buenaventura, California. Although reasonable efforts have been made to ensure the accuracy of this map, the City of San Buenaventura cannot guarantee its accuracy.

Unless otherwise specified, all streets are traveled at 25 mph.
 Freeways and Freeway Access Ramps were not used except as noted below.

- Telephone Road from Victoria Avenue to Saticoy Avenue: 35 mph
- Telegraph Road from Ashwood Avenue to Saticoy Avenue: 35 mph
- Foothill Road from Court Avenue to Kimball Road: 35 mph
- Harbor Blvd. from Peninsula Street to Olivas Park Drive: 45 mph
- Olivas Park Drive from Harbor Blvd. to Golf Course Drive: 45 mph
- Southbound 101 freeway from Telephone Road/East Main Street to Santa Clara River: 45 mph



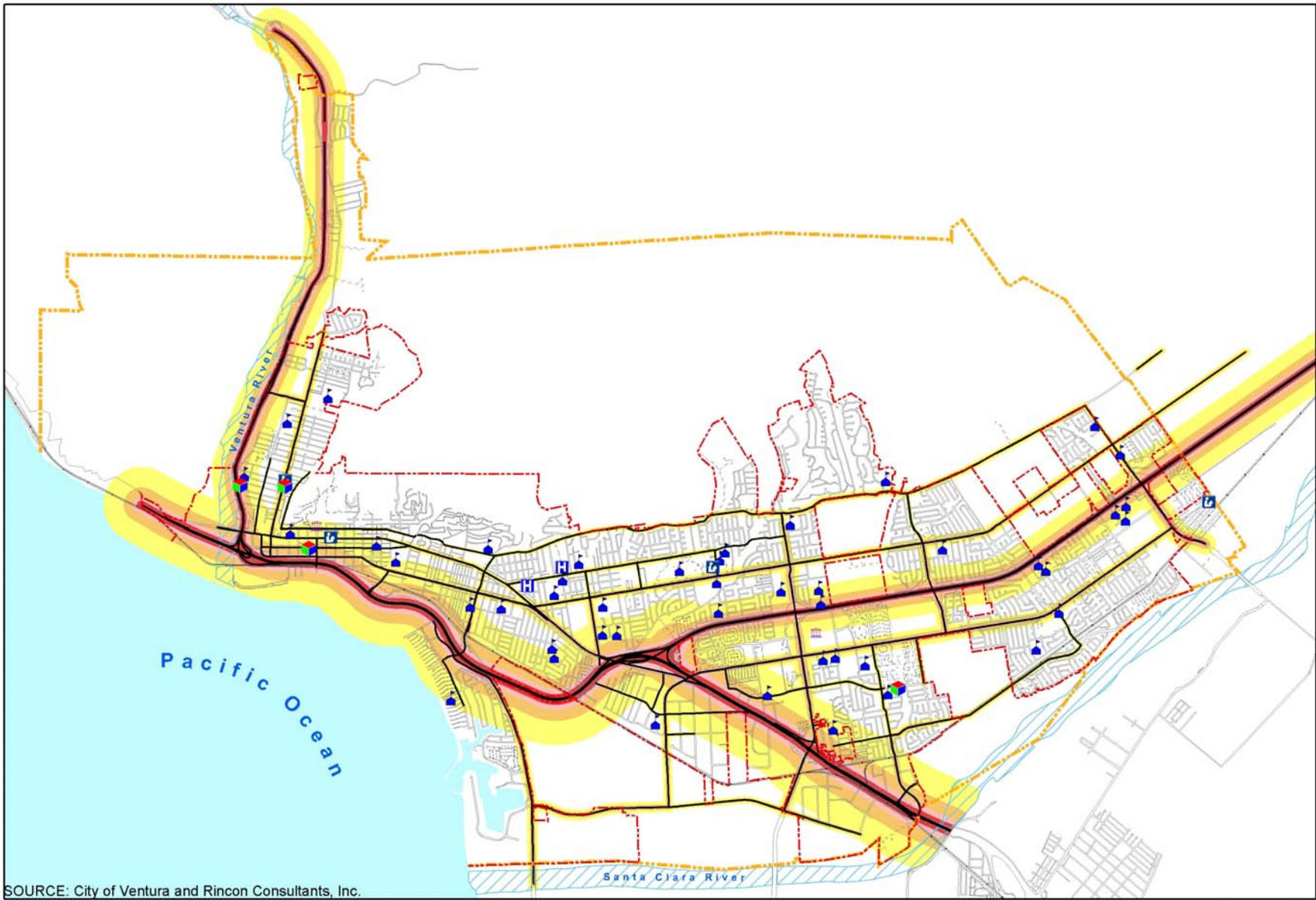
Response Time	
1:00	Blue
2:00	Green
3:00	Yellow
4:00	Orange
5:00	Red
6:00	Light Blue
7:00	Grey
8:00	Dark Grey

SOURCE: City of Ventura

- City Limits
- Planning Boundary
- Existing Fire Stations 1-6

Figure 7-2
Fire Response Time

This map is a product of the City of San Buenaventura, California. Although reasonable efforts have been made to ensure the accuracy of this map, the City of San Buenaventura cannot guarantee its accuracy.



SOURCE: City of Ventura and Rincon Consultants, Inc.

Figure 7-3
Noise Contours

- Noise Contours
- 60dBA
 - 65dBA
 - 70dBA
 - 75dBA
 - Countoured Streets (Over 5000 ADT)
 - Recreation Centers
 - Hospitals
 - Schools
 - Library
 - Government Centers
 - City Limits
 - Planning Boundary

This map is a product of the City of San Buenaventura, California. Although reasonable efforts have been made to ensure the accuracy of this map, the City of San Buenaventura cannot guarantee its accuracy.



"A vigorous culture capable of making corrective, stabilizing changes depends heavily on its educated people, and especially upon their critical capacities and depth of understanding."

— Jane Jacobs
Dark Age Ahead

CITY OF
VENTURA

OUR EDUCATED COMMUNITY
ventura's general plan

8. OUR EDUCATED COMMUNITY

Our goal is to encourage academic excellence and life-long learning resources to promote a highly-educated citizenry.

Lifelong Learning

Education is more important than ever before as the foundation for the vitality of informed community participation in Ventura. The *Ventura Vision* calls for the city to be “a community dedicated to educational excellence and an emphasis on lifelong learning.” A truly educated community is key to achieving most of the goals in this General Plan because:

- In the 21st Century information economy a highly educated and skilled workforce is vital to community prosperity,
- Education and the institutions that provide it are critical to achieving environmental and cultural leadership, and
- An educated and informed citizenry is essential to sound planning and decision-making.

While Ventura has a comparatively well-educated population (see Table 8-1), the high costs of doing business and finding housing in the city will force even greater emphasis on businesses and jobs that require ever-higher levels of skill. The need and desire for lifelong learning will require relentlessly expanding educational resources and access to them in the years ahead. Plus, the assets that strong educational institutions provide

are necessary to bring a rich cultural life to the community as well.

Ventura can build on an impressive base of well-regarded public schools, array of private alternatives, major community college, satellite university campuses, expanding media-training institute, law school, and three branch libraries, among other educational resources. The key to becoming renowned as a local “learning community” lies in creating stronger linkages between these existing resources and integrating them into the physical and social landscape of our community.

Leveraging our Assets

Excellence in public education is the top priority for the Ventura Unified School District (whose boundaries extend beyond the city). In Ventura, the District manages 16 elementary schools, four middle schools, three high schools, and one continuation high school, plus independent study and adult education programs.

In addition to District schools, the city also is home to more than a dozen private schools (see Table 8-2), serving 13 percent of elementary and high school students living in Ventura, according to the 2000 Census. Figure 6-1 shows school locations in the city.

**Table 8-1
Education Level**

Schooling Completed	Percent of Population
High School	21.7
Some College	28.2
Associate Degree only	9.6
Bachelors Degree only	15.4
Graduate Degree	9.3
High School Diploma & Above	84.1
Associate Degree & Above	34.2

Source: 2001 Ventura County Economic Outlook

**Table 8-2
Private Schools**

School	Grades
First Baptist Day	K-5
St. Augustine Academy	4-12
Sacred Heart	K-8
Ventura Missionary Christian Day	K-8
College Heights Christian	K-8
St. Bonaventure High School	9-12
Holy Cross	K-8
Our Lady of The Assumption	K-8
St. Paul's Parish Day	K-8
Grace Lutheran Christian Day	K-6
Jameson	K-12
Ventura County Christian	K-12
Hill Road Montessori Preschool	K-3
Wells Road Baptist Academy	K-12

Most public schools operate at or near capacity (see Table 8-3), and continuing growth in Ventura requires the District to search for sites for new schools (see Table 8-4). Developers of new projects are required to dedicate land or pay fees for school purposes, and any major annexation of land outside the city is likely to have to provide a school site to serve new resident children. Still, the scarcity and cost of suitable sites means that greater thought will need to be given to shared facility use and other non-traditional approaches to expanding capacity.

Table 8-3. Ventura Unified School District Enrollment

Schools – No.	Students	Capacity
Elementary – 17	8,093	95%
Middle – 4	4,304	93%
High - 3	4,820	85%
TOTAL	17,217	92%

Source: Ventura Unified School District, 2003

Table 8-4. Public School Demand

School Type	Students/School	School Needs	Acres Needed ¹
Elementary	600	4	40
Middle	1,000	1	20
High	2,000	1	40
TOTAL		6	100

1. Assumes 10 acres for elementary schools, 20 acres for middle schools, and 40 acres for high schools.

Source: Ventura Unified School District, 2003

Ventura is increasingly becoming recognized as a center for higher education. Ventura College is a highly respected two-year school with more than 12,000 students, providing everything from a

distinguished transfer opportunity for the University of California to certificates and associates degrees in important fields such as manufacturing and nursing. Students also can obtain four-year degrees in certain fields at the UCSB Ventura Center. Brooks Institute of Photography provides education in photojournalism, filmmaking, and related fields, providing the city with a significant cultural asset. Residents can earn graduate degrees in law, public policy, and education at the Ventura campuses of California Lutheran University, Azusa Pacific University, the Ventura College of Law, and the Southern California Institute of Law. The opening of the nearby California State University Channel Islands has drawn many students and faculty to live in Ventura, especially those in creative fields.

Combined, these institutions of higher learning provide Ventura with tremendous educational assets. Through the policies and actions in this chapter, the City is committed to nurturing these institutions, creating synergy among them, and instilling both cultural and economic opportunities.

Libraries of the Future

The County public library system in Ventura currently operates three branch libraries that serve about 200,000 visits annually (see Table 8-5). But in a digital age where more and more content is available online, the traditional book borrowing function is becoming outmoded. Library administrators and staff, the City’s Library Advisory Commission, and patrons have all pointed to needs for adding library space, extending operating hours, and updating and expanding learning resources.

At a more fundamental level, the ideas of what constitutes a library and how it fits the patterns of a learning community need to be reexamined. Integration with school libraries, including the Ventura College Learning Center, is a top priority for this reevaluation, as embodied in the policies and actions in this chapter.

City and Community Programs

Traditional classroom settings alone cannot provide the complete set of educational skills and experience needed by people of all ages. The City provides a variety of learning opportunities, including youth and adult art programs, environmental education, adaptive recreation programs, youth after-school activities, and summer camps. Community organizations also provide a range of classes and experiences, including tours, museums, lectures, and hands-on activities. Expanding venues for such activities and promoting participation in them are key challenges.

Policies and actions in this chapter seek to expand lifelong learning opportunities for everyone in the community.

Table 8-5. Local Libraries

Library	Card-Holders	2003-2004 Patronage	Hours Open Weekly	Facility Size (sq. ft.)
E. P. Foster	48,195	366,134	54	31,000
H. P. Wright			39	12,000
Avenue			25	3,000

Source: Ventura County Library Administration, 2005

Policy 8A: Reach out to institutions and educators to advance lifelong learning.

Action 8.1: Work closely with schools, colleges, and libraries to provide input into site and facility planning.


Action 8.2: Organize a regional education summit to generate interest in and ideas about learning opportunities.


Action 8.3: Adopt joint-use agreements with libraries, schools, and other institutions to maximize use of educational facilities.

Action 8.4: Distribute information about local educational programs.

Policy 8B: Increase the availability and diversity of learning resources.

Action 8.5: Install infrastructure for wireless technology and computer networking in City facilities.

Action 8.6: Establish educational centers at City parks. 

Action 8.7: Work with the State Parks Department to establish a marine learning center at the Harbor. 

Action 8.8: Work with the Ventura Unified School District to ensure that school facilities can be provided to serve new development.

Policy 8C: Reshape public libraries as 21st Century learning centers.

Action 8.9: Complete a new analysis of community needs, rethinking the role of public libraries in light of the ongoing advances in information technology and the changing ways that individuals and families seek out information and life-long learning opportunities.

Action 8.10: Reassess the formal and informal relationships between our current three branch public libraries and school libraries – including the new Ventura College Learning Resource Center – as well as joint use of facilities for a broader range or compatible public, cultural, and educational uses.

Action 8.11: Develop a Master Plan for Facilities, Programs, and Partnerships to create an accessible, robust, and vibrant library for the 21st Century system, taking into consideration that circulation of books is no longer the dominant function but will continue to be an important part of a linked network of learning centers.

Action 8.12: Develop formal partnerships, funding, capital strategies, and joint use agreements to implement the new libraries Master Plan.



"Whatever you can do, or dream you can,
begin it. Boldness has genius, power and
magic in it."

— Johann Wolfgang von Goethe

CITY OF
VENTURA

OUR CREATIVE COMMUNITY
ventura's general plan

9. OUR CREATIVE COMMUNITY

Our goal is to become a vibrant cultural center by weaving the arts and local heritage into everyday life.

A Rich Foundation

Local history, artistic expression, and cultural diversity play vital roles in making Ventura a vibrant and interesting place. The heritage of Chumash civilization, which developed over the course of about 9,000 years, and influences of Mexican settlement establish a rich tableau for the modern development of the city. Art in museums, galleries, and public places, as well as space and energy devoted to the creation of artwork and crafts connect the community in complex and fundamental ways. Cultural expression in the form of festivals and informal gatherings provide additional and essential bonds that strengthen the community.

Historic Context

Abundant food and water, temperate climate, and ample material for tool manufacturing attracted early local inhabitants. Chumash peoples were living in a string of coastal villages when Spanish explorers arrived in 1542. Shisholop village (at the south end of present-day Figueroa Street) was a thriving Chumash provincial capital at the time of the Spanish arrival. Other Chumash villages and burial sites have been found in what are now the North Avenue and Saticoy neighborhoods, as well as north of the Ventura River. Mexican settlers began to arrive in earnest

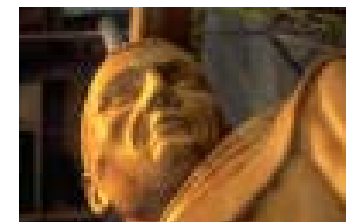
**Table 9-1
Key Historical and Cultural Sites**

Site	Description
Albinger Museum	Artifacts spanning 3,500 years excavated from a site next to the Mission are on display in this former adobe at 113 East Main Street.
Downtown	Downtown Ventura is home to a variety of 19 th Century buildings that house restaurants and retail establishments in a small-town setting with a variety of cultural amenities.
Olivas Adobe Park	Completed in 1849 for the Raymundo ranching family, the well-preserved hacienda at 4200 Olivas Park Road is utilized as concert and banquet facility.
Ortega Adobe	Built in 1857, the adobe is only remaining example of the middle class homes that once lined West Main Street. The building has since been used as a police station and restaurant.
San Buenaventura Mission	Built in 1782, the Mission anchors the western part of the downtown area and is still used for regular Catholic services.
Santa Gertrudis Chapel	The Chapel was originally completed around 1809. The site is located along Highway 33 near Foster Park.
San Miguel Chapel	The site is located at Thompson Boulevard and Palm Street. The original chapel dated back to the early 1800s.
Ventura County Museum of History and Art	The museum at 100 East Main Street houses exhibits featuring local artists and historical artifacts. Expansion plans include a 200-seat auditorium and a gallery with touring exhibits.

Source: City of Ventura

after the founding of Mission San Buenaventura in 1782.

More than 90 historic sites have been identified in the planning area (which includes areas outside the city). Notable ones include the Mission, the Ortega and Olivas Adobes, and the locations of the Santa Gertrudis and San Miguel Chapels (See Table 9-1 and Figure 9-1). Many of the existing buildings in Ventura were constructed between 1880 and 1940, a period that coincided with development of the railroads and harbor. City



Hall (formerly the County Courthouse) and the Mission aqueduct are listed as landmarks on the National Register of Historic Places, and structures in the following historic districts are protected by City architectural controls:

- the grounds within the Mission District,
- the Mitchell block (south of Thompson Boulevard between Chestnut and Fir Streets),
- the Selwyn Shaw block (north of Poli Street between Ann and Hemlock Streets), and
- the Simpson Tract (west of Ventura Avenue between Simpson and Prospect Streets).



Arts and Culture

When the City first adopted a Community Cultural Plan in 1992, Ventura’s creative community was in its fledgling stage. Few of the now-thriving professional art and cultural organizations existed (see Table 9-2). A burgeoning visual artist community had made the city its home, but was fairly invisible except to the more intrepid arts supporters and collectors.

Since completion of that plan, the City has either implemented or initiated all of its recommendations, which were developed through extensive public involvement. As a result, the growth of the cultural community has been extraordinary. Now Ventura is home to a wealth of active artists and arts organizations. From 1994-2004, the budgets of arts organizations in Downtown Ventura alone increased from \$500,000 to more than \$4 million.

Ventura also now has a complement of major cultural institutions unique for a city of its size, including the Ventura Music Festival, the Rubicon Theatre Company, the Ventura County Museum of History and Art, and Focus on the Masters. The individual artists who live and work in the city continue to comprise a major part of its cultural fabric, and are highlighted in popular cultural events like the Downtown ArtWalks.

A strong focus of the City’s general is to build the arts infrastructure of Ventura. A strong cultural infrastructure is the foundation of a healthy arts

ecosystem: this includes *places* (for arts creation, sales, exhibition, performance, rehearsal, living), *people* (artists, audiences, patrons), and *organizations* (production, support, and presentation).

In keeping with the community’s respect for its roots, the Ventura arts scene remains authentic, no small feat in today’s competitive environment. While many communities focus on importing Broadway shows or big-name art exhibits to increase their profile, Ventura successfully continues to highlight local artists, architecture, culture, history, and the environment – the unique threads that together comprise the rich tapestry of the Ventura community. Policies and actions in this chapter call for continuing to build the cultural foundations of the community by involving everyone in the production, support, and presentation of art and cultural programs, installing art in public places, providing working and display space for local artists, and identifying a site for an arts and cultural center.





**Table 9-2
Art and Cultural Institutions**

Name	Description	Years in Operation	Annual Patronage
Buenaventura Arts Association	Fine art gallery in downtown Ventura.	50	5,000
Channelaire Chorus	Women's chorus	42	2,500
City of Ventura Cultural Affairs Division	Supports local arts organizations; produces cultural programs (ArtWalks, Street Fairs, Music Under the Stars, Arts Education classes, grants, public art, etc.)	13	132,000
Focus on the Masters	Documentation of extraordinary artists (photographs, audio and video interviews)	10	15,000
Kids' Art	Ongoing, free kids' creative arts programs	12	350
Music 4 Kids	After school music instruction at Boys & Girls Clubs	4	800
Plexus Dance Theater	Professional modern dance performances	20	1,400
Rubicon Theater	Regional theater – classic and contemporary	6	37,000
San Buenaventura Foundation for the Arts	Arts umbrella organization - supports development of the Cultural Center and produces Arts Explosion	5	5,900
Ventura Area Theater Sports	Live improvisational theater in downtown Ventura	15	5,000
Ventura Artists' Union	Art gallery and weekly arts shows on California Plaza	15	17,000
Ventura College Opera Workshop	Opera and theater company at Ventura College	21	4,500
Ventura County Ballet	Ballet school with twice annual performances	6	11,000
Ventura County Master Chorale	Professional vocal music ensemble	23	6,000
Ventura County Museum of History and Art	Museum featuring exhibits on the history and art of Ventura County	26	55,000
Ventura Music Festival	Annual concert festival presenting international and local performers	11	9,000

Policy 9A: Increase public art and cultural expression throughout the community.

Action 9.1: Require works of art in public spaces per the City’s Public Art Program Ordinance.

Action 9.2: Sponsor and organize local art exhibits, performances, festivals, cultural events, and forums for local arts organizations and artists. 

Action 9.3: Expand outreach and publicity by: 

- promoting locally produced art and local cultural programs
- publishing a monthly calendar of local art and cultural features,
- distributing the *State of the Arts* quarterly report, and
- offering free or subsidized tickets to events.

Action 9.4: Support the creative sector through training and other professional development opportunities.

Action 9.5: Work with the schools to integrate arts education into the core curriculum.

Action 9.6: Promote the cultural and artistic expressions of Ventura’s underrepresented cultural groups.


Action 9.7: Offer ticket subsidy and distribution programs and facilitate transportation to cultural offerings.

Policy 9B: Meet diverse needs for performance, exhibition, and workspace.


Action 9.8: Increase the amount of live-work development, and allow its use for production, display, and sale of art.


Action 9.9: Work with community groups to locate sites for venues for theater, dance, music, and children’s programming.

Policy 9C: Integrate local history and heritage into urban form and daily life.


Action 9.10: Provide incentives for preserving structures and sites that are representative of the various periods of the city’s social and physical development. 


Action 9.11: Organize and promote multi-cultural programs and events that celebrate local history and diversity.


Action 9.12: Allow adaptive reuse of historic buildings. 


Action 9.13: Work with community groups to identify locations for facilities that celebrate local cultural heritage, such as a living history Chumash village and an agricultural history museum. 


Policy 9D: Ensure proper treatment of archeological and historic resources.


Action 9.14: Require archaeological assessments for projects proposed in the Coastal Zone and other areas where cultural resources are likely to be located. 

Action 9.15: Suspend development activity when archaeological resources are discovered, and require the developer to retain a qualified archaeologist to oversee handling of the resources in coordination with the Ventura County Archaeological Society and local Native American organizations as appropriate. 


Action 9.16: Pursue funding to preserve historic resources. 


Action 9.17: Provide incentives to owners of eligible structures to seek historic landmark status and invest in restoration efforts. 


Action 9.18: Require that modifications to historically-designated buildings maintain their character. 


Action 9.19: For any project in a historic district or that would affect any potential historic resource or structure more than 40 years old, require an assessment of eligibility for State and federal register and landmark status and appropriate mitigation to protect the resource. 


Action 9.20: Seek input from the City's Historic Preservation Commission on any proposed

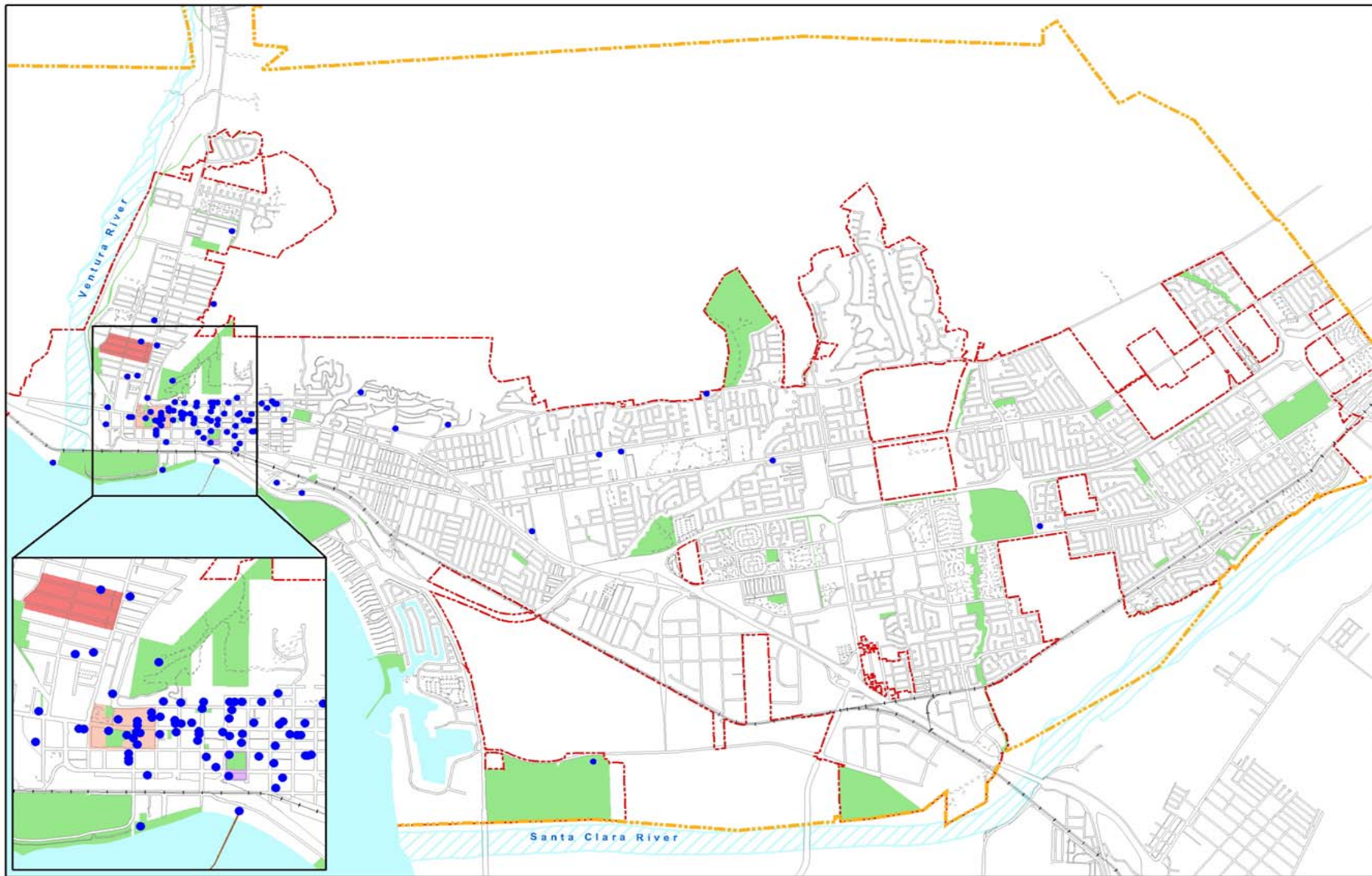
development that may affect any designated or potential landmark. 

Action 9.21: Update the inventory of historic properties. 

Action 9.22: Create a set of guidelines and/or policies directing staff, private property owners, developers, and the public regarding treatment of historic resources that will be readily available at the counter. 

Action 9.23: Complete and maintain historic resource surveys containing all the present and future components of the historic fabric within the built, natural, and cultural environments. 

Action 9.24: Create a historic preservation element. 



- Historical Sites
- City Limits
- Mission Historic District
- Mitchell Block Historic District
- Selwyn Shaw Historic District
- Simpson Tract Historic District
- Parks
- Planning Area

Figure 9-1
Historic Districts and Sites

This map is a product of the City of San Buenaventura, California. Although reasonable efforts have been made to ensure the accuracy of this map, the City of San Buenaventura cannot guarantee its accuracy.



"Never believe that a few caring people can't change the world. For indeed, that's all who ever have."

— Margaret Mead
Renowned Anthropologist

10. OUR INVOLVED COMMUNITY

Our goal is to strive to work together as a community to achieve the Ventura Vision through civic engagement, partnerships, and volunteer service.

Civic Engagement

It is not enough to have a vision of smart growth for Ventura. Achieving that vision requires the active and ongoing participation of an engaged and active community. Fortunately, Ventura builds on a strong foundation: thousands of Ventura citizens are involved in their schools and places of worship and give their time to civic, cultural, and charitable organizations. City Commissions, the Community Councils, the Chamber of Commerce and other well-established avenues provide opportunities for community leadership.

This is what Alexis De Toqueville celebrated in his famous book, *Democracy in America*, calling our nation, “the one country in the world, day in and day out, that makes use of an unlimited freedom of association.” Yet today in Ventura, as all across America, there is concern about the health of our democracy. Sociologist Robert Putnam gained national attention with his research showing that “by almost every measure, Americans’ direct engagement in politics and government has fallen steadily and sharply over the last generation.”

Among the symptoms in Ventura have been a decline in voter turnout in recent local elections – (a 36% drop from 1995 through 2003.) Over those years, the ability to build consensus about future development has been undermined by sharply polarized divisions, showdowns at the ballot box, and often rancorous public hearings. The complaint often recurs that planning decisions are made without adequate notice or consideration of the views of those affected. Many citizens criticize the City decision-making process as convoluted and counterproductive.

Moreover, ongoing participation of an engaged community requires civic places where citizens can come together. It is not insignificant that a decline in public participation and the quality of civic discourse has paralleled the loss of civic places in our cities. Historically, governments provided open spaces and buildings that were at the center of a community, physically and symbolically. Town squares and plazas, often faced by a hall for formal gathering and civic engagement, have all but disappeared. The poverty of American public places was apparent after the Columbine High School shooting in Colorado, when citizens gathered to mourn, not in a shared place for people, but in a parking lot.

Nearly everyone agrees we can and should do better. The best model for doing this was the citywide effort to craft the *Ventura Vision*. Thousands participated in a year-long partnership encompassing City government, non-profit organizations, community groups, business,

schools and individual residents to chart the community's future.

The vision of an "involved community" was described in the *Ventura Vision* report as: seeking "broad community collaboration; more widely publicizing city government services, planning processes and policies; better involvement of typically under-represented groups such as youth, seniors and ethnic minorities in community planning; and developing public parks, plazas, neighborhood greenways and other spaces that promote civic interaction and events."

Since that vision was adopted by the City Council in 2000, the City has worked to implement it, building on existing community assets and strengthening the linkages and interconnections that already exist among people, organizations, and shared community goals. A remarkable example of broad community collaboration earned attention throughout Southern California in late 2004. Facing the prospect of winter flooding, the City undertook to evacuate homeless people living in the channel of the Ventura River. This was accomplished by a partnership involving non-profit social service agencies, faith-based organizations, City staff, business leaders, community volunteers and the affected homeless population.

There are many more models of successful community collaboration in Ventura, including: the restoration of the pier, the community's rich array of after-school programs, the implementation of the 1992 Cultural Plan, the 2004 Downtown

Charrette, the 2005 Midtown Design Charrette and the establishment of conservancies to preserve the Grant Park cross and Ventura's cherished hillsides.

City government has learned from these efforts to reach broadly and deeply into the community. Civic engagement and trust are built when City representatives actively seek to involve everyone in positive and transparent partnerships. That goal requires a continually evolving effort to promote participation:

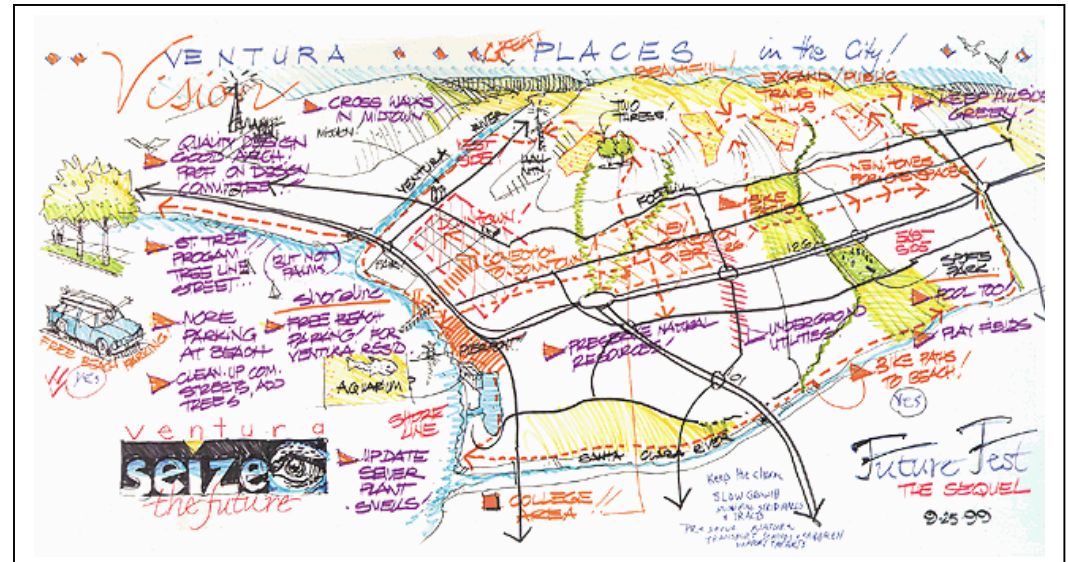
- through proactive and interactive media outreach in the press, on the web, on radio and television,
- by striving to include everyone in decision making and making it convenient for them to participate by seeking them out in their neighborhoods and gathering places like schools, houses of worship and public spaces, and
- through community dialogues, workshops, charrettes, town hall forums, and community councils, in addition to formal public hearings.

More effort needs to be put into building consensus about future growth and change upfront through community planning, rather than waiting until specific development projects are proposed. That effort will continue with the work to craft a citywide "form-based code" and concentrated planning efforts for specific neighborhoods and districts.

Focused attention should be paid to making our public decision-making processes easier to understand and participate in. Citizens have little time or patience for complicated planning and entitlement processes that drag on for years. By establishing clearer rules and public processes for applying them, the policies and actions in this chapter will enable more citizens to feel that they will be heard and their contributions valued. By involving a wider range of the community in clearly setting Ventura's planning goals and standards of quality, we can devote more time to achieving those goals and less time wrangling over specific proposals.

Ventura also needs to reestablish places for civic discourse. While the City will continue to encourage the use of our beautiful City Hall for its historic role of government by and for the people, we also need a hierarchy of civic spaces citywide that are strategically located in neighborhood centers and accessible by pedestrians (see Chapter Three, Action 3.8). Every neighborhood should have access to a physical location designated for public gathering and civic purposes.

Our long-range vision is to build an ethic and a fabric of robust civic engagement – what De Toqueville called “the habits of the heart.” His phrase evokes what the Ventura Vision called “direct engagement in public affairs” through “participation, hard work and collaboration . . . sustaining Ventura as an exceptional place.” The policies and actions in this chapter aim to do just that.



Policy 10A: Work collaboratively to increase citizen participation in public affairs. including the website, cable channels, newsletters, kiosks, and water billing statements.

Action 10.1: Conduct focused outreach efforts to encourage all members of the community – including youth, seniors, special needs groups, and non-English speakers – to participate in City activities.

Action 10.2: Obtain public participation by seeking out citizens in their neighborhoods and gathering places such as schools, houses of worship and public spaces.

Action 10.3: Invite civic, neighborhood, and non-profit groups to assist with City project and program planning and implementation.

Action 10.4: Provide incentives for City staff to participate in community and volunteer activities.

Action 10.5: Invite seniors to mentor youth and serve as guides at historical sites.

Action 10.6: Offer internships in City governance, and include youth representatives on public bodies.

Action 10.7: Continue to offer the Ambassadors program to obtain citizens assistance with City projects.

Policy 10B: Raise awareness of City operations and be clear about City objectives.


Action 10.8: Utilize the City website as a key source of information and expand it to serve as a tool for civic engagement.


Action 10.9: Publish an annual report that evaluates City performance in such areas as conservation, housing, and economic development.

Action 10.10: Continue to improve the user-friendliness of the media that communicate information about the City,

Policy 10 C: Work at the neighborhood level to promote citizen engagement.

Action 10.11: Establish a clear policy toward the scope, role, boundaries, and jurisdiction of neighborhood Community Councils citywide, with the objectives of strengthening their roles in decision-making.

Action 10.12: Establish stronger partnerships with neighborhood Community Councils to set area priorities for capital investment, community policing, City services, commercial investment, physical planning, education, and other concerns, to guide both City policies and day-to-day cooperation and problem-solving. 

Action 10.13: Recognizing that neighborhood empowerment must be balanced and sustained by overall City policies and citywide vision and resources – establish a citywide Neighborhood Community Congress where local neighborhood Community Councils can collaborate and learn from each other. 

Action 10.14: Establish clear liaison relationships to foster communication, training, and involvement efforts between the City, neighborhood Community Councils and other community partners, including the Ventura Unified School District and business, civic, cultural and religious groups.



JOE VIVINO



DONNA GRANATA


"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work."








— Vince Lombardi
Author of *What It Takes To Be #1*, 2001

CITY OF
VENTURA


A P P E N D I C E S






ventura's general plan

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Number	Action	Lead Entity	Timeframe
1.1	 Adhere to the policies and directives of the California Coastal Act in reviewing and permitting any proposed development in the Coastal Zone.	CD [CP]	Ongoing
1.2	 Prohibit non-coastal-dependent energy facilities within the Coastal Zone, and require any coastal-dependent facilities including pipelines and public utility structures to avoid coastal resources (including recreation, habitat, and archaeological areas) to the extent feasible, or to minimize any impacts if development in such areas is unavoidable.	CD [CP]	Ongoing
1.3	 Work with the State Department of Parks and Recreation, Ventura County Watershed Protection Agency, and the Ventura Port District to determine and carry out appropriate methods for protecting and restoring coastal resources, including by supplying sand at beaches under the Beach Erosion Authority for Control Operations and Nourishment (BEACON) South Central Coast Beach Enhancement program.	PW [E]	Ongoing
1.4	 Require new coastal development to provide non-structural shoreline protection that avoids adverse impacts to coastal processes and nearby beaches.	CD [CP]	Ongoing
1.5	 Collect suitable material from dredging and development, and add it to beaches as needed and feasible.	PW [E]	Ongoing
1.6	 Support continued efforts to decommission Matilija Dam to improve the sand supply to local beaches.	PW [U]	Long-term
1.7	 Update the Hillside Management Program to address and be consistent with the Planning Designations as defined and depicted on the General Plan Diagram.	CD [LRP]	Short-term

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Number	Action	Lead Entity	Timeframe
1.8	 Buffer barrancas and creeks that retain natural soil slopes from development according to state and Federal guidelines.	CD [LD]	Ongoing
1.9	 Prohibit placement of material in watercourses other than native plants and required flood control structures, and remove debris periodically.	PW [MS/P]	Ongoing
1.10	 Remove concrete channel structures as funding allows, and where doing so will fit the context of the surrounding area and not create unacceptable flood or erosion potential.	PW [MS/P]	Long-term
1.11	 Require that sensitive wetland and coastal areas be preserved as undeveloped open space wherever feasible and that future developments result in no net loss of wetlands or "natural" areas.	CD [LRP]	Short-term
1.12	Update the provisions of the Hillside Management Program as necessary to ensure protection of open space lands.	CD [LRP]	Mid-term
1.13	Recommend that the City's Sphere of Influence be coterminous with existing City limits in the hillsides in order to preserve the hillsides as open space.	CD [LRP]	Short-term
1.14	Work with established land conservation organizations toward establishing a Ventura hillsides preserve.	PW [P]	Long-term
1.15	Actively seek local, state, and Federal funding sources to achieve preservation of the hillsides.	PW [P]	Mid-term
1.16	 Comply with directives from regulatory authorities to update and enforce stormwater quality and watershed protection measures that limit impacts to aquatic ecosystems and that preserve and restore the beneficial uses of natural watercourses and wetlands in the city.	PW	Ongoing


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Number	Action	Lead Entity	Timeframe
1.17	Require development to mitigate its impacts on wildlife through the development review process.	CD [CP]	Ongoing
1.18	Require new development adjacent to rivers, creeks, and barrancas to use native or non-invasive plant species, preferably drought tolerant, for landscaping.	CD [CP] PW [P]	Ongoing
1.19	Require projects near watercourses, shoreline areas, and other sensitive habitat areas to include surveys for State and/or federally listed sensitive species and to provide appropriate buffers and other mitigation necessary to protect habitat for listed species.	CD [LRP]	Long-term
1.20	Conduct coastal dredging in accordance with the U.S. Army Corps of Engineers and California Department of Fish and Game requirements in order to avoid impacts to sensitive fish and bird species.	PW [E]	Ongoing
1.21	Work with State Parks on restoring the Alessandro Lagoon and pursue funding cooperatively.	PW [P]	Long-term
1.22	Adopt development code provisions to protect mature trees as defined by minimum height, canopy, and/or tree trunk diameter.	CD [LRP]	Short-term
1.23	Require, where appropriate, the preservation of healthy tree windrows associated with current and former agricultural uses, and incorporate trees into the design of new developments.	CD [CP]	Short-term
1.24	Require new development to maintain all indigenous tree species or provide adequately sized replacement native trees on a 3:1 basis.	CD [CP]	Ongoing
1.25	Purchase and use recycled materials and alternative and renewable energy sources as feasible in	AS [P]	Ongoing

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Number	Action	Lead Entity	Timeframe
	City operations.		
1.26	 Reduce pesticide use in City operations.	PW [P]	Mid-term
1.27	Utilize green waste as biomass/compost in City operations.	PW [P]	Mid-term
1.28	Purchase low-emission City vehicles, and convert existing gasoline-powered fleet vehicles to cleaner fuels as technology becomes available.	PW [MS]	Mid-term
1.29	 Require all City funded projects that enter design and construction after January 1, 2006 to meet a design construction standard equivalent to the minimum U.S. Green Building Council LEED™ Certified rating in accordance with the City's Green Building Standards for Private and Municipal Construction Projects.	FD [IS]	Short-term
1.30	Provide information to businesses about how to reduce waste and pollution and conserve resources.	PW [MS]	Short-term
1.31	 Provide incentives for green building projects in both the public and private sectors to comply with either the LEED™ Rating System, California Green Builder, or the Residential Built Green program and to pursue registration and certification; incentives include "Head-of-the-Line" discretionary processing and "Head-of-the-Line" building permit processing.	FD [IS]	Short-term
1.32	 Apply for grants, rebates, and other funding to install solar panels on all City-owned structures to provide at least half of their electric energy requirements.	PW	Ongoing

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Number	Action	Lead Entity	Timeframe
1.33	Publicly acknowledge individuals and businesses that implement green construction and building practices.	FD [IS]	Ongoing
2.1	Track economic indicators for changes that may affect City land resources, tax base, or employment base, such as terms and conditions of sale or lease of available office, retail, and manufacturing space.	CD [ED]	Ongoing
2.2	Prepare an economic base analysis that identifies opportunities to capture retail sales in sectors where resident purchasing has leaked to other jurisdictions.	CD [ED]	Short-term
2.3	Maintain and update an Economic Development Strategy to implement City economic goals and objectives.	CD [ED]	Ongoing
2.4	Map priority locations for commercial and industrial development and revitalization, including a range of parcel sizes targeted for high-technology, non-durables manufacturing, finance, business services, tourism, and retail uses.	CD	Short-term
2.5	Share economic and demographic information with organizations that may refer businesses to Ventura.	CD [ED]	Ongoing
2.6	Encourage intensification and diversification of uses and properties in districts, corridors, and neighborhood centers, including through assembly of vacant and underutilized parcels.	CD [ED]	Ongoing

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Number	Action	Lead Entity	Timeframe
2.7	Partner with local commerce groups to recruit companies and pursue funding for business development and land re-utilization.	CD [ED]	Ongoing
2.8	Carry out Housing Element programs that provide housing to all segments of the local workforce.	CD	Ongoing
2.9	Expedite review for childcare facilities that will provide support to local employees.	CD [CP]	Short-term
2.10	Expedite review of the entitlement process for installation of infrastructure necessary to support high technology and multimedia companies.	CA	Mid-term
2.11	Allow mixed-use development in commercial and industrial districts as appropriate.	CD [LRP]	Short-term
2.12	Allow uses such as conference centers with resort amenities on appropriately sized and located parcels.	CD [LRP]	Short-term
2.13	Market the city to businesses that link agriculture with high technology, such as biotechnology enterprises.	CD [ED]	Ongoing
2.14	Partner with local farms to promote farmers markets and high quality locally grown food.	CS	Ongoing
2.15	Provide incentives for use of waterfront parcels for recreation, visitor-serving commerce, restaurant, marina, and fishing uses.	CD [ED]	Short-term
2.16	Work with the State to create year-round commercial opportunities at the fairgrounds.	CD [ED]	Long-term


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Number	Action	Lead Entity	Timeframe
2.17	 Partner with the Harbor District and National Park Service to promote Channel Islands tours and develop a marine learning center.	CS	Long-term
2.18	 Prioritize uses within the Harbor Specific Plan area as follows: (1) coastal dependent, (2) commercial fishing, (3) coastal access, and (4) visitor serving commercial and recreational uses.	CD	Short-term
2.19	 Partner with hotels and the Chamber of Commerce to promote city golf courses.	CS [GS/AS]	Long-term
2.20	 Promote outdoor recreation as part of an enhanced visitor opportunity strategy.	CS	Mid-term
3.1	 Preserve the stock of existing homes by carrying out Housing Element programs.	CD	Ongoing
3.2	 Enhance the appearance of districts, corridors, and gateways (including views from highways) through controls on building placement, design elements, and signage.	CD [LRP]	Short-term
3.3	 Require preservation of public view sheds and solar access.	CD [CP]	Short-term
3.4	 Require all shoreline development (including anti-erosion or other protective structures) to provide public access to and along the coast, unless it would duplicate adequate access existing nearby, adversely affect agriculture, or be inconsistent with public safety, military security, or protection of fragile coastal resources.	CD [CP]	Ongoing
3.5	 Establish land development incentives to upgrade the appearance of poorly maintained or	FD [IS]	Mid-term

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Number	Action	Lead Entity	Timeframe
	otherwise unattractive sites, and enforce existing land maintenance regulations.		
3.6	 Expand and maintain the City's urban forest and thoroughfare landscaping, using native species, in accordance with the City's Park and Development Guidelines and Irrigation and Landscape Guidelines.	PW [P]	Ongoing
3.7	Evaluate whether lot coverage standards should be changed based on neighborhood character.	CD [LRP]	Short-term
3.8	 Adopt new development code provisions that designate neighborhood centers, as depicted on the General Plan Diagram, for a mixture of residences and small-scale, local-serving businesses.	CD [LRP]	Short-term
3.9	 Adopt new development code provisions that designate areas within districts and corridors for mixed-use development that combines businesses with housing and focuses on the redesign of single-use shopping centers and retail parcels into walkable, well connected blocks, with a mix of building types, uses, and public and private frontages.	CD [LRP]	Short-term
3.10	 Allow intensification of commercial areas through conversion of surface parking to building area under a districtwide parking management strategy in the Downtown Specific Plan.	CD [LRP]	Short-term
3.11	 Expand the downtown redevelopment area to include parcels around future transit areas and along freeway frontage.	CD [RDA]	Mid-term
3.12	The City will work with the hospitals on the new Development Code treatment for the Loma Vista corridor, which includes both hospitals.	CD [LRP]	Short-term




S U M M A R Y O F A C T I O N S

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Number	Action	Lead Entity	Timeframe
3.13	Assess whether the City's Affordable Housing Programs respond to current needs, and modify them as necessary within State mandated Housing Element updates	CD	Ongoing
3.14	Utilize infill development, to the extent possible, to accommodate the targeted number and type of housing units described in the Housing Element	CD [LRP]	Ongoing
3.15	Adopt new development code provisions that ensure compliance with Housing Element objectives.	CD [LRP]	Short-term
3.16	Renew and modify greenbelt agreements as necessary to direct development to already urbanized areas.	CD [LRP]	Long-term
3.17	Continue to support the Guidelines for Orderly Development as a means of implementing the General Plan, and encourage adherence to these Guidelines by all the cities, the County of Ventura, and the Local Agency Formation Commission (LAFCO); and work with other nearby cities and agencies to avoid sprawl and preserve the rural character in areas outside the urban edge.	CD [LRP]	Ongoing
3.18	Complete community or specific plans, subject to funding, for areas such as Westside, Midtown, Downtown, Wells, Saticoy, Pierpont, Harbor, Loma Vista/Medical District, Victoria Corridor, and others as appropriate. These plans will set clear development standards for public and private investments, foster neighborhood partnerships, and be updated as needed.	CD [LRP]	Ongoing
3.19	Preparation of the new Development Code will take into account existing or proposed community or specific plans to ensure efficient use of City resources and ample citizen input.	CD [LRP]	Short-term

APPENDIX A


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Number	Action	Lead Entity	Timeframe
3.20	Pursuant to SOAR, adopt development code provisions to “preserve agricultural and open space lands as a desirable means of shaping the City’s internal and external form and size, and of serving the needs of the residents.”	CD [LRP]	Short-term
3.21	 Adopt performance standards for non-farm activities in agricultural areas that protect and support farm operations, including requiring non-farm uses to provide all necessary buffers as determined by the Agriculture Commissioner’s Office.	CD [LRP]	Short-term
3.22	 Offer incentives for agricultural production operations to develop systems of raw product and product processing locally.	CD [ED]	Mid-term
3.23	 Develop and adopt a form-based Development Code that emphasizes pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and environmentally sensitive building design and operation.	CD [LRP]	Short-term
3.24	Revise the Residential Growth Management Program (RGMP) with an integrated set of growth management tools including: <ul style="list-style-type: none"> Community or specific plans and development codes based on availability of infrastructure and transit that regulate community form and character by directing new residential development to appropriate locations and in ways that integrate with and enhance existing neighborhoods, districts and corridors; appropriate mechanisms to ensure that new residential development produces high-quality 	CD [LRP]	Short-term

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	<p>designs and a range of housing types across all income levels; and,</p> <ul style="list-style-type: none"> • numeric limitations linked to the implementation of community or specific plans and development codes and the availability of appropriate infrastructure and resources; within those limitations, the RGMP should provide greater flexibility for timing new residential development. 		
3.25	Establish first priority growth areas to include the districts, corridors, and neighborhood centers as identified on the General Plan Diagram; and second priority areas to include vacant undeveloped land when a community plan has been prepared for such (within the City limits).	CD [LRP]	Short-term
3.26	Establish and administer a system for the gradual growth of the City through identification of areas set aside for long-term preservation, for controlled growth, and for encouraged growth.	CD [LRP]	Mid-term
3.27	Require the use of techniques such as digital simulation and modeling to assist in project review.	CD [CP]	Short-term
3.28	Revise the planning processes to be more user-friendly to both applicants and neighborhood residents in order to implement City policies more efficiently.	CD [CP]	Short-term
4. OUR ACCESSIBLE COMMUNITY			
4.1	Direct city transportation investment to efforts that improve user safety and keep the circulation system structurally sound and adequately maintained. First priority for capital funding will go to our pavement management program to return Ventura streets to excellent conditions.	PW [E]	Ongoing

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Number	Action	Lead Entity	Timeframe
4.2	Develop a prioritized list of projects needed to improve safety for all travel modes and provide needed connections and multiple route options.	PW [E]	Short-term
4.3	Provide transportation services that meet the special mobility needs of the community including youth, elderly, and disabled persons.	PW [E]	Ongoing
4.4	Combine education with enforcement to instill safe and courteous use of the shared public roadway.	CS	Ongoing
4.5	 Utilize existing roadways to meet mobility needs, and only consider additional travel lanes when other alternatives are not feasible.	CD [LRP]	Ongoing
4.6	Require new development to be designed with interconnected transportation modes and routes to complete a grid network.	CD [CP]	Short-term
4.7	 Update the traffic mitigation fee program to fund necessary citywide circulation system and mobility improvements needed in conjunction with new development.	CD [LD]	Short-term
4.8	Implement the City's Neighborhood Traffic Management Program and update as necessary to improve livability in residential areas.	PW [E]	Ongoing
4.9	 Identify, designate, and enforce truck routes to minimize the impact of truck traffic on residential neighborhoods.	PW [E]	Ongoing
4.10	Modify traffic signal timing to ensure safety and minimize delay for all users.	PW [E]	Short-term

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4.11	Refine level of service standards to encourage use of alternative modes of transportation while meeting state and regional mandates.	PW [E]	Short-term
4.12	Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles.	PW [E]	Ongoing
4.13	Require project proponents to analyze traffic impacts and provide adequate mitigation in the form of needed improvements, in-lieu fee, or a combination thereof.	CD [LD]	Ongoing
4.14	Provide development incentives to encourage projects that reduce automobile trips.	CD [CP]	Short-term
4.15	Encourage the placement of facilities that house or serve elderly, disabled, or socioeconomically disadvantaged persons in areas with existing public transportation services and pedestrian and bicycle amenities.	CD [CP]	Ongoing
4.16	Install roadway, transit, and alternative transportation improvements along existing or planned multi-modal corridors, including primary bike and transit routes, and at land use intensity nodes.	PW [E]	Ongoing
4.17	Prepare and periodically update a Mobility Plan that integrates a variety of travel alternatives to minimize reliance on any single mode.	CD [LRP]	Short-term
4.18	Promote the development and use of recreational trails as transportation routes to connect housing with services, entertainment, and employment.	PW [P]	Ongoing
4.19	Adopt new development code provisions that establish vehicle trip reduction requirements for all development.	CD [LRP]	Short-term

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4.20	Develop a transportation demand management program to shift travel behavior toward alternative modes and services.	PW [E]	Mid-term
4.21	 Require new development to provide pedestrian and bicycle access and facilities as appropriate, including connected paths along the shoreline and watercourses.	PW [E/P]	Short-term
4.22	 Update the General Bikeway Plan as needed to encourage bicycle use as a viable transportation alternative to the automobile and include the bikeway plan as part of a new Mobility Plan.	PW [E]	Mid-term
4.23	 Upgrade and add bicycle lanes when conducting roadway maintenance as feasible.	PW [E]	Ongoing
4.24	 Require sidewalks wide enough to encourage walking that include ramps and other features needed to ensure access for mobility-impaired persons.	PW [E]	Short-term
4.25	 Adopt new development code provisions that require the construction of sidewalks in all future projects, where appropriate.	CD [LRP]	Short-term
4.26	Establish a parking management program to protect the livability of residential neighborhoods, as needed.	CD [LRP]	Short-term
4.27	Extend stubbed-end streets through future developments, where appropriate, to provide necessary circulation within a developing area and for adequate internal circulation within and between neighborhoods. Require new developments in the North Avenue area, where applicable, to extend Norway Drive and Floral Drive to connect to Canada Larga Road; and connect the existing segments of Floral Drive. Designate the extension of Cedar Street between Warner Street and	PW [E]	Mid-term


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	south of Franklin Lane and the linking of the Cameron Street segments in the Westside community as high priority projects.		
4.28	Require all new development to provide for citywide improvements to transit stops that have sufficient quality and amenities, including shelters and benches, to encourage ridership.	PW [E]	Short-term
4.29	Develop incentives to encourage City employees and local employers to use transit, rideshare, walk, or bike.	HR	Mid-term
4.30	Work with public transit agencies to provide information to riders at transit stops, libraries, lodging, and event facilities.	PW [E]	Ongoing
4.31	Work with public and private transit providers to enhance public transit service.	PW [E]	Mid-term
4.32	Coordinate with public transit systems for the provision of additional routes as demand and funding allow.	PW [E]	Long-term
4.33	Work with Amtrak, Metrolink, and Union Pacific to maximize efficiency of passenger and freight rail service to the City and to integrate and coordinate passenger rail service with other transportation modes.	PW [E]	Mid-term
4.34	Lobby for additional transportation funding and changes to Federal, State, and regional transportation policy that support local decision-making.	PW [E]	Ongoing
4.35	The City shall pursue funding and site location for a multi-modal transit facility in coordination with VCTC, SCAT, U.P.R.R., Metrolink, Greyhound Bus Lines, and other forms of	PW [E]	Mid-term

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	transportation.		
4.36	 Require development along the following roadways – including noise mitigation, landscaping, and advertising – to respect and preserve views of the community and its natural context. <ul style="list-style-type: none"> • State Route 33 • U.S. HWY 101 • Anchors Way • Brakey Road • Fairgrounds Loop • Ferro Drive • Figueroa Street • Harbor Boulevard • Main Street • Navigator Drive • North Bank Drive • Poli Street/Foothill Road • Olivas Park Drive • Schooner Drive 	CD [CP]	Ongoing

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	<ul style="list-style-type: none"> Spinnaker Drive Summit Drive Telegraph Road – east of Victoria Avenue Victoria Avenue – south of U.S. 101 Wells Road 		
4.37	Request that State Route 126 and 33, and U.S. HWY 101 be designated as State Scenic Highways.	CD [LRP]	Short-term
4.38	Continue to work with Caltrans to soften the barrier impact of U.S. HWY 101 by improving signage, aesthetics and undercrossings and overcrossings.	PW [E/P]	Ongoing
4.39	Maintain street trees along scenic thoroughfares, and replace unhealthy or missing trees along arterials and collectors throughout the City.	PW [P]	Ongoing
5. OUR SUSTAINABLE INFRASTRUCTURE			
5.1	Require low flow fixtures, leak repair, and drought tolerant landscaping (native species if possible), plus emerging water conservation techniques, such as reclamation, as they become available.	CD [CP]	Ongoing
5.2	Use natural features such as bioswales, wildlife ponds, and wetlands for flood control and water quality treatment when feasible.	PW [MS/P]	Ongoing
5.3	Demonstrate low water use techniques at community gardens and city-owned facilities.	PW [U/P]	Mid-term

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

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5.4	Update the Urban Water Management plan as necessary in compliance with the State 1983 Urban Water Management Planning Act.	PW [U]	Ongoing
5.5	Provide incentives for new residences and businesses to incorporate recycling and waste diversion practices, pursuant to guidelines provided by the Environmental Services Office.	PW [MS]	Ongoing
5.6	Require project proponents to conduct sewer collection system analyses to determine if downstream facilities are adequate to handle the proposed development.	PW [U]	Ongoing
5.7	Require project proponents to conduct evaluations of the existing water distribution system, pump station, and storage requirements in order to determine if there are any system deficiencies or needed improvements for the proposed development.	PW [U]	Ongoing
5.8	Locate new development in or close to developed areas with adequate public services, where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.	CD [LRP]	Ongoing
5.9	Update development fee and assessment district requirements as appropriate to cover the true costs associated with development.	AS	Mid-term
5.10	Utilize existing waste source reduction requirements, and continue to expand and improve composting and recycling options.	PW [MS]	Mid-term
5.11	Increase emergency water supply capacity through cooperative tie-ins with neighboring suppliers.	PW [U]	Mid-term
5.12	Apply new technologies to increase the efficiency of the wastewater treatment system.	PW [U]	Mid-term

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5.13	Increase frequency of city street sweeping, and post schedules at key points within each neighborhood.	PW [MS]	Mid-term
5.14	Develop a financing program for the replacement of failing corrugated metal storm drain pipes in the City.	PW [MS]	Short-term
5.15	Establish assessment districts or other financing mechanisms to address storm drain system deficiencies in areas where new development is anticipated and deficiencies exist.	PW [MS]	Mid-term
5.16	Require new developments to incorporate stormwater treatment practices that allow percolation to the underlying aquifer and minimize offsite surface runoff utilizing methods such as pervious paving material for parking and other paved areas to facilitate rainwater percolation and retention/detention basins that limit runoff to pre-development levels.	CD [LD]	Ongoing
5.17	Require stormwater treatment measures within new development to reduce the amount of urban pollutant runoff in the Ventura and Santa Clara Rivers and other watercourses.	CD [LD]	Ongoing
5.18	Work with the Ventura Regional Sanitation District and the County to expand the capacity of existing landfills, site new landfills, and/or develop alternative means of disposal that will provide sufficient capacity for solid waste generated in the City.	PW [MS]	Long-term

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6. OUR ACTIVE COMMUNITY			
6.1	 Develop new neighborhood parks, pocket parks, and community gardens as feasible and appropriate to meet citizen needs, and require them in new development.	PW [P]	Long-term
6.2	 Require higher density development to provide pocket parks, tot lots, seating plazas, and other aesthetic green spaces.	CD [CP]	Short-term
6.3	 Work with the County to plan and develop trails that link the City with surrounding open space and natural areas, and require development projects to include trails when appropriate.	PW [P]	Ongoing
6.4	 Request Flood Control District approval of public access to unchannelized watercourses for hiking.	PW [P]	Mid-term
6.5	 Seek landowner permission to allow public access on properties adjacent to open space where needed to connect trails.	PW [P]	Ongoing
6.6	 Update plans for and complete the linear park system as resources allow.	PW [P]	Long-term
6.7	Work with the County of Ventura to initiate efforts to create public trails in the hillside area.	PW [P]	Mid-term
6.8	Update and require periodic reviews of the Park and Recreation Workbook as necessary to reflect City objectives and community needs.	PW [P]	Mid-term
6.9	 Require dedication of land identified as part of the City's Linear Park System in conjunction with new development.	PW [P]	Ongoing


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6.10	Evaluate and incorporate, as feasible, linear park segments in the General Bikeway Plan.	PW [E]	Ongoing
6.11	Update standards for citywide public parks and open space to include an expanded menu of shared park types, and identify locations and potential funding sources for acquiring new facilities in existing neighborhoods.	PW [P]	Short-term
6.12	Update and carry out the Grant Park Master Plan.	PW [P]	Mid-term
6.13	Foster the partnership between the City and Fair Board to improve Seaside Park.	CD [ED]	Ongoing
6.14	Improve facilities at City parks to respond to the requirements of special needs groups.	PW [P]	Mid-term
6.15	Adjust and subsidize fees to ensure that all residents have the opportunity to participate in recreation programs.	CS [CR]	Short-term
6.16	Update the project fee schedule as necessary to ensure that development provides its fair share of park and recreation facilities.	PW [P]	Short-term
6.17	Update and create new agreements for joint use of school and City recreational and park facilities.	CS [CR] PW [P]	Mid-term
6.18	Offer programs that highlight natural assets, such as surfing, sailing, kayaking, climbing, gardening, and bird watching.	CS [CR]	Ongoing
6.19	Provide additional boating and swimming access as feasible.	PW	Long-term

APPENDIX A


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Number	Action	Lead Entity	Timeframe
6.20	Earmark funds for adequate maintenance and rehabilitation of existing skatepark facilities, and identify locations and funding for new development of advanced level skatepark facilities.	PW [P]	Mid-term
6.21	Promote the use of City facilities for special events, such as festivals, tournaments, and races.	CS [CA]	Ongoing
6.22	Enter into concession or service agreements where appropriate to supplement City services.	PW	Ongoing
7. OUR HEALTHY AND SAFE COMMUNITY			
7.1	Work with interested parties to identify appropriate locations for assisted-living, hospice, and other care-provision facilities.	CS [SS]	Short-term
7.2	Provide technical assistance to local organizations that deliver health and social services to seniors, homeless persons, low-income citizens, and other groups with special needs.	CS [SS]	Ongoing
7.3	Participate in school and agency programs to: <ul style="list-style-type: none"> ◆ provide healthy meals, ◆ combat tobacco, alcohol, and drug dependency, ◆ distribute city park and recreation materials through schools, and ◆ distribute information about the benefits of proper nutrition and exercise. 	CS [SS]	Ongoing
7.4	Enhance or create ordinances which increase control over ABC licensed premises.	PD	Mid-term
7.5	Investigate the creation of new land use fees to enhance funding of alcohol related enforcement, prevention and training efforts.	PD	Mid-term

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Number	Action	Lead Entity	Timeframe
7.6	 Adopt updated editions of the California Construction Codes and International Codes as published by the State of California and the International Code Council respectively.	FD [IS]	Ongoing
7.7	 Require project proponents to perform geotechnical evaluations and implement mitigation prior to development of any site: <ul style="list-style-type: none"> • with slopes greater than 10 percent or that otherwise have potential for landsliding, • along bluffs, dunes, beaches, or other coastal features • in an Alquist-Priolo earthquake fault zone or within 100 feet of an identified active or potentially active fault, • in areas mapped as having moderate or high risk of liquefaction, subsidence, or expansive soils, • in areas within 100-year flood zones, in conformance with all Federal Emergency Management Agency regulations. 	CD [CP/LD]	Ongoing
7.8	 To the extent feasible, require new critical facilities (hospital, police, fire, and emergency service facilities, and utility “lifeline” facilities) to be located outside of fault and tsunami hazard zones, and require critical facilities within hazard zones to incorporate construction principles that resist damage and facilitate evacuation on short notice.	FD	Ongoing
7.9	Maintain and implement the Standardized Emergency Management System (SEMS) Multihazard Functional Response Plan.	FD	Ongoing

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Number	Action	Lead Entity	Timeframe
7.10	 Require proponents of any new developments within the 100-year floodplain to implement measures, as identified in the Floodplain Ordinance, to protect structures from 100-year flood hazards (e.g., by raising the finished floor elevation outside the floodplain).	FD [IS]	Ongoing
7.11	 Prohibit grading for vehicle access and parking or operation of vehicles within any floodway.	FD [IS]	Ongoing
7.12	 Refer development plans to the Fire Department to assure adequacy of structural fire protection, access for firefighting, water supply, and vegetation clearance.	CD [CP]	Ongoing
7.13	 Resolve extended response time problems by: <ul style="list-style-type: none"> • adding a fire station at the Pierpont/Harbor area, • relocating Fire Station #4 to the Community Park site, • increasing firefighting and support staff resources, • reviewing and conditioning annexations and development applications, and • require the funding of new services from fees, assessments, or taxes as new subdivisions are developed. 	FD	Long-term
7.14	Educate and reinforce City staff understanding of the Standardized Emergency Management System for the State of California.	FD	Ongoing
7.15	Increase public access to police services by: <ul style="list-style-type: none"> • increasing police staffing to coincide with increasing population, development, and calls for 	PD	Ongoing

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	service, <ul style="list-style-type: none"> • increasing community participation by creating a Volunteers in Policing Program, and • require the funding of new services from fees, assessments, or taxes as new subdivisions are developed. 		
7.16	Provide education about specific safety concerns such as gang activity, senior-targeted fraud, and property crimes.	PD	Ongoing
7.17	Establish a nexus between police department resources and increased service demands associated with new development.	PD	Mid-term
7.18	Continue to operate the Downtown police storefront.	PD	Ongoing
7.19	Expand Police Department headquarters as necessary to accommodate staff growth	PD	Mid-term
7.20	Require air pollution point sources to be located at safe distances from sensitive sites such as homes and schools.	FD [IS]	Short-term
7.21	Require analysis of individual development projects in accordance with the most current version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines and, when significant impacts are identified, require implementation of air pollutant mitigation measures determined to be feasible at the time of project approval.	FD [IS]	Ongoing
7.22	In accordance with Ordinance 93-37, require payment of fees to fund regional transportation demand	CD [LD]	Ongoing

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	management (TDM) programs for all projects generating emissions in excess of Ventura County Air Pollution Control District adopted levels.		
7.23	 Require individual contractors to implement the construction mitigation measures included in the most recent version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines.	PW [E]	Ongoing
7.24	Only approve projects involving sensitive land uses (such as residences, schools, daycare centers, playgrounds, medical facilities) within or adjacent to industrially designated areas if an analysis provided by the proponent demonstrates that the health risk will not be significant.	CD [CP]	Ongoing
7.25	Adopt new development code provisions that ensure uses in mixed-use projects do not pose significant health effects.	CD [LRP]	Short-term
7.26	Seek funding for cleanup of sites within the Brownfield Assessment Demonstration Pilot Program and other contaminated areas in West Ventura.	CD [ED]	Mid-term
7.27	 Require proponents of projects on or immediately adjacent to lands in industrial, commercial, or agricultural use to perform soil and groundwater contamination assessments in accordance with American Society for Testing and Materials standards, and if contamination exceeds regulatory action levels, require the proponent to undertake remediation procedures prior to grading and development under the supervision of the County Environmental Health Division, County Department of Toxic Substances Control, or Regional Water Quality Control Board (depending	FD [IS]	Ongoing

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	upon the nature of any identified contamination).		
7.28	Educate residents and businesses about how to reduce or eliminate the use of hazardous materials, including by using safer non-toxic equivalents.	PW [MS]	Ongoing
7.29	Require non-agricultural development to provide buffers, as determined by the Agriculture Commissioner's Office, from agricultural operations to minimize the potential for pesticide drift.	CD [CP]	Short-term
7.30	Require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport, and to notify the appropriate City, County, State and Federal agencies in the event of a violation.	FD [IS]	Ongoing
7.31	Work toward voluntary reduction or elimination of aerial and synthetic chemical application in cooperation with local agricultural interests and the Ventura County agricultural commissioner.	FD [IS]	Mid-term
7.32	Require acoustical analyses for new residential developments within the mapped 60 decibel (dBA) CNEL contour, or within any area designated for commercial or industrial use, and require mitigation necessary to ensure that: <ul style="list-style-type: none"> • Exterior noise in exterior spaces of new residences and other noise sensitive uses that are used for recreation (such as patios and gardens) does not exceed 65 dBA CNEL, and • Interior noise in habitable rooms of new residences does not exceed 45 dBA CNEL with all windows closed. 	FD [IS]	Ongoing

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7.33	 As funding becomes available, construct sound walls along U.S. 101, SR 126, and SR 33 in areas where existing residences are exposed to exterior noise exceeding 65 dBA CNEL.	PW [E]	Long-term
7.34	 Request that sound levels associated with concerts at the County Fairgrounds be limited to 70 dBA at the eastern edge of that property.	CS	Short-term
7.35	 Request the termination of auto racing at the County fairgrounds	CS	Short-term
7.36	 Amend the noise ordinance to restrict leaf blowing, amplified music, trash collection, and other activities that generate complaints.	FD [IS]	Short-term
7.37	 Use rubberized asphalt or other sound reducing material for paving and re-paving of City streets.	PW [E]	Ongoing
7.38	 Update the Noise Ordinance to provide standards for residential projects and residential components of mixed-use projects within commercial and industrial districts.	CD [LRP]	Short-term
8.1	Work closely with schools, colleges, and libraries to provide input into site and facility planning.	CS	Ongoing
8.2	Organize a regional education summit to generate interest in and ideas about learning opportunities.	CS	Mid-term
8.3	Adopt joint-use agreements with libraries, schools, and other institutions to maximize use of educational facilities.	CS	Mid-term
8.4	Distribute information about local educational programs.	CS	Mid-term

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Number	Action	Lead Entity	Timeframe
8.5	Install infrastructure for wireless technology and computer networking in City facilities.	AS	Short-term
8.6	Establish educational centers at City parks.	PW [P] CS	Mid-term
8.7	Work with the State Parks Department to establish a marine learning center at the Harbor.	PW [P]	Long-term
8.8	Work with the Ventura Unified School District to ensure that school facilities can be provided to serve new development.	CD [LRP]	Ongoing
8.9	Complete a new analysis of community needs, rethinking the role of public libraries in light of the ongoing advances in information technology and the changing ways that individuals and families seek out information and life-long learning opportunities.	CS	Mid-term
8.10	Reassess the formal and informal relationships between our current three branch public libraries and school libraries – including the new Ventura College Learning Resource Center – as well as joint use of facilities for a broader range or compatible public, cultural, and educational uses.	CS	Mid-term
8.11	Develop a Master Plan for Facilities, Programs, and Partnerships to create an accessible, robust, and vibrant library for the 21 st Century system, taking into consideration that circulation of books is no longer the dominant function but will continue to be an important part of a linked network of learning centers.	CS	Mid-term
8.12	Develop formal partnerships, funding, capital strategies, and joint use agreements to implement the	CS	Ongoing

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Number	Action	Lead Entity	Timeframe
	new libraries Master Plan.		
9. OUR CREATIVE COMMUNITY			
9.1	Require works of art in public spaces per the City's Public Art Program Ordinance.	CD [CP]	Mid-term
9.2	 Sponsor and organize local art exhibits, performances, festivals, cultural events, and forums for local arts organizations and artists.	CS	Ongoing
9.3	 Expand outreach and publicity by: <ul style="list-style-type: none"> ◆ promoting locally produced art and local cultural programs, ◆ publishing a monthly calendar of local art and cultural features, ◆ distributing the <i>State of the Arts</i> quarterly report, and ◆ offering free or subsidized tickets to events. 	CS	Ongoing
9.4	Support the creative sector through training and other professional development opportunities.	CS	Short-term
9.5	Work with the schools to integrate arts education into the core curriculum	CS	Short-term
9.6	Promote the cultural and artistic expressions of Ventura's underrepresented cultural groups.	CS	Mid-term
9.7	Offer ticket subsidy and distribution programs and facilitate transportation to cultural offerings.	CS	Ongoing
9.8	Increase the amount of live-work development, and allow its use for production, display, and sale of	CD [LRP]	Ongoing









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Number	Action	Lead Entity	Timeframe
	art.		
9.9	Work with community groups to locate sites for venues for theater, dance, music, and children's programming.	CS [CR]	Mid-term
9.10	Provide incentives for preserving structures and sites that are representative of the various periods of the city's social and physical development.	CD [LRP]	Mid-term
9.11	Organize and promote multi-cultural programs and events that celebrate local history and diversity.	CS [CA]	Ongoing
9.12	Allow adaptive reuse of historic buildings.	CD [LRP]	Short-term
9.13	Work with community groups to identify locations for facilities that celebrate local cultural heritage, such as a living history Chumash village and an agricultural history museum.	CS [CA]	Long-term
9.14	Require archaeological assessments for projects proposed in the Coastal Zone and other areas where cultural resources are likely to be located.	CD [CP]	Ongoing
9.15	Suspend development activity when archaeological resources are discovered, and require the developer to retain a qualified archaeologist to oversee handling of the resources in coordination with the Ventura County Archaeological Society and local Native American organizations as appropriate.	CD [CP]	Ongoing
9.16	Pursue funding to preserve historic resources.	CS	Ongoing

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Number	Action	Lead Entity	Timeframe
9.17	 Provide incentives to owners of eligible structures to seek historic landmark status and invest in restoration efforts.	CD [LRP]	Short-term
9.18	 Require that modifications to historically-designated buildings maintain their character.	CD [CP]	Ongoing
9.19	 For any project in a historic district or that would affect any potential historic resource or structure more than 40 years old, require an assessment of eligibility for State and federal register and landmark status and appropriate mitigation to protect the resource.	CD [CP]	Ongoing
9.20	 Seek input from the City's Historic Preservation Commission on any proposed development that may affect any designated or potential landmark.	CD [CP]	Ongoing
9.21	 Update the inventory of historic properties.	CD [LRP]	Ongoing
9.22	 Create a set of guidelines and/or policies directing staff, private property owners, developers, and the public regarding treatment of historic resources that will be readily available at the counter.	CD [LRP]	Short-term
9.23	 Complete and maintain historic resource surveys containing all the present and future components of the historic fabric within the built, natural, and cultural environments.	CD [LRP]	Ongoing
9.24	 Create a historic preservation element.	CD [LRP]	Long-term
10. OUR INVOLVED COMMUNITY			
10.1	Conduct focused outreach efforts to encourage all members of the community – including youth, seniors, special needs groups, and non-English speakers – to participate in City activities.	CM [CE]	Short-term



S U M M A R Y O F A C T I O N S

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10.2	Obtain public participation by seeking out citizens in their neighborhoods and gathering places such as schools, houses of worship and public spaces.	CM [CE]	Ongoing
10.3	Invite civic, neighborhood, and non-profit groups to assist with City project and program planning and implementation.	CD	Ongoing
10.4	Provide incentives for City staff to participate in community and volunteer activities.	HR	Short-term
10.5	Invite seniors to mentor youth and serve as guides at historical sites.	CS	Short-term
10.6	Offer internships in City governance, and include youth representatives on public bodies.	CS	Mid-term
10.7	Continue to offer the Ambassadors program to obtain citizens assistance with City projects.	PW	Ongoing
10.8	Utilize the City website as a key source of information and expand it to serve as a tool for civic engagement.	CM [CE]	Short-term
10.9	Publish an annual report that evaluates City performance in such areas as conservation, housing, and economic development.	CD	Mid-term
10.10	Continue to improve the user-friendliness of the media that communicate information about the City, including the website, cable channels, newsletters, kiosks, and water billing statements.	CM [CE]	Short-term
10.11	Establish a clear policy toward the scope, role, boundaries, and jurisdiction of neighborhood Community Councils citywide, with the objectives of strengthening their roles in decision-making.	CD [LRP]	Mid-term

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Number	Action	Lead Entity	Timeframe
10.12	 Establish stronger partnerships with neighborhood Community Councils to set area priorities for capital investment, community policing, City services, commercial investment, physical planning, education, and other concerns, to guide both City policies and day-to-day cooperation and problem-solving.	CD [LRP]	Ongoing
10.13	 Recognizing that neighborhood empowerment must be balanced and sustained by overall City policies and citywide vision and resources – establish a citywide Neighborhood Community Congress where local neighborhood Community Councils can collaborate and learn from each other.	CM[CE]	Mid-term
10.14	Establish clear liaison relationships to foster communication, training, and involvement efforts between the City, neighborhood Community Councils and other community partners, including the Ventura Unified School District and business, civic, cultural and religious groups.	CM [CE]	Short-term

ORDINANCE NO. 95-33

AN ORDINANCE OF THE PEOPLE OF THE CITY OF SAN BUENAVENTURA ADOPTING AN ORDINANCE AMENDING THE COMPREHENSIVE PLAN WITH RESPECT TO THE PRESERVATION OF AGRICULTURAL LANDS.

The people of the City of San Buenaventura do hereby ordain as follows:

Section 1. Findings and Purpose.

A. The protection of existing agricultural and watershed lands is of critical importance to present and future residents of the City of San Buenaventura (City of Ventura). Agriculture has been and remains the major contributor to the economy of the City and County of Ventura, creating employment for many people, directly and indirectly, and generating substantial tax revenues for the City.

B. In particular, the City of Ventura and surrounding area, with its unique combination of soils, micro-climate and hydrology, has become one of the finest growing regions in the world. Vegetable and fruit production from the County of Ventura and in particular production from the soils and silt from the Santa Clara and Ventura rivers have achieved international acclaim, enhancing the City's economy and reputation.

C. Uncontrolled urban encroachment into agricultural and watershed areas will impair agriculture and threaten the public health, safety and welfare by causing increased traffic congestion, associated air pollution, and potentially serious water problems, such as pollution, depletion, and sedimentation of available water resources. Such urban encroachment would eventually result in both the unnecessary, expensive extension of public services and facilities and inevitable conflicts between urban and agricultural uses.

D. The unique character of the City of Ventura and quality of life of City residents depend on the protection of a substantial amount of open space lands. The protection of such lands not only ensures the continued viability of agriculture, but also protects the available water supply and contributes to flood control and the protection of wildlife, environmentally sensitive areas, and irreplaceable natural resources.

E. The Resolution by which the City of Ventura adopted its Comprehensive Plan on August 28, 1989, Resolution No. 89-103, at page 4, contains in part the following “mitigation measures” in recognition of the importance of preserving agriculture resources:

“Any potential significant adverse impacts are mitigated by substantially limiting the amount of agricultural land converted from an agricultural land use designation limiting the amount of prime farmland converted, and by making the various agricultural land areas designated for potential development subject to conditions which narrowly limit the possible land use.”

F. The Comprehensive Plan sets out as Objective 4 (at II-9) the desire to:

“Continue to preserve agricultural and other open space lands within the City’s Planning Area.”

And, the Comprehensive Plan describes as the first Goal of its Resource Element (at II-3) the objective to:

“Preserve agricultural and open space lands as a desirable means of shaping the City’s internal and external form and size, and of serving the needs of residents.”

G. The purpose of this initiative is to ensure that the Goals and Objectives of the Comprehensive Plan are inviolable by transitory short-term political decisions and that agricultural, watershed and open space lands are not prematurely or unnecessarily converted to other non-agricultural or non-open space uses without public debate and a vote of the people. Accordingly, the initiative ensures that until December 31, 2030, the general plan provisions governing agricultural land use designation and intent may not be change except by vote of the people. In addition, the initiative provides that any lands designated as “Agriculture Use”, referring to both “Agricultural Use (not to be reconsidered until after the Year 2010” and Agricultural/Institutional” on the City of Ventura’s General Plan “Land Use Plan Map” adopted by the City Council by Resolution 89-103 on August 28, 1989, as amended through February 1, 1995, will remain designated as Agricultural Use until December 31, 2030, unless the land is redesignated to another land use category by vote of the people, or redesignated by the City Council for the City of San Buenaventura pursuant to the procedures set forth in this initiative.

H. This initiative allows the City Council to redesignate agriculture lands only if certain findings can be made, including (among other things) that the land is proven to be unsuitable for any form of agriculture and redesignation is necessary to avoid an unconstitutional taking of property without just compensation.

Section 2. General Plan Amendment.

The Agricultural Lands Preservation Initiative hereby reaffirms and readopts until December 31, 2030, The “Agricultural Use” designations as defined in the City of San Buenaventura Comprehensive Plan adopted August 28, 1989, as amended through February 1, 1995, at pages III-25 and III-26, with the modification that the “target date” is extended from 2010 until after December 31, 2030.

The following terminology shall replace the current “Agricultural Use” designation defined at page III-25 of The Plan:

Agricultural Use

The Agricultural Use (not to be reconsidered until after the Year 2030) category identifies those lands that are designated for agricultural use on the Land Use Plan Map.

The target date of 2030 associated with the Agricultural Use designation indicates a review date after which agriculturally designated lands may be reconsidered for urban uses. However, during the life of this plan as amended by initiative, it is intended that only agricultural uses are permitted on these lands, except as such lands may be appropriate to public open space and recreational usage. Furthermore, any updates to this Plan are not intended to imply that development would necessarily be appropriate at that time.

In addition, the initiative hereby reaffirms and readopts until December 31, 2030, the “Agricultural” designations set forth on the of the City of Ventura Comprehensive Plan “Land Use Plan Map” adopted by the City Council on August 28, 1989, as amended through February 1, 1995, which map is incorporated herein by reference, modified, as appropriate, to delete the reference year 2010 and replace it with the reference year 2030.

Finally, the text of the Amendment Procedures of the City of Ventura Comprehensive Plan adopted August 28, 1989, as amended through February 1, 1995, (at XI-I) shall be amended to add a new subsection which provides:

Limitation on General Plan Amendments Relating to “Agricultural Use”

- a) Until December 31, 2030, the provisions and designations governing the intent for lands designated “Agricultural Use” of the Land Use Element and Resource Element adopted on August 28, 1989, as amended through February 1, 1995, shall not be amended unless such amendment is approved by vote of the people.
- b) All those lands designated as “Agricultural Use” in the City of Ventura Comprehensive Plan “Land Use Plan Map” adopted by the City Council on August 28, 1989 as amended through February 1, 1995, shall remain so designated until December 31, 2030 unless redesignated to another general plan land use category by vote of the people, or redesignated by the City Council pursuant to the procedures set forth in subsections c) or d), below.
- c) Except as provided in subsection d), below, land designated as “Agricultural Use” may be redesignated by the City Council to a land use other than “Agricultural Use” as defined by the Comprehensive Plan adopted by the City Council on August 28, 1989, as amended through February 1, 1995, only if the City Council makes all of the following findings supported by the evidence:
 - i) The land is immediately adjacent to areas developed in a manner comparable to the proposed use;
 - ii) Adequate public services and facilities are available and have the capacity and capability to accommodate the proposed use;
 - iii) The proposed use is compatible with agricultural uses, does not interfere with accepted agricultural practices, and does not adversely affect the stability of land use patterns in the area;
 - iv) The land proposed for redesignation has not been used for agricultural purposes in the past 2 years and is unusable for agriculture due to its topography, drainage, flooding, adverse soil conditions or other physical reasons; and

- v) The land proposed for redesignation pursuant to this subsection (c) does not exceed 40 acres for any one landowner in any calendar year, and one landowner may not obtain redesignation in the Comprehensive Plan of “Agricultural Use” land pursuant to this subsection (c) more often than every other year. Landowners with any unity of interest are considered one landowner for purposes of this limitation.
- d) Land designated as “Agricultural Use” on the Land Use Plan Map may be redesignated to another land use category by the City Council if each of the following conditions are satisfied:
 - i) The City Council makes a finding that the application of the provisions of Section 2 (a) would constitute an unconstitutional taking of the landowners’ property; and
 - ii) In permitting the redesignation, the City Council allows additional land uses only to the extent necessary to avoid said unconstitutional taking of the landowner’s property.
- e) Approval by a vote of the people is accomplished when a Comprehensive Plan amendment is placed on the ballot through any procedure provided for in the Election Code, and a majority of the voters vote in favor of it. Whenever the City Council adopts an amendment requiring approval by a vote of the people pursuant to the provisions of this subsection, the City Council’s action shall have no effect until after such a vote is held and a majority of the voters vote in favor of it. The City Council shall follow the provisions of the Election Code in all matters pertaining to such an election.

Section 3. Implementation.

A. Upon the effective date of this initiative, the initiative shall be deemed inserted in the City of Ventura’s Comprehensive Plan as an amendment thereof; except, that if the four amendments of the mandatory elements of the general plan permitted by state law for any given calendar year have already been utilized in 1995, prior to the effective date of this initiative, this Comprehensive Plan amendment shall be deemed inserted in the City’s General Plan on January 1, 1996. At such time as this Comprehensive Plan amendment is deemed inserted in the City’s Comprehensive Plan (hereinafter, the “insertion date”) any provisions of the City’s Zoning Ordinance inconsistent with that amendment shall not be enforced to the extent of the inconsistency. Within 180 days of the insertion date, the City shall complete

such revisions of its Comprehensive Plan, including, but not limited to, the Comprehensive Plan Land Use Plan Map adopted by the City Council on August 28, 1989, (as amended through February 1, 1995) and accompanying test, as are necessary to achieve consistency with all provisions of this initiative. Also, within 180 days of the insertion date, the City Council shall complete such revisions of its Zoning Ordinance and other land use regulations as are necessary to conform to and be consistent with all provisions of this initiative.

B. The provisions of this initiative shall prevail over any revisions to the City of Ventura's Comprehensive Plan as amended through February 1, 1995, or to the City of Ventura's Land Use Plan Map as amended through February 1, 1995 which conflict with the initiative. Except as provided in Section 4 below, upon the specific plans, tentative or final subdivision maps, parcel maps, conditional use permits, building permits or other ministerial or discretionary entitlements for use not yet approved or issued shall not be approved or issued unless consistent with the policies and provisions of this initiative.

Section 4. Exemptions for Certain Projects.

This initiative shall not apply to or affect any property owner whose property has acquired any of the following prior to its effective date:

- A. A vested right pursuant to state law;
- B. A validly approved and fully executed development agreement with the City; or
- C. Approval of a vesting tentative map.

Section 5. Severability.

If any portion of this initiative is declared invalid by a court, the remaining portions are to be considered valid.

Section 6. Amendment or Repeal.

This initiative may be amended or repealed only by the voters at a general election.

STATE OF CALIFORNIA)
COUNTY OF VENTURA) ss
CITY OF SAN BUENAVENTURA)

I, BARBARA J. KAM, City Clerk of the City of San Buenaventura, California, do hereby certify that the foregoing Ordinance was adopted by the voters of the City of San Buenaventura at the General Municipal Election held on November 7, 1995 and subsequently declared adopted by the City Council of the City of San Buenaventura on November 27, 1995. The Ordinance shall take effect December 7, 1995. This ordinance shall not be repealed or amended except by a vote of the people, unless provision is otherwise made in the original ordinance.

Dated this 30th day of November, 1995.

Barbara J. Kam, CMC
City Clerk

Ventura Hillside Voter Participation Measure

The people of the City of San Buenaventura do ordain as follows:

Section 1. Title

This measure shall be known as the Ventura Hillside Voter Participation Measure.

Section 2. Purpose

The overall purpose of this measure is to allow City voters to participate in the review process relating to non-exempt development projects that may be proposed in a certain portion of the “Hillside Area” of the City as defined in the City’s Comprehensive Plan Update to the Year 2010 (hereafter the “Comprehensive Plan”). The portion of the Hillside Area under consideration lies generally north of the City, constitutes an area approximately 9108 acres in size, and is further depicted as the “Hillside Voter Participation Area” indicated in Exhibit “A” attached hereto and made a part hereof. The proposed Hillside Voter Participation Area (also referred to from time to time hereafter as “HVP Area” or “HVPA”) is outside the Ventura City limits, but it is within the “Planning Area” of the City of San Buenaventura as further indicated on Exhibit “A.” The Comprehensive Plan Land Use Map currently designates the properties within the proposed Hillside Voter Participation Area as “Hillside Planned Residential” or “HPR” rather than “Agricultural” and, therefore, these properties are not subject to the Save Our Agricultural Resources (“SOAR”) Initiative adopted by the voters in 1995.

In the recent past, some property owners within the proposed Hillside Voter Participation Area have publicly presented initial proposals to develop those properties with a combination of residential uses and open space and recreational areas proposed to include, among other things, hiking and equestrian trails for use by the public. In the course of public meetings and informational workshops discussing these proposals, it has become apparent that there is a high level of public concern over potential issues of scenic resource protection, open space and recreational opportunities, infrastructure needs, traffic circulation, and other development-related issues arising from any proposed changes in the use of this important part of the City’s Planning Area. This measure, in recognition of this heightened public concern, is intended to provide the electorate of the City of San Buenaventura with an opportunity to vote on the approval of any such development proposals or any similar proposals to extend urban services to the Hillside Voter Participation Area or develop property in the Hillside Voter Participation Area with urbanized land uses.

More particularly, this measure proposes to amend the Comprehensive Plan of the City of San Buenaventura by adding a requirement that approvals for extensions of “urban services” (defined in the City’s Hillside Management Program as the provision of domestic water and sewers) or any proposed “urbanized uses of land” (as defined herein) in the Hillside Voter Participation Area cannot be granted without prior approval by a majority vote of the electorate.

Section 3. Comprehensive Plan Amendment

The following text shall be inserted into the Land Use Element of the Comprehensive Plan at page 111-8 thereof:

Hillside Voter Participation Area

The electorate of the City of Ventura has adopted a Hillside Voter Participation Area (Ventura HVP Area). Its purpose, principles, implementation procedures, and methodologies for amendment are set forth in this Comprehensive Plan amendment.

A. PURPOSE

The City of Ventura Hillside Area, with its unique topography, viewsheds, watershed lands; its unique microclimate and hydrology, and its diversity of plant and wildlife resources, is one of the finest scenic resources in the Southern California region. The Comprehensive Plan recognizes the unique and important qualities and potential of the Hillside Area in, among other provisions, the declaration of specialized Objectives and Policies for the Hillside Area in the Resources Element of the Plan and the Plan’s requirements for continuing operation of, and compliance with, the City’s Hillside Management Program.

This Comprehensive Plan amendment is intended to provide for an increased level of public awareness and participation in the development review process applicable to that portion of the Hillside Area described and depicted in Exhibit “A” as the “Hillside Voter Participation Area.” It is further intended to provide assurance to the public that any proposed development in the Hillside Voter Participation Area appropriately takes into account the Area’s unique combination of viewshed, watershed, open space, scenic area, and environmentally sensitive habitat, and that agricultural, viewshed, watershed, and open space lands in the Hillside Voter Participation Area are not converted to urban or other non-open space uses without public discussion and a vote of the people. Increasing citizen participation in the development review process through the establishment of a Hillside Voter Participation Area enhances the City’s sense of community, allows for development unique to the City of Ventura, and promotes the efficient use of the City’s infrastructure.

More specifically, this Comprehensive Plan amendment is intended to provide an opportunity for the public to be involved in insuring that any development projects proposed in the Hillside Voter Participation Area, shall, at a minimum:

1. Maintain the scenic character of the hillsides in areas of future development, by preserving significant natural landmarks and scenic ridgelines and slopes.
2. Provide increased recreational opportunities for existing and future hillside and other City residents, by improving access to existing parks and establishing additional parks or open, non-developed areas in conjunction with future hillside development.
3. Maximize public access to hillside open space and recreation areas, by establishing a system of linear parks and hiking trails along scenic ridges and barrancas.
4. Minimize the impact of hillside development on sensitive natural habitats and historical or archaeological resources.

B. PRINCIPLES

Inappropriate urban encroachment into Hillside open space, viewshed, watershed, scenic areas, and biological resource areas would have the potential to impact sensitive environmental areas, unwarrantedly intrude on open space, diminish the quality of life and threaten the public health, safety and welfare by leading to increased traffic congestion, associated air pollution, erosion, alteration of sensitive lands in watershed areas and causing potentially serious water problems, such as pollution, depletion and sedimentation of available water resources not only for the City of Ventura, but for its jurisdictional neighbors. Inappropriate urban encroachment could further result in the unwarranted extension of public services and facilities into sensitive areas.

The unique character of the City of Ventura and quality of life of City residents depends on the appropriate protection of the Hillside Area's substantial amount of open space, viewshed, watershed, scenic resources, and biological resources. The increased public awareness and involvement in the fate of such lands through the implementation of this Comprehensive Plan amendment will provide the public a special opportunity to assure that future generations of Ventura citizens will not be deprived of the benefits of access to a viable water supply, flood and erosion control, protection of viewsheds, wildlife, environmentally sensitive areas, open space and recreational areas, and irreplaceable natural resources.

C. IMPLEMENTATION

(1) There is hereby established a Ventura Hillside Voter Participation Area (Ventura HVP Area). The Ventura HVP Area is that portion of the Hillside Area delineated and depicted in Exhibit “A” of this Comprehensive Plan amendment (hereafter, the “HVP Area Map”). As shown on the HVP Area Map, the southern boundary of the HVP Area generally follows the northern segment of the City’s incorporated limit as established by the Local Agency Formation Commission for the City of Ventura, except as the HVP boundary line runs northerly of some small residential lots on or near Foothill Road west of Arroyo Verde Park as further depicted on Exhibit “A.” East of Harmon Barranca, the HVP Area boundary generally follows the alignment of Foothill Road eastward to the boundary of the City’s Planning Area. The northerly boundary of the HVP Area continues, generally, as the northern boundary of the City’s Planning Area. The westerly boundary of the HVP Area alternately follows the City limit boundary or Sphere of Influence boundary easterly of the North Avenue area. The foregoing narrative description is intended to be general in nature and all of the foregoing is more particularly depicted and described in Exhibit “A’

Insofar as the HVP Area boundary described and depicted in this Comprehensive Plan amendment, including Exhibit “A” hereto, is said or shown to be coterminous with either the City’s incorporated limit or the City’s Sphere of Influence boundary, or with the boundary of the City’s Planning Area, such references are intended to be, and shall be construed to be, the location of the City limit boundary or Sphere of Influence boundary or boundary of the City’s Planning Area. as applicable, as each of those boundaries are established for the City of Ventura as of January 1, 2001. Although the HVP Area boundary is established, in part, in generally the same location as the City limit boundary, or in some instances, the Sphere of Influence boundary, the establishment of the HVP Area boundary is not intended to and shall in no way inhibit the Local Agency Formation Commission from changing or altering the City limit boundary or Sphere of Influence boundary in accordance with State law. The boundary of the HVP Area, although incidentally coterminous as of one point in time with the City limit boundary or Sphere of Influence boundary or boundary of the City’s Planning Area, is independent from these boundaries in legal significance and purpose. While the City limit boundary or Sphere of Influence boundary may be, from time to time, altered by the Local Agency Formation Commission, or the boundary of the City’s Planning Area may be changed, the HVP Area boundary shall not be changed except as provided herein.

(2) Until December 31, 2030, the City of Ventura shall not extend urban services into, and shall not authorize urbanized uses of land within, the Ventura Hillside Voter Participation Area unless otherwise authorized by a vote of the people, except for the purpose of construction of public potable water facilities, public parks or other city government facilities or as otherwise provided or excepted herein. Upon the effective date of this Hillside Voter Participation Area Comprehensive

Plan amendment, the City and its departments, boards, commissions, officers and employees shall not grant, or by inaction allow to be approved by operation of law, any Comprehensive Plan amendment, rezoning, specific plan, subdivision map, conditional use permit, building permit or any other ministerial or discretionary entitlement, which is inconsistent with the purposes of this Comprehensive Plan amendment, unless in accordance with the amendment procedures of Section 4 of this Comprehensive Plan amendment.

(3) "Urbanized uses of land" shall mean any development that would require the establishment of new community sewer systems or the significant expansion of existing community sewer systems; or, would result in the creation of residential densities greater than one primary residential unit per 40 acres in area; or, would result in the establishment of commercial or industrial uses that are neither agriculturally-related nor related to the production of mineral resources.

(4) The Land Use Map is amended to reflect the existence of the Ventura Hillside Voter Participation Area as generally described in paragraph (1) above and as depicted in Exhibit "A," attached hereto.

(5) The Hillside Voter Participation Area, as defined herein, may not be amended, altered, revoked or otherwise changed prior to December 31, 2030, except by vote of the people or by the City Council pursuant to the procedures set forth in Section 4 of this Comprehensive Plan amendment. For purposes of this Ordinance, approval by a vote of the people is accomplished when a Comprehensive Plan amendment is placed on the ballot through any procedure provided for in the Election Code, and a majority of the voters vote in favor of it. Whenever the City Council adopts an amendment requiring approval by a vote of the people pursuant to the provisions of this subsection, the City Council's action shall have no effect until after such a vote is held and a majority of the voters vote in favor of it. The City Council shall follow the provisions of the Election Code in all matters pertaining to such an election.

Section 4. Changes to Area: Procedures.

Until December 31, 2030, the foregoing Purposes, Principles and Implementation provisions of this Comprehensive Plan amendment, and the Hillside Voter Participation Area may be amended only by a vote of the people commenced pursuant to the initiative process by the public, or pursuant to the procedures set forth below:

A. The City Council may amend the boundary of the Hillside Voter Participation Area depicted on Exhibit "A" if it finds such amendment to be in the public interest, provided that the amended boundary enlarges said Hillside Voter Participation Area established by this Comprehensive Plan amendment.

B. The City Council, following at least one public hearing for presentation by an applicant and the public, and after compliance with the California Environmental Quality Act, may amend the Hillside Voter Participation Area described herein, based on substantial evidence in the record, if the City Council makes each of the following findings:

- (1) Application of the provisions of subsections (A) or (B) of the amendment procedures set forth in this Section 4 are unworkable and failure to amend the Hillside Voter Participation Area would constitute an unconstitutional taking of a landowner's property for which compensation would be required or would deprive the landowner of a vested right; and
- (2) The amendment and associated land use designations will allow additional land uses only to the minimum extent necessary to avoid said unconstitutional taking of the landowner's property or to give effect to the vested right.

C. The City Council, following at least one public hearing for presentations by an applicant and the public, and after compliance with the California Environmental Quality Act, may place any amendment to the Hillside Voter Participation Area or the provisions of this Comprehensive Plan amendment on the ballot pursuant to the mechanisms provided by state law.

D. The Comprehensive Plan may be reorganized and individual provisions, including the provisions of this ordinance, maybe renumbered or reordered in the course of ongoing updates of the Comprehensive Plan in accordance with the requirements of state law.

Section 5. No Changes to Save Our Agricultural Resources Initiative

Any restrictions imposed upon the City of San Buenaventura limiting the City's ability to redesignate, or allow development of, property designated "Agricultural" that are in effect as a result of the "SOAR" initiative approved by the voters in 1995 and adopted by the City Council as Ordinance No. 95-33 shall remain in full force and effect and shall not be amended, modified, altered, or abridged by the adoption of this ordinance.

Section 6. Exemptions:

The provisions of this ordinance do not apply to:

A. Construction or reconstruction of, or related to, public potable water facilities, public parks or other city government facilities; or

B. Construction or reconstruction of no more than one residential dwelling unit, and incidental uses or structures related thereto, on an individual parcel of land that is lawfully established of record as of the effective date of this Comprehensive Plan amendment and that is contiguous to the City's incorporation boundary but only to the extent that such a legally established parcel is developed with, or proposed to be developed with, no more than one residential dwelling unit; or

C. Any development that would result in the creation of residential densities equal to or less than one primary residential unit per 40 acres in area; or, would result in the establishment of commercial or industrial uses that are agriculturally-related or related to the production of mineral resources; or

D. Any development project that has obtained, as of the effective date of this Comprehensive Plan amendment, a vested right pursuant to state or local law; or

E. Uses that are "incidental" (as the City's Zoning Ordinance defines "incidental uses") to uses lawfully established as of the effective date of this Comprehensive Plan amendment.

Section 7. Interpretation

This ordinance shall be broadly construed in order to achieve the purposes stated in this ordinance. It is the intent of the voters that the provisions of this measure shall be interpreted by the City and others in a manner that promotes public participation in decision-making relating to future development proposals within in the Hillside Voter Participation Area.

Section 8. Insertion Date

A. Upon the effective date of this ordinance, Sections 3, 4, 5, 6, and 7 of this ordinance shall be deemed inserted in the Comprehensive Plan and the Land Use Map referred to in Part C of Section 3 shall be deemed amended even though the reprinting may not occur until it can be carried out by the staff of the City of San Buenaventura.

B. The Comprehensive Plan in effect at the time the City Council decided to place this measure on the ballot, and the Comprehensive Plan as amended by this ordinance, comprise an integrated, internally consistent and compatible statement of policies for the City of San Buenaventura. In order to ensure that the Comprehensive Plan remains an integrated, internally consistent and compatible statement of policies and to ensure that the actions of the voters in enacting this ordinance are given effect, any provision of the Comprehensive Plan that is adopted between July 23, 2001 and the effective date of this ordinance, to the extent that such provision is inconsistent with this ordinance, shall be amended as soon as possible and in the manner and time required by state law to ensure consistency between such provision and Section 3 of this ordinance. In the alternative, such interim-enacted inconsistent provisions shall be repealed.

Section 9. Amendment or Repeal

This ordinance may be amended or repealed only by the voters of the City of San Buenaventura at an election held in accordance with state law, except as expressly provided by Section 4 herein.

V E N T U R A C O M M U N I T Y P A R K S O A R A M E N D M E N T

The people of the City of San Buenaventura do ordain as follows:

Section 1. Title

This measure shall be known as the Ventura Community Park SOAR Amendment.

Section 2. Purpose

The purpose of this measure is to allow the City to develop a Community Park on a parcel of property located at the northwest corner of the intersection of Kimball Road and Telephone Road. The subject property, which is approximately 100 acres in size, is further described in Exhibit "A," attached hereto and made a part hereof, and is hereafter referred to as the "Property." Most of the Property is outside the Ventura City limits but within the "Planning Area" of the City of San Buenaventura and therefore covered by the City's Comprehensive Plan Update to the Year 2010 (hereafter the "Comprehensive Plan"). The Property is currently designated "Agricultural" under the Comprehensive Plan and, therefore, also subject to the 1995 Save Our Agricultural Resources ("SOAR") Initiative.

The City is proposing to develop the Property with community-oriented public park facilities that may include, among other things, athletic fields, an aquatic facility, a community center and other related buildings and structures for use by the public. If this measure is approved, the City may also construct and operate a fire station on a portion of the Property.

This initiative proposes to amend the Comprehensive Plan of the City of San Buenaventura, by changing the designation of the Property in the Comprehensive Plan Land Use Plan Map from "Agricultural" (or "A") to "Parks" (or "P"). This will allow the City of San Buenaventura to potentially develop the Property with a Community Park without being restricted by the SOAR Initiative.

Section 3. Comprehensive Plan Amendment

Part A.

The following paragraph titled “Parks Uses” is hereby added to the Land Use Element of the Comprehensive Plan, more particularly, to the provisions of the Serra Community Intent and Rationale Statement on page III-96, to read as follows:

“Parks Uses: The Parks Land Use Plan designation is applied to an approximately 100-acre site at the northwest corner of Kimball Road and Telephone Road for the purpose of developing a multi-purpose community-oriented public park on this site. It is further intended that this site should be zoned to the “P” (Parks) zone if and when it is annexed to the City. Design Review should be carried out by the City's Planning Commission prior to the development of any Recreation Services use types on the site to assure that the range of community park uses potentially permitted on the site by the "P" zone are well integrated on the site and compatible with adjacent land uses.”

Part B.

The Property is deleted from the discussion of “Agricultural Uses” in the Serra Community provisions of the Land Use Element of the Comprehensive Plan. To that end, the final paragraph with the heading “Agricultural Use” beginning at the bottom of page III-95 and ending at the top of page III-96 is hereby revised to read as follows:

“Agricultural Use: A 297-acre area between Telephone Road and the Southern Pacific Railroad and a 172-acre area between Bristol Road and the Santa Clara River are designated Agricultural Use, not to be reconsidered until after the Year 2010, to preserve their existing agricultural character.”

Part C.

The Land Use Plan Map incorporated in the Comprehensive Plan is hereby amended, and official copies thereof shall be revised by City staff, to reflect the foregoing amendments to the text of the Land Use Element.

Section 4. Zoning

Upon annexation to the City of San Buenaventura, the zoning classification for the Property shall be “P” (Parks) and the Official Zoning District Map incorporated in the Zoning Ordinance shall, by this Measure, be amended, and official copies thereof shall be revised by City staff, to reflect the foregoing zone change to the Property.

Section 5. Save Open-Space and Agricultural Resources

Any restrictions imposed upon the City of San Buenaventura limiting the City’s ability to redesignate, or allow development of, property designated “Agricultural” that are in effect on the day that this Initiative is approved by the voters shall remain in full force and effect except as to the Property. The City of San Buenaventura may allow development of a community park on the Property in accordance with this ordinance.

Section 6. Interpretation

This ordinance shall be broadly construed in order to achieve the purposes stated in this ordinance. It is the intent of the voters that the provisions of this ordinance shall be interpreted by the City of San Buenaventura and others in a manner that facilitates the development of a community park on the Property in accordance with the purposes of this ordinance.

Section 7. Insertion Date

Part A. Upon the effective date of this ordinance, Part A and Part B of Section 3 of this ordinance shall be deemed inserted in the Comprehensive Plan and the Land Use Map referred to in Part C of Section 3 shall be deemed amended even though the reprinting may not occur until it can be carried out by the staff of the City of San Buenaventura.

Part B. The Comprehensive Plan in effect at the time the City Council decided to place this measure on the ballot, and the Comprehensive Plan as amended by this ordinance, comprise an integrated, internally consistent and compatible statement of policies for the City of San Buenaventura.

V E N T U R A C O M M U N I T Y P A R K S O A R A M E N D M E N T

In order to ensure that the Comprehensive Plan remains an integrated, internally consistent and compatible statement of policies and to ensure that the actions of the voters in enacting this ordinance are given effect, any provision of the Comprehensive Plan that is adopted between [the date the City Council decided to place this measure on the ballot] and the effective date of this ordinance, to the extent that such provision is inconsistent with this ordinance, shall be amended as soon as possible and in the manner and time required by state law to ensure consistency between such provision and Section 3 of this ordinance. In the alternative, such interim-enacted inconsistent provisions shall be repealed.

Section 8. Amendment or Repeal

Section 3 and Section 4 of this ordinance may be amended or repealed only by the voters of the City of San Buenaventura at an election held in accordance with state law.

The people of the City of San Buenaventura do ordain as follows:

Section 1. Title

This ordinance shall be known as the First Assembly of God Land Initiative.

Section 2. Purpose

The purpose of this ordinance is to allow the First Assembly of God (hereafter “Church”) to develop a property located at the northwest corner of the intersection of Montgomery Avenue and Northbank Drive. Such property is 25.59 acres and is further described in Exhibit A, attached hereto and made a part hereof, and is hereafter referred to as “Property”. The Church wishes to develop the Property in accordance with City of San Buenaventura Ordinance No 95-33 (commonly known as “SOAR”) guidelines for a sanctuary, related Church buildings, and athletic fields for use by the community of San Buenaventura.

Since the Property is within the sphere of influence of the City of San Buenaventura, this ordinance (1) amends the Comprehensive Plan Update to the Year 2010 (hereafter the “General Plan”) of the City of San Buenaventura, and (2) rezones the Property to the R-1 Single Family zone with a subzone of R-1-1AC. This will allow the City of San Buenaventura to annex the Property with a restricted land use that is compatible with the Church’s development of the Property.

Section 3. General Plan Amendment

Part A.

The second paragraph under the heading “Residential Uses” appearing on page III-94 of the General Plan describes the areas that may be used for low-density, single family homes in the Serra Community area of the City of San Buenaventura. The single family use (designated as SF in the General Plan) is the most restrictive land use that will allow the Church to build a sanctuary, related church buildings, and athletic fields. Section 4 of this initiative will further restrict the Property by pre-zoning the Property and requiring a minimum of one acre for each parcel. This will make the Property unattractive for single family development but still acceptable for the Church sanctuary, related Church buildings, and athletic fields. This ordinance adds the Church’s 25.59 acre parcel to the SF land use.

The second paragraph under the heading “Residential Uses” appearing on page III-94 of the General Plan is hereby amended to read as follows:

“The SF category is applied to an approximately 3-acre site at the southeast corner of Henderson and Petit Avenue, a 1.7-acre site southerly of Darling Road extended, and a 25.59-acre site located at the northwest corner of Montgomery Avenue and Northbank Drive.”

Part B.

The final paragraph with the heading “Agricultural Use” beginning at the bottom of page III-95 and ending at the top of page III-96 of the General Plan describes that portion of the Serra Community area of the City of San Buenaventura which may only be used for agricultural uses. This ordinance deletes the Church’s 25.59 acre parcel from the agricultural use category.

The final paragraph with the heading “Agricultural Use” beginning at the bottom of page III-95 and ending at the top of page III-96 of the General Plan is hereby amended to read as follows:

“Agricultural Use: A 100-acre site at the northwest corner of Kimball Road and Telephone, a 297-acre area between Telephone Road and the Southern Pacific Railroad except for the 25.59-acre site located at the northwest corner of Montgomery Avenue and Northbank Drive, and a 172-acre area between Bristol Road and the Santa Clara River are designated Agricultural Use, not to be reconsidered until after the Year 2010, to preserve their existing agricultural character.”

Part C.

The map of the Land Use Plan contained in the General Plan shall be redrafted to reflect the foregoing amendments.

Section 4. Zoning

The most restrictive zoning in the City of San Buenaventura which will allow the Church to build a sanctuary, related Church buildings, and athletic fields on the Property is an R-1 Single Family zone with a subzone of R-1-1AC. The R-1-1AC subzone restricts the Property by requiring a minimum of one acre for each parcel. This will make the Property unattractive for single family development but still acceptable for the Church's sanctuary, related Church buildings, and athletic fields.

Therefore, upon annexation of the Property to the City of San Buenaventura the zoning designation for the Property shall be the R-1 Single Family zone with a subzone of R-1-1AC.

Section 5. Save Open-Space and Agricultural Resources

Any restrictions imposed upon the City of San Buenaventura limiting the City's ability to annex property and allow development of such property shall remain in full force and effect except as to the 25.59-acres of the Property.

Section 6. Construction

This ordinance shall be broadly construed in order to achieve the purposes stated in this ordinance. It is the intent of the voters that the provisions of this ordinance shall be interpreted by the City of San Buenaventura and others in a manner that facilitates the development of the Property in accordance with the purposes of this ordinance.

Section 7. Insertion Date

Part A. Upon the effective date of this ordinance, Part A and Part B of Section 3 of this ordinance shall be deemed inserted in the General Plan and the Land Use Map referred to in Part C of Section 3 shall be deemed amended even though the reprinting may not occur until deemed convenient by the City of San Buenaventura.

Part B. The General Plan in effect at the time the Notice of Intention to circulate this initiative was submitted to the City Clerk of the City of San Buenaventura, and the General Plan as amended by this ordinance, comprise an integrated, internally consistent and compatible statement of policies for the City of San Buenaventura. In order to ensure that the General Plan remains an integrated, internally consistent and compatible statement of policies and to ensure that the actions of the voters in enacting this ordinance are given effect, any provision of the General Plan that is adopted between the Notice of Intention and the effective date of this ordinance, to the extent that such provision is inconsistent with this ordinance, shall be amended as soon as possible and in the manner and time required by state law to ensure consistency between such provision and Section 3 of this ordinance. In the alternative, such interim-enacted inconsistent provisions shall be repealed.

Section 8. Amendment or Repeal

Section 3 and Section 4 of this ordinance may be amended or repealed only by the voters of the City of San Buenaventura at an election held in accordance with state law.

EXHIBIT "A"

PARCEL 1:

That portion of Subdivision 98 of Rancho Santa Paula y Saticoy, in the county of Ventura, state of California, as per map recorded in book "A" pag3 290 of Miscellaneous Records (Transcribed Records from Santa Barbara County), in the office of the county recorder of said county, described as follows:

Beginning at the point of intersection of the centerline of the right of way of the Southern Pacific Railroad and the boundary line between Subdivisions 98 and 99 of said Rancho Santa Paula y Saticoy; thence from said point of beginning,

1st: - North 10° 30' West 9.482 chains, more or less, to the southeast corner of that certain Parcel of land conveyed to Charles H. Fowler, by deed dated March 18, 1892, recorded in book 36 page 86 of Deeds; thence,

2nd: - South 79° 30' West 19.25 chains, along the south line of said lands of Charles H. Fowler, to the northeast corner of that certain Parcel of land as conveyed to Emma J. Tyler, by deed dated June 20, 1894, recorded in book 43 page 90 of Deeds; thence,

3rd: - South 10° 30' East 18.982 chains, more or less, along the east line of said lands of Emma J. Tyler, to a point in the centerline of the right of way of the Southern Pacific Railroad; thence along same,

4th: - North 53° 15' East 22.57 chains, more or less, to the point of beginning.

EXCEPT a strip of parcel of land 50 feet wide lying adjoining and immediately west of the east line of the above described land, conveyed to the County of Ventura, as a public highway, by deed recorded July 12, 1889, in book 28 page 338 of Deeds.

ALSO EXCEPT that portion thereof conveyed to the Southern Pacific Railroad Company by deed recorded January 27, 1887 in book 18 page 146 of Deeds.

RESERVING unto the grantor herein, all oil, gas and mineral rights in and to said land, without however, any right of surface entry in and to a depth of 500 feet.

PARCEL 3:

That certain parcel in Lot 99 of the Rancho Santa Paula y Saticoy, marked “not a part of this subdivision” on the map of Tract No. 1333-1, in the City of San Buenaventura, county of Ventura, state of California, as per map recorded in book 30 page 51 of Maps, in the office of the county recorder of said county, and lying northwesterly of the Southern Pacific Railroad right of way, easterly of Bristol Road and southwesterly of Montgomery Avenue, as shown on said map.

RESERVING unto the grantor herein, all oil, gas and mineral rights in and to said land, without however, any right of surface entry in and to a depth of 500 feet from the surface thereof.



"The desire for community is a constant of human nature."

— Steven Price
Urban Advantage
Berkeley, California

CITY OF
VENTURA

A T T A C H M E N T S

ventura's general plan

21ST CENTURY TOOL KIT

Prelude

The 2005 Ventura General Plan envisions a new direction to protect and preserve its citizens' quality of life. This direction is based on the recognition that zoning and land development, as practiced for the past several decades, has not served our citizens, our city, or our environment as well as it should.

Currently, the two most successful movements created to alleviate this situation are "Smart Growth" and "New Urbanism." Smart Growth is a government initiated approach against sprawl that addresses underlying policy from the top-down, and is primarily marketed by government and similar agencies. New Urbanism is a grass roots, market response to outdated zoning and land use policy as it impacts development and the physical properties of the public realm. Its chief advocates are architects and town designers.

Smart Growth grew out of early New Urbanist work, and both are concerned with the real outcomes of the built environment and how it affects communities environmentally, economically, culturally, and socially.

The Ahwahnee Principles and the Charter for the New Urbanism, listed below, were created early on as "constitutions" that governed these movements. Both are valuable tools that Ventura would be wise to include in its 21st Century Tool Kit to understand and solve long-standing problems associated with growth and change.

AHWAHNEE PRINCIPLES**Preamble:**

Existing patterns of urban and suburban development seriously impair our quality of life. The symptoms are: more congestion and air pollution resulting from our increased dependence on automobiles, the loss of precious open space, the need for costly improvements to roads and public services, the inequitable distribution of economic resources, and the loss of a sense of community. By drawing upon the best from the past and the present, we can plan communities that will more successfully serve the needs of those who live and work within them. Such planning should adhere to certain fundamental principles.

Community Principles

1. All planning should be in the form of complete and integrated communities containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of the residents.

2. Community size should be designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other.
3. As many activities as possible should be located within easy walking distance of transit stops.
4. A community should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.
5. Businesses within the community should provide a range of job types for the community's residents.
6. The location and character of the community should be consistent with a larger transit network.
7. The community should have a center focus that combines commercial, civic, cultural and recreational uses.
8. The community should contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design.
9. Public spaces should be designed to encourage the attention and presence of people at all hours of the day and night.
10. Each community or cluster of communities should have a well-defined edge, such as agricultural greenbelts or wildlife corridors, permanently protected from development.
11. Streets, pedestrian paths and bike paths should contribute to a system of fully-connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting; and by discouraging high speed traffic.
12. Wherever possible, the natural terrain, drainage and vegetation of the community should be preserved with superior examples contained within parks or greenbelts.
13. The community design should help conserve resources and minimize waste.
14. Communities should provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping and recycling.
15. The street orientation, the placement of buildings and the use of shading should contribute to the energy efficiency of the community.

Regional Principles

1. The regional land-use planning structure should be integrated within a larger transportation network built around transit rather than freeways.
2. Regions should be bounded by and provide a continuous system of greenbelt/wildlife corridors to be determined by natural conditions.
3. Regional institutions and services (government, stadiums, museums, etc.) should be located in the urban core.
4. Materials and methods of construction should be specific to the region, exhibiting a continuity of history and culture and compatibility with the climate to encourage the development of local character and community identity.

Implementation Principles

1. The general plan should be updated to incorporate the above principles.
2. Rather than allowing developer-initiated, piecemeal development, local governments should take charge of the planning process. General plans should designate where new growth, infill or redevelopment will be allowed to occur.

3. Prior to any development, a specific plan should be prepared based on these planning principles.
4. Plans should be developed through an open process and participants in the process should be provided visual models of all planning proposals.

CONGRESS FOR THE NEW URBANISM

THE CONGRESS FOR THE NEW URBANISM views disinvestment in central cities, the spread of placeless sprawl, increasing separation by race and income, environmental deterioration, loss of agricultural lands and wilderness, and the erosion of society's built heritage as one interrelated community building challenge.

WE STAND for the restoration of existing urban centers and towns within coherent metropolitan regions, the reconfiguration of sprawling suburbs into communities of real neighborhoods and diverse districts, the conservation of natural environments, and the preservation of our built legacy.

WE RECOGNIZE that physical solutions by themselves will not solve social and economic problems, but neither can economic vitality, community stability, and environmental health be sustained without a coherent supportive physical framework.

WE ADVOCATE the restructuring of public policy and development practices to support the following principles: neighborhoods should be diverse in use and population; communities should be designed for the pedestrian and transit as well as the car; cities and towns should be shaped by physically defined and universally accessible public spaces and community institutions; urban places should be framed by architecture and landscape design that celebrate local history, climate, ecology, and building practice.

WE REPRESENT a broad-based citizenry, composed of public and private sector leaders, community activists, and multidisciplinary professionals. We are committed to reestablishing the relationship between the art of building and the making of community, through citizen-based participatory planning and design.

WE DEDICATE ourselves to reclaiming our homes, blocks, streets, parks, neighborhoods, districts, towns, cities, regions, and environment.

We assert the following principles to guide public policy, development practice, urban planning, and design:

The region: Metropolis, city, and town

1. Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coastlines, farmlands, regional parks, and river basins. The metropolis is made of multiple centers that are cities, towns, and villages, each with its own identifiable center and edges.
2. The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning, and economic strategies must reflect this new reality.
3. The metropolis has a necessary and fragile relationship to its agrarian hinterland and natural landscapes. The relationship is environmental, economic, and cultural. Farmland and nature are as important to the metropolis as the garden is to the house.
4. Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing urban areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion.
5. Where appropriate, new development contiguous to urban boundaries should be organized as neighborhoods and districts, and be integrated with the existing urban pattern. Noncontiguous development should be organized as towns and villages with their own urban edges, and planned for a jobs/housing balance, not as bedroom suburbs.
6. The development and redevelopment of towns and cities should respect historical patterns, precedents, and boundaries.
7. Cities and towns should bring into proximity a broad spectrum of public and private uses to support a regional economy that benefits people of all incomes. Affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.
8. The physical organization of the region should be supported by a framework of transportation alternatives. Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while reducing dependence upon the automobile.
9. Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax base and to promote rational coordination of transportation, recreation, public services, housing, and community institutions.

The neighborhood, the district, and the corridor

1. The neighborhood, the district, and the corridor are the essential elements of development and redevelopment in the metropolis. They form identifiable areas that encourage citizens to take responsibility for their maintenance and evolution.
2. Neighborhoods should be compact, pedestrian-friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways.
3. Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.
4. Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.
5. Transit corridors, when properly planned and coordinated, can help organize metropolitan structure and revitalize urban centers. In contrast, highway corridors should not displace investment from existing centers.
6. Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.
7. Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods, and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.
8. The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change.
9. A range of parks, from tot-lots and village greens to ball fields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.

The block, the street, and the building

1. A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.
2. Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style.
3. The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments, but not at the expense of accessibility and openness.
4. In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space.
5. Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities.
6. Architecture and landscape design should grow from local climate, topography, history, and building practice.
7. Civic buildings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city.
8. All buildings should provide their inhabitants with a clear sense of location, weather and time. Natural methods of heating and cooling can be more resource-efficient than mechanical systems.
9. Preservation and renewal of historic buildings, districts, and landscapes affirm the continuity and evolution of urban society.

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For information, visit www.cnu.org

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GLOSSARY OF TERMS IN THE 2005 VENTURA GENERAL PLAN

Abbreviations

ADT: Average number of vehicle trips per day
 CEQA: California Environmental Quality Act
 CIP: Capital Improvements Program
 CNEL: Community Noise Equivalent Level
 dB: Decibel
 DOF: California Department of Finance
 EIR: Environmental Impact Report
 FAR: Floor Area Ratio
 FEMA: Federal Emergency Management Agency
 LAFCo: Local Agency Formation Commission
 Ldn: Day and Night Average Sound Level
 Leq: Sound Energy Equivalent Level
 LOS: Traffic Intersection Level of Service
 RDA: City of Ventura Redevelopment Agency
 SCAG: Southern California Association of Governments
 SOI: Sphere of Influence
 TDM: Transportation Demand Management
 TOD: Transit-Oriented Development
 VCOG: Ventura County Council of Governments

Definitions

Acre: Approximately 43,560 square feet.

Acres, Gross: The entire acreage of a site calculated to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net: The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.

Action: A strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and action statements establish the “who,” “how” and “when” for carrying out the “what” and “where” of goals and objectives.

Adaptive Reuse: The conversion of obsolescent or historic buildings from their original or most recent use to a new use; for example, the conversion of former hospital or school buildings to residential use, or the conversion of a historic single-family home to office use.

Affordable Housing: Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household’s ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing including utilities.

Alley: A narrow service way, either public or private, which provides a permanently reserved but secondary means of public access not intended for general traffic circulation. Alleys typically are located along rear property lines.

Ambient: Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Annex, v: To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Aquifer: An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Arterial: Medium-speed (30-40 mph), medium-capacity (10,000-35,000 average daily trips) roadway that provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

Bicycle Lane (Class II): A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I): A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III): A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Buffer: An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

Building: Any structure used or intended for supporting or sheltering any use or occupancy.

Building Type: a structure category determined by function, disposition on the lot, and configuration, including frontage and height. For example, a rowhouse is a type, not a style.

Buildout: Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

California Environmental Quality Act (CEQA): Law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified before taking action on the proposed project.

Capital Improvements Program (CIP): A program that schedules permanent City improvements at least five years ahead to fit projected fiscal capability. The CIP is reviewed annually.

Channelization: The straightening and/or deepening of a watercourse for purposes of runoff control or ease of navigation; often includes lining banks with retaining material such as concrete.

Character: Special physical characteristics of a structure or area that set it apart from its surroundings and contribute to its individuality.

Charrette: An interactive, multi-day public process in which the community works together with planning and design professionals and City staff and officials to create and support a feasible plan for a specific area of the City that will produce positive and transformative community change.

City: When capitalized, refers to the governmental entity; “city” refers to the geographic area.

Civic: the term defining not-for-profit organizations dedicated to the arts, culture, education, recreation, government, transit, and municipal parking.

Clustered Development: Buildings placed close together with the purpose of retaining open space area.

Co-housing: A residential development with dwelling units for grouped around a common kitchen, gathering room, and child-care facilities. Co-housing developments normally are organized as condominiums.

Collector: Relatively-low-speed (25-30 mph), relatively low-volume (5,000-10,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Commerce; Commercial: The buying and selling of commodities and services.

Community Noise Equivalent Level (CNEL): A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Park: Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

Corridor: Linear features that may form boundaries, as well as connections, between neighborhoods. Corridors frequently encompass major access routes, especially ones with commercial destinations. Corridors also can incorporate parks or natural features such as streams or canyons.

dB: Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA: The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Dedication: The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

Density, Residential: The number of permanent residential dwelling units per gross acres of land.

Density Bonus: The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or 10 percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus.

Design Review: The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards.

Detention Basin: A structure constructed to retard flood runoff and minimize the effect of sudden floods. Water is temporarily stored and released through an outlet structure at a rate that will not exceed the carrying capacity of the channel downstream. Basins often are planted with grass and used for open space or recreation in periods of dry weather.

Developer: An individual or business that prepares raw land for the construction of buildings or causes to be built physical space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development: The physical extension and/or construction of urban land uses, including: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Development Fee: (See "Impact Fee.")

District: An area of the city that has a unique character identifiable as different from surrounding areas because of distinctive architecture, streets, geographic features, culture, landmarks, activities, and/or land uses. A neighborhood or parts of neighborhoods can form a district. Districts consist of streets or areas emphasizing specific types of activities. A corridor may also be a district, as when a major shopping avenue runs between adjoining neighborhoods.

Dwelling Unit: A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Encourage, v: To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Enhance, v: To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

Environment: The existing physical conditions in an area that will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance.

Environmental Impact Report (EIR): A report required by CEQA that assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action.

Fault: A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Flood, 100-Year: The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a one percent chance of occurring in any given year.

Floodplain: The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Floodway: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

General Plan: A compendium of city or county policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required by the State of California Government Code Section 65301 and adopted by the City Council.

Gateway: A point along the edge of a city at which a person gains a sense of having left the environs and entered the city.

Goal: A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.

Green: A whole-building and systems approach to siting, design, construction, and operation that employs techniques that minimize environmental impacts and reduce the energy consumption of buildings while contributing to the health and productivity of occupants.

Hazardous Material: Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Hillside Area: All that area north of Foothill and Poli Street, and east of Cedar Street and within City limits. This area is subject to the Hillside Management Program.

Hillside Open Space: One of the 19 distinct communities within the City's Planning Area; coterminous with the Hillside Voter Participation Area; generally referred to as "hillsides".

Hillside Voter Participation Area or HVPA: The area subject to the "Hillside Voter Participation Act" (also known as Measure "P") as set forth in Appendix X and coterminous with the "Hillside Open Space" area depicted on the Land Use Diagram.

Hillsides: Synonymous and coterminous with HVPA and "Hillside Open Space".

Historic: Noteworthy for significance in local, state, or national history or culture, architecture or design, or housing works of art, memorabilia, or artifacts.

Household: Persons who occupy a housing unit.

Housing Element: A separately published State-mandated general plan element that assesses existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies, and implementation programs for the preservation, improvement, and development of housing. The Housing Elements is updated every five years.

Housing Unit: A rooms or a rooms intended for occupancy, separate from any other living space, with direct access from outside or through a common area.

Impact: The direct or indirect effect of human action on existing physical, social, or economic conditions.

Impact or Development Fee: A fee levied on the developer of a project as compensation for otherwise-unmitigated impacts the project will produce, not to exceed the estimated reasonable cost of providing the service for which the fee is charged.

Industry/Industrial: The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Infill: Development of vacant and/or underutilized land within areas already largely developed with urban uses.

Infrastructure: Public services and facilities, such as sewage-disposal systems, water-supply systems, and other utilities.

In-lieu Fee: Payment that substitutes for required dedication of land or provision of structures or amenities.

Institutional: Uses such as hospitals, museums, schools, places of worship, and nonprofit activities of a welfare, educational, or philanthropic nature that cannot be considered residential, commercial, or industrial activities.

Landmark: (1) A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Ldn: Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

Leq: The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Lease: A contractual agreement by which an owner of real property (the lessor) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent).

Level of Service, Intersection (LOS): A scale that measures the amount of traffic an intersection is capable of handling. Levels range from A, representing free-flow, to F corresponding to significant stoppage.

Liquefaction: The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state, which can lead to ground failure during an earthquake.

Live-Work: A dwelling unit that contains, to a limited extent, a commercial component. A live-work unit is a fee-simple unit on its own lot with the commercial component limited to the ground level. (see Work-Live)

Local Agency Formation Commission (LAFCo): A commission in each county that reviews and evaluates proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. LAFCo members include two county supervisors, two city council members, and one member representing the general public.

Local Coastal Program (LCP): A combination of City land use plans, zoning regulations, and zoning district maps that control land use in the Coastal Zone established under the California Coastal Act of 1976.

Local Street: Relatively low-volume, low-speed streets (not shown on the Roadway Classifications map), whose primary purpose is to provide access to fronting properties.

Lot: A legally-recognized parcel with frontage on a public or City-approved private street.

Low Income: Households with annual income 80 percent of the County median or less.

Maintain: Keep in an existing state. (See "Preserve.")

Median: The dividing area between opposing lanes of traffic.

Mitigate: Alleviate or avoid to the extent feasible.

Mixed Use: Properties on which various uses, such as office, commercial, and institutional, are combined with residences in a single building or site in an integrated development project with significant functional interrelationships and a coherent physical design. A single site may include contiguous properties.

Neighborhood: The basic building blocks of a community that together comprise the city. Each neighborhood is limited in physical area, with a defined edge and a center. The size of a neighborhood is usually based on the distance that a person can walk in five minutes from the center to the edge – a quarter-mile. Neighborhoods have a fine-grained mix of land uses, providing places to live, work, shop, and be entertained.

Neighborhood Center: The focal point of a neighborhood, commonly featuring places for work, shopping, services, entertainment, leisure, recreation, and social and civic interaction.

Neighborhood Park: A facility intended to serve the recreation needs of people living or working within a one-half mile radius of the park.

Noise: Sound that is undesirable because it interferes with speech and hearing, is intense enough to damage hearing, or is otherwise annoying.

Noise Contour: A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require mitigation in residential development.

Office: Professional or consulting services in fields such as accounting, architecture, design, engineering, finance, law, insurance, medicine, real estate, and similar types of work.

Open Space: An area of land or water that is essentially unimproved and devoted to outdoor recreation and/or the preservation of natural resources.

Outdoor Recreation: Recreation in an urbanized outdoor setting (active recreation) or open-space outdoor setting (passive recreation).

- (a) *Active outdoor recreation* includes participant sports or other activities conducted in open or partially enclosed or screened recreational activities facilities. Typical uses include driving ranges, miniature golf courses, golf courses, amusement parks, swimming pools, and tennis courts and usually rely on permanent above-ground improvements, including, but not limited to, playing fields or courts, restrooms, and tables.
- (b) *Passive outdoor recreation* includes recreational activities, usually of an individual or small group nature, such as sunbathing, walking, hiking, bird watching, or nature study, conducted in an open-space setting and which, generally, do not rely on the use of permanent aboveground improvements or involve motorized vehicle use.

Parcel: A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parks: Open space lands whose primary purpose is recreation.

Parkway: The area between curb and sidewalk, usually planted with ground cover and/or trees.

Pedestrian Shed: an area defined by the average distance that may be traversed at an easy walking pace from its edge to its center. This distance is applied to determine the size of a neighborhood or extent of a community. A standard Pedestrian Shed is one quarter of a mile radius or 1,320 feet. With transit available or proposed, a long Pedestrian Shed has an average walking distance of ½-mile or 2,640 feet. Pedestrian Sheds should be conceived as oriented toward a central destination containing one or more important intersections, meeting places, civic spaces, civic buildings, and the capacity to accommodate a T5 Transect Zone in the future. Sometimes called a Walkshed.

Planning Area: The land area addressed by the General Plan, which includes the City Limits, potentially annexable land in the Sphere of Influence, and neighboring open space and agricultural areas of Ventura County that the City desires to remain in rural condition.

Policy: A statement of principle that anticipates specific actions to be undertaken to meet City goals.

Pollution: The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Preserve: Keep intact and safe from destruction or decay.

Protect: Maintain and preserve beneficial uses in their present condition.

Public and Quasi-public Facilities: Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

Public Art: Signs, other monuments, sculptures, murals, statues, fountains, and other artistic installations in spaces accessible to the general public that accentuate or draw attention to a particular place or feature of the city, provide a focal point for public gathering, and/or serve a specific function, such as to provide seating.

Recreation, Active: A type of recreation that requires organized play areas, such as softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive: Recreation that does not require organized play areas.

Recycling: The process of extracting and reusing materials from waste products.

Redevelop: To demolish existing buildings, or increase the overall floor area existing on a property, or both, irrespective of whether a change occurs in land use.

Redevelopment Agency: The City division created under California Redevelopment Law for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities.

Regional: Pertaining to activities or economies at a scale greater than that of a single jurisdiction and affecting a broad geographic area.

Regional Park: A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

Restore: Renew, rebuild, or reconstruct to a former state.

Ridesharing: Vehicle travel other than driving alone.

Ridgeline: A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

Right-of-way: Land intended to be occupied by transportation and public use facilities such as roadways, railroads, and utility lines.

Riparian: Areas adjacent to perennial and intermittent streams delineated by the existence of plant species normally found near fresh water.

Runoff: The portion of precipitation that does not percolate into the ground.

Seismic: Caused by or subject to earthquakes or earth vibrations.

Sidewalk: the paved layer of the public frontage dedicated exclusively to pedestrian activity.

Specific Plan: A legal tool allowed by State Government Code Section 65450 et seq. that prescribes detailed regulations, conditions, programs, and/or proposed legislation for a defined area of the city.

Sphere of Influence: The probable ultimate physical boundaries and service area of the city, as determined by LAFCo.

Streetscape: the urban element that establishes the major part of the public realm. The streetscape is composed of thoroughfares (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) as well as the visible private frontages (building facades and elevations, porches, yards, fences, awnings, etc.), and the amenities of the public frontages (street trees and plantings, benches, and streetlights, etc.).

Structure: Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision: The division of a land into defined lots or condominiums that can be separately conveyed by sale or lease.

Sustainable: Meeting the needs of the present without compromising the ability of future generations to meet their needs, and successfully balancing economic, environmental, and social equity concerns.

Tourism: The business of providing services for persons traveling for pleasure.

Transect: a system of ordering human habitats in a range from the most natural to the most urban. Based upon six Transect Zones that describe the physical character of place at any scale, according to the density and intensity of land use and urbanism.

Transit-Oriented Development (TOD): Relatively high-density development located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping designed primarily for pedestrians.

Transit, Public: A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis.

Transportation Demand Management (TDM): Strategies for reducing the number of vehicle trips by increasing ridesharing, transit use, walking, and biking.

Trip: A one-way journey that proceeds from an origin to a destination via a single mode of transportation.

Truck Route: A route required for all vehicles exceeding set weight or axle limits, which follows major arterials through commercial or industrial areas and avoids sensitive areas.

Underutilized: Non-vacant properties that have not been fully developed with improvements that reach the allowed density and/or floor area.

Urban Design: The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Use Permit: The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

Very Low Income: Households with annual income 50 percent of the County median or less.

View Corridor: The line of sight of an observer looking toward an object of significance (e.g., ridgeline, river, historic building, etc.).

Viewshed: The area within view from a defined point.

Watercourse: Presently or once naturally perennially or intermittently flowing water, including rivers, streams, barrancas, and creeks. Includes waterways that have been channelized, but not ditches or underground drainage and sewage systems.

Watershed: The total area above a given point on a watercourse that contributes water to its flow; also, the entire region drained by a watercourse.

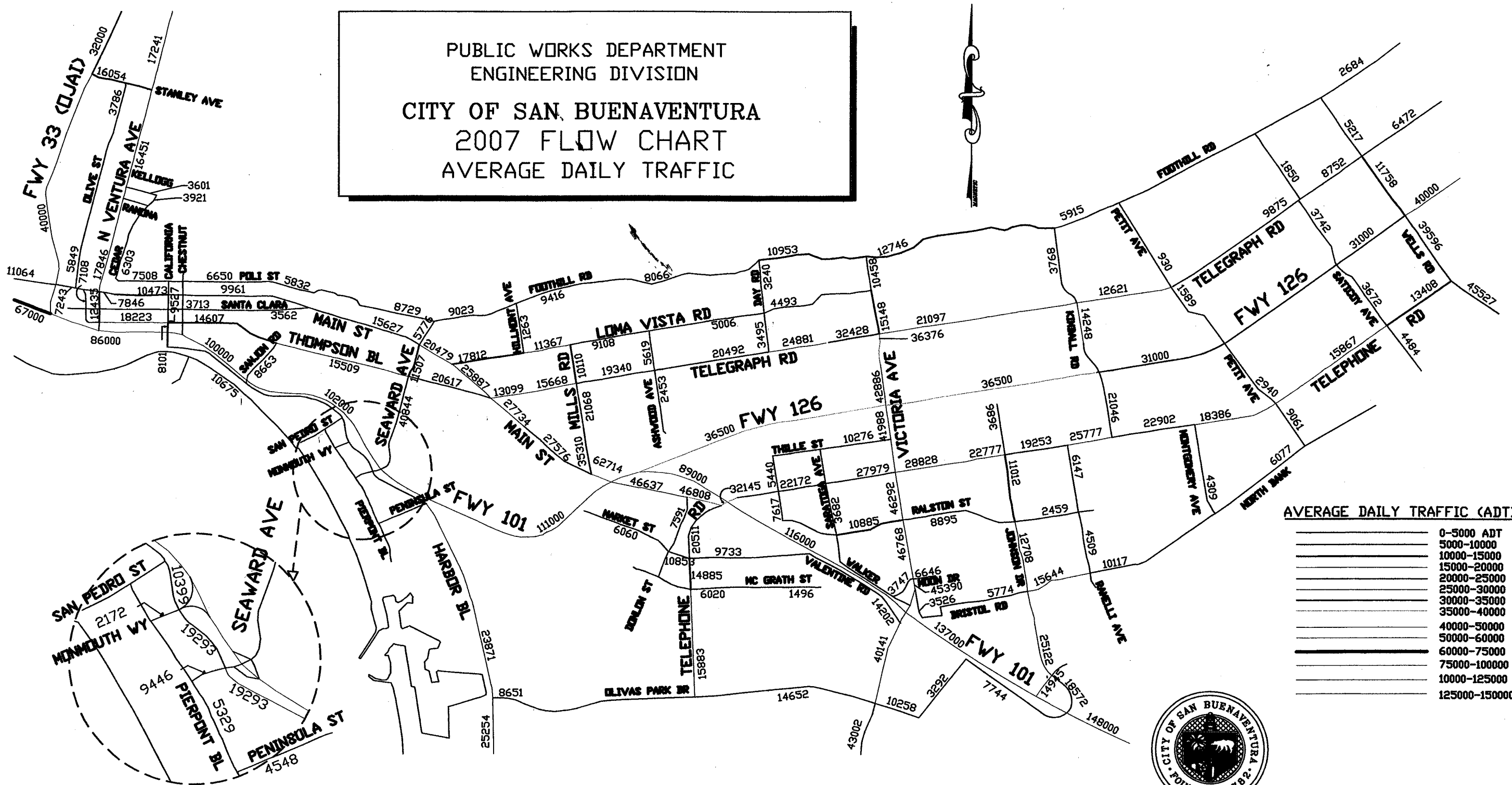
Wetlands: Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Federal agencies establish hydrology, vegetation, and soil criteria to define wetlands.

Work-Live: A dwelling unit that contains a commercial component. A Work-Live unit is a fee-simple unit on a lot with the commercial component anywhere within the unit. (see Live-Work)

Yield Street: A street whereby by two vehicles, going in opposite directions, one car will often have to pull over slightly and yield to the other vehicle, depending on how many cars are parked on the street. A standard residential street.

Zoning: The regulation of building forms and land uses throughout the city.

PUBLIC WORKS DEPARTMENT
 ENGINEERING DIVISION
 CITY OF SAN BUENAVENTURA
 2007 FLOW CHART
 AVERAGE DAILY TRAFFIC



AVERAGE DAILY TRAFFIC (ADT)

0-5000 ADT
5000-10000
10000-15000
15000-20000
20000-25000
25000-30000
30000-35000
35000-40000
40000-50000
50000-60000
60000-75000
75000-100000
10000-125000
125000-150000



CITY OF VENTURA

Adopted Bicycle Master Plan



Prepared by:

**Public Works Department
Transportation Division
501 Poli Street
Ventura, CA 93001**

May 2011

TABLE OF CONTENTS	II
LIST OF FIGURES AND TABLES	III
CREDITS AND ACKNOWLEDGMENTS	IV
1.0 INTRODUCTION	1.1
1.1 BACKGROUND	1.2
1.2 PURPOSE	1.2
1.3 DEFINITION OF BIKEWAYS.....	1.3
2.0 GOALS AND OBJECTIVES	2.1
3.0 RELATED PLANNING CONSIDERATIONS	3.1
3.1 RELEVANT LEGISLATION	3.1
3.2 REGIONAL PLANNING DOCUMENTS	3.2
3.3 LOCAL PLANNING DOCUMENTS	3.3
3.4 LIABILITY	3.4
4.0 COMMUNITY NEEDS ANALYSIS	4.1
4.1 TYPES OF BICYCLISTS	4.1
4.2 BENEFITS OF BICYCLING	4.3
4.3 INCIDENT ANALYSIS	4.7
4.4 COMMUNITY OUTREACH.....	4.8
5.0 EXISTING CONDITIONS	5.1
5.1 DEFINITION OF BIKEWAYS.....	5.1
5.2 EXISTING BICYCLE FACILITIES AND ACTIVITY AREAS	5.2
5.3 EXISTING AND PROPOSED LAND USE	5.5
5.4 BICYCLE PARKING.....	5.7
6.0 BICYCLISTS' USE OF FACILITIES	6.1
6.1 BICYCLE COMPATIBILITY INDEX.....	6.1
6.2 BICYCLE DEMAND INDEX	6.2
7.0 RECOMMENDED BIKEWAY SYSTEM	7.1
7.1 RECOMMENDED BIKEWAY NETWORK	7.1
7.2 OTHER ON-STREET RECOMMENDATIONS	7.15
7.3 SIDEWALK MANAGEMENT	7.19
8.0 RECOMMENDED SUPPORT FACILITIES	8.1
8.1 INTEGRATION WITH PUBLIC TRANSIT	8.1
8.2 BICYCLE PARKING.....	8.2
8.3 SHOWERS AND CHANGING FACILITIES.....	8.4

9.0 MAINTENANCE	9.1
9.1 MAINTENANCE	9.1
9.2 ROADWAY MAINTENANCE ACTIVITIES THAT AFFECT BICYCLING	9.2
10.0 MONITORING	10.1
10.1 COLLISION MONITORING.....	10.1
10.2 USAGE MONITORING	10.2
10.3 SECURITY AND ENFORCEMENT	10.2
10.4 BICYCLE DEMAND INDEX MONITORING	10.3
10.5 BICYCLE COMPATIBILITY INDEX MONITORING	10.3
11.0 PROMOTING AND ENCOURAGING BICYCLE TRAVEL	11.1
11.1 BICYCLE SAFETY EDUCATION PROGRAMS	11.1
11.2 COMMUNITY AND EMPLOYER OUTREACH PROGRAMS.....	11.6
12.0 FUNDING STRATEGY	12.1
12.1 FEDERAL FUNDING SOURCES	12.1
12.2 STATE FUNDING SOURCES	12.2
12.3 LOCAL AND REGIONAL FUNDING SOURCES	12.4
13.0 IMPLEMENTATION STRATEGY	13.1
13.1 BICYCLE COORDINATOR.....	13.1
13.2 CITY DEPARTMENT BICYCLING REPRESENTATIVES	13.2
13.3 BICYCLE FOCUS GROUP.....	13.2
13.4 BICYCLE MASTER PLAN IMPLEMENTATION PROCESS	13.3
13.5 IMPLEMENTATION PRIORITIES	13.6
13.6 BOTTOM LINE TO SUCCESSFUL IMPLEMENTATION	13.6

Figures and Tables

FIGURE 1: BICYCLE RELATED INCIDENTS	4.7
FIGURE 2: EXISTING BIKEWAY NETWORK AND ACTIVITY CENTERS	5.3
FIGURE 3: RECOMMENDED BIKEWAY NETWORK	7.1
FIGURE 4: RECOMMENDED BIKEWAY ROUTES.....	7.2
TABLE 1 - VENTURA DEMAND MODEL	4.5
TABLE 2 - RECOMMENDED PRIORITY BIKEWAY PROJECTS	7.3
APPENDIX A - RESOLUTION 2011-019	

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APPENDIX A

**City Council Adoption
Resolution 2011-019**

1.0 Introduction

In 2005 the community adopted a new General Plan that fundamentally changed how the community envisions transportation. The 2005 General Plan lays out goals and policies to strengthen the range of transportation choices in order to balance automobile use, reduce its impact on the environment, and improve the livability of the City. The overarching goal of the “Our Accessible Community” section of the General Plan is stated as follows:

“Our Goal is to provide residents with more transportation choices by strengthening and balancing bicycle, pedestrian, and transit opportunities in the City and surrounding region”

In order to achieve this goal, the General Plan lays out three policies, each with their own specific action items. Several of these action items are specifically related to bicycling. The three policies, with their associated bicycle actions, are as follows:

- 4A: Ensure that the transportation system is safe and easily accessible to all travelers
 - Action: Combine education with enforcement to instill safe and courteous use of the shared public roadway
 - Action: Utilize existing roadways to meet mobility needs and only consider additional travel lanes when other alternatives are not feasible
 - Action: Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles
- 4B: Help reduce dependence on the automobile
 - Action: Install roadway, transit and alternative transportation improvements along existing or planned multi-modal corridors, including primary bike and transit routes, and at land use intensity nodes.
 - Action: Prepare and periodically update a Mobility Plan that integrates a variety of travel alternatives to minimize reliance on any single mode.
 - Action: Promote the development and use of recreational trails as transportation routes to connect housing with services, entertainment, and employment.
 - Action: Develop a transportation demand management program to shift travel behavior toward alternative modes and services.
 - Action: Require new development to provide pedestrian and bicycle access and facilities as appropriate, including connected paths along the shoreline and watercourses.
 - Action: Update the General Bikeway Plan as needed to encourage bicycle use as a viable transportation alternative to the automobile and include the bikeway plan as a part of a new Mobility Plan.
 - Action: Upgrade and add bike lanes when conducting roadway maintenance as feasible.
- 4C: Increase transit efficiency and options
 - Action: Develop incentives to encourage City employees and local employers to use transit, rideshare, walk or bike.

The 2011 Ventura Bicycle Master Plan, adopted by the City Council by Resolution 2011-019 on May 2, 2011, is the enactment of General Plan Action 4.22 to update the pre-existing General Bikeway Plan. The Bicycle Master Plan is primarily a planning tool that represents the 20-year long-range bicycle plan for the City of Ventura. The Resolution is attached in Appendix A. The bicycle was historically an effective utilitarian vehicle, but with the rise in the automobile’s popularity became more recognized as a recreational vehicle. This bicycle master plan will encourage improvements to the City’s bicycle facilities infrastructure while striving to improve the use and recognition of the bicycle as a viable commuter vehicle. As the community continues to grow the City is looking for ways of reducing traffic congestion, improving air quality, and developing community-oriented transportation system infrastructure. The development of an effective bicycle facilities system within the city will be a tremendous benefit to the City’s residents, providing alternative transportation mode choices and improving the quality of life for its residents.

1.1 Background

The City of Ventura is situated in Southwest Ventura County, located 62 miles north of Los Angeles. It is the county seat for Ventura County. The City is connected to other regional centers by US 101, SR 126, Amtrak and Metrolink, and scheduled transit service is provided by VISTA. The major bicycle route connections through the City include the Pacific Coast Bicycle Route and the Ventura River Trail/Ojai Valley Trail. Other primary bicycle travel routes include Telegraph Road extending into Santa Paula and the Santa Clara River bridges (US 101 and Victoria Avenue) connecting into Oxnard.

Since the City's incorporation in 1866, Ventura has developed into a high quality community, integrating citizen involvement with effective planning. The City of Ventura has grown to approximately 21.1 square miles. The City's resident population was 109,343 in 2009 according to the California Department of Finance. The City's Planning Area population could increase with up to 28,200 additional residents by the Year 2025.

Approximately 1.8 million visitors enjoy the City's beaches, museums, harbor and nearby Channel Islands National Park annually. The lodging industry provides 2,000 plus rooms in 31 separate properties. Public recreation facilities include 22 parks, 3 golf courses, 4 community centers, 6 miles of beachfront, and several miles of linear parks, most of which serve as multi-use pedestrian/bicycle trails and protected natural areas. The city has spent over \$6,500,000 for bicycle facilities in the past 15 years.

1.2 Purpose

The purpose of the Bicycle Master Plan is to recommend bicycle facility, program, and policy oriented improvements that will best serve the community based on an assessment of existing conditions and the desires of the City's residents, thereby making Ventura more bicycle-friendly. The elements of safety, access, quality of life, and effective implementation are imperative to Ventura's success as a bicycle-friendly city.

Safety is the number one concern of citizens, whether they are avid or casual recreational cyclists or bicycle commuters. Residents who do not feel safe riding on the streets will simply forgo riding. For instance, The City of Portland, Oregon found in a survey that a small number (less than 1%) of the population will ride regardless of the conditions, about 10% are enthusiastic and confident, about 60% are interested but concerned, while 30% will never consider bike riding. Therefore, it is necessary to have a consistent bicycle network with bike paths, bike lanes and wider curb lanes, as well as bike route signing, in order to improve safety for all levels of bicyclists within the City. Providing support facilities such as bike racks and lockers, showering and restroom facilities, and drinking fountains are vital to the success of the network. Providing options that can capture the 60% "interested and concerned" is a key part of this plan.

Access to shopping, work, recreation, school, beach, harbor, and other destinations is crucial to encouraging the use of the bicycle as a viable transportation alternative. North-South access is currently constrained by limited crossings of major freeway and rail transportation corridors. Bicycle access across the major interchanges and along the arterials in the city is hampered by the sheer volume of traffic (especially during the morning and evening peak periods), even at signalized intersections. Although Gold Coast Transit and Ventura Intercity Transit Authority have implemented a Bikes-on-Buses program, efforts of this type must be continually updated to improve access and keep up with demand.

Quality of Life is important to all residents of the City of Ventura. Utilizing bicycles as a means of transportation reduces traffic congestion, vehicle exhaust emissions, noise, and energy consumption, creating a more sustainable environment. Furthermore, bicycling is a healthy and green activity which can be enjoyed by people of all ages. The measures suggested in this plan for improving bicycling conditions within the city will make bicycling more enjoyable for commuter and recreational bicyclists, while making bicycling more effective as a means of transportation for residents, employees, and visitors.

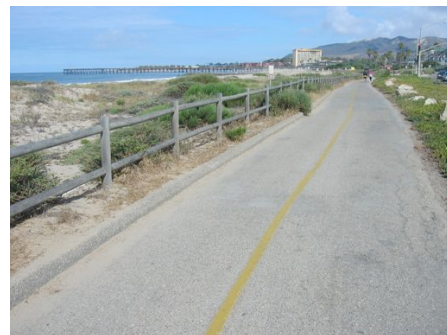
Effective Implementation of the Bicycle Master Plan improvements in a prioritized manner is imperative to the success of the plan. The components of an effective Implementation Program are education, enforcement, engineering, maintenance, and funding. Education must target bicyclists of all ages to teach the rules of the road and safe cycling, and must also target motorists to inform them of bicyclists' rights and how to share the road. Comprehensive enforcement of existing traffic and parking laws, combined with implementing approved engineering principles for bicycle networks, will make the roads safer and more bicycle-friendly. However, even the best network cannot be effective when it is not properly maintained. This plan proposes city ordinances to include bicycle support facilities as part of all new development projects. Additionally, this plan presents funding sources, which will help to make the implementation possible. And most importantly (to tie everything together), this plan recommends Institutionalizing Bicycling Considerations within all City Departments and in the community as a day-to-day key component for the plan to be successful. Elected officials, City staff, and community members must continually ask "How can I make conditions better for bicycling?" and must take action. This action must be supported through easy and effective tools to get comments, suggestions, and concerns to the right people in a timely manner.

1.3 Definition of Bikeways

Designated bikeways improve the safety and convenience of bicycling within the City. Effective bikeways encourage the use of bicycles as an alternative to the automobile. The bikeways discussed in this Plan include standards and designations established by the California Department of Transportation (Caltrans). Certain hybrid facilities are also designated. Each class of bikeway has its appropriate application. Detailed descriptions of each Caltrans bikeway, along with other hybrid facilities, can be found in Chapter 5 of this plan. A brief description of the Caltrans bikeways is provided as follows:

Class I Bike Path:

A Class I bike path provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow by motorists minimized.



Generally, bike paths should be used to serve corridors not served by streets and highways or should be used where wide right of way exists, permitting such facilities to be constructed away from the influence of parallel streets. Bike paths should offer opportunities not provided by the road system. They can either provide a recreational opportunity, or in some instances, can serve as direct high-speed commute routes if cross flow by motor vehicles and pedestrian conflicts can be minimized. They can also serve to connect discontinuous street segments.

Class II Bike Lane:

A Class II bike lane provides a striped lane for one-way bike travel on a street or highway, and is typically designated by bike lane signs and markings.



Bike lanes are established along streets in corridors where there is significant bicycle demand, and where there are distinct needs that can be served by them. The purpose

should be to improve conditions for bicyclists in the corridors. Bike lanes are intended to delineate the right of way assigned to bicyclists and motorists, and to provide for more predictable movements by each.

Class III Bike Route:

A Class III bike route provides a shared use area with pedestrian traffic or motor vehicle traffic, and is typically designated with a bike route sign or specialty bike boulevard signage.



Bike routes are shared facilities, which serve either to:

- a) Provide continuity to other bicycle facilities (usually Class II);
- b) Designate preferred high demand corridors where there are physical restrictions
- c) Designate bicycle preference corridors through the implementation of a bicycle boulevard.

As with bike lanes, designation of bike routes should indicate to bicyclists that there are particular advantages to using these routes as compared with alternative routes. This means that responsible agencies have taken actions to assure that these routes are suitable as shared routes and will be maintained in a manner consistent with the needs of bicyclists. Normally, bike routes are shared with motor vehicles. The use of sidewalks as Class III bikeways is strongly discouraged by Caltrans, but can be appropriate under certain conditions.

Recently, many agencies have been considering and implementing bicycle boulevards. These Class III facilities are meant to provide bicycle preference, while minimizing vehicular speed and throughway access.

2.0 Goals and Objectives

This Bicycle Master Plan serves as a comprehensive bicycle facility and program planning tool that provides recommendations to improve bicycling conditions and meet the needs of bicyclists within the City of Ventura. This plan replaces the General Bikeway Plan adopted in 2005. The goals and objectives listed in this chapter, along with policy actions presented in subsequent chapters, serve as the guidelines for the design and implementation of this plan:

Goals provide the contextual framework for planning and implementing the Bicycle Master Plan. Rather than provide specific details, the goals offer a long-range planning context, which guide the development of the Bicycle Master Plan.

Objectives provide more specific direction on how each goal should be accomplished.

Policy actions will be presented in subsequent chapters and will provide a bridge between the general goals and objectives and the actual implementation guidelines.

The following Goals and Objectives are intended to guide the planning, design, and implementation of bicycle facilities and programs.

Goal 1.0 The City will have a complete bikeway network to facilitate commuter, recreational, and utilitarian trips by bicycle

The City recognizes that all streets and alleys, and most sidewalks, are available for biking. However, the City must also focus its efforts on providing at a minimum a connected network for safe biking. The City of Davis, California, as an example, has an extensive well-utilized bicycle network that has been proven to facilitate commuter, recreational, and utilitarian trips.



Objectives:

- 1.1 Develop a user-friendly bicycle system that meets the needs of commuter, recreational, utilitarian, and neighborhood bicyclists with varying levels of experience, skills, and abilities. These various types of cyclists will each benefit from different types of facilities.
- 1.2 Link residential, recreational, beach, commercial, educational and employment destinations by creating additional Class I, II, and III bicycle facilities to expand the existing bicycle system into a complete city bikeway network.
- 1.3 Provide links to transit hubs for other transportation modes, including bus transit centers, train stations, airports, park and ride facilities, and the harbor.
- 1.4 Integrate the local bikeway system into the regional bikeway system to provide connections to adjacent city and County bicycle networks.
- 1.5 Overcome major barriers and gaps as a priority in the development of the bikeway system. Cities with complete bikeway networks have significantly more bicyclists than those with incomplete networks.

- 1.6 Establish a named and numbered bike route system throughout the city to help current and potential bicyclists choose established, convenient routes.
- 1.7 Reduce the delay and inconvenience to bicyclists at signalized intersections by installing bicycle detection mechanisms, bicycle signal heads and/or separated bicycle signal phases.
- 1.8 Design bike routes to provide connections to and through new greenways and/or open space trail system areas.
- 1.9 Create and maintain an interim bicycle system of bike paths, lanes and routes that will serve to improve bicycle travel throughout the City prior to completion of the City's comprehensive bicycle network.
- 1.10 Provide frequent connections between Class I bike paths and the City's street system to facilitate bikeway system connectivity and increased bicycle usage.
- 1.11 Establish and maintain appropriate standards and guidelines for the design of bicycle facilities.
- 1.12 Ensure that bike lane facilities within the bikeway system are not removed to accommodate a better level of service for motor vehicles.
- 1.13 Adopt standards for the mixed use of off-street routes by bicyclists, pedestrians, equestrians, skaters and persons with disabilities.
- 1.14 Give priority to projects serving low income families and youth going to school, since these groups can often be bicycle dependant.

Goal 2.0: The City will have bicycle support facilities to encourage increased utilization of the bikeway network.

Objectives:

- 2.1 Provide appropriate bicycle facilities and equipment at transit centers and on buses and trains (or on ferries if ever implemented at the harbor).
- 2.2 Increase the amount of bicycle parking by adding bike racks and lockers in public locations and by enforcing the current city code requiring residential and commercial developments to include bicycle parking facilities.
- 2.3 Encourage secure bicycle corrals to be installed at schools and require secure bicycle corrals to be provided at large special event locations within the City.
- 2.4 Increase the number of shower and locker facilities available to bicyclists by adding them at public locations and requiring them in larger private developments.



Goal 3.0: Maintain the bikeway system and bicycle support facilities

Objectives:

3.1 Systematically document and prioritize ongoing maintenance and repair of the bikeway network and support facilities.

3.2 Develop standard reporting, repair, and maintenance practices to facilitate bicyclists' system accessibility, safety and comfort.

3.3 Provide appropriate detour routes, including appropriate signage, during any project that impacts the bikeway network.

3.4 Improve accessibility to, and public knowledge of existing "Bicycle Hotline" and "Pothole Hotline" phone numbers and My Ventura Access website notification system to improve and simplify access by the public. Cross-divisional and departmental coordination is key to addressing a concern in an appropriate and timely manner.



Goal 4.0: Monitor bicycling conditions and Use of the bikeway system and prioritize appropriate improvement measure recommendations

Objectives:

4.1 Monitor bicycle collisions and target needed improvements by keeping better accident records and identifying high-risk routes and intersections.

4.2 Provide target enforcement of bicyclist and motorist laws at critical locations. Regular enforcement of motor vehicle and bicycle laws can increase awareness and reduce potential conflicts between motorists and bicyclists on facilities that are otherwise adequate.

4.3 Evaluate bicycle demand indices and bicycle compatibility indices on a periodic basis, or after completing a series of improvements, to prioritize the remaining improvements needed to complete the bicycle facilities network.

4.4 Determine the effectiveness of the education and marketing initiatives in this plan using community surveys and evaluating bicycle collision trends.

4.5 Use feedback from the community as a factor in setting capital and maintenance priorities.

Goal 5.0: Increase bicycling to promote health, recreation, tourism, and as an alternative transportation mode through educational and community outreach programs

Objectives:

5.1 Partner with the School District and community advocates to provide a comprehensive education and safety programs, which target schoolchildren, adult bicyclists and motorists.



- 5.2 Produce a hard-copy paper bikeway system maps for public distribution and web-based digital bikeway system maps for public use on recognized web-based mapping systems.
- 5.3 Partner with other entities to encourage increased bicycling by promoting health, recreation, transportation, and tourist opportunities, including participation in special events and through such means as links on the City’s website, brochures in hotels and other tourist destinations, and programs at local schools.

Goal 6.0 Institutionalize bicycle facility and program planning in all aspects of the City

Objectives:

6.1 Designate a bicycle coordinator position with dedicated time to oversee that the interests of the Bicycle Master Plan are implemented throughout the City’s departments and department sections. This coordinator will also be responsible for training city staff and consultants to implement the Bicycle Master Plan.



- 6.2 Designate a City staff “point person” from each of the City’s departments and department sections to be responsible for implementing bicycling interests of the Bicycle Master Plan within their department or department section.
- 6.3 Maximize funding opportunities from federal, state, county, and local funding programs to aid in the implementation of bicycle master plan recommendations. Work with regional transportation and air quality management agencies and local stakeholders.
- 6.4 Phase and prioritize projects by City department and department section for orderly implementation of Bicycle Master Plan recommendations. Coordinate with the capital improvement program and maintenance programs when determining the most effective order of implementation. Work with adjacent agencies on phasing of projects and maintenance efforts.
- 6.5 Institute new policies, design standards, and standard permit conditions for development or redevelopment in City planning documents to support the goals and objectives of the Bicycle Master Plan.
- 6.6 Regularly meet with an ad hoc bicycling advisory group consisting of members of the general public and City department representatives to review ongoing bicycling needs throughout the City. Community input, gained through focus groups and public workshops, is an important resource for gathering information about the bicycling needs of the community.
- 6.7 Annually review the Bicycle Master Plan and involve department representatives, City’s bicycle coordinator, and ad-hoc bicycle advisory group.

3.0 Related Planning Considerations

This Bicycle Master Plan has been developed as a planning tool as permitted by existing legislation to coordinate and guide the provision of all bicycle-related plans, programs, and projects in the City, and to enable the City to leverage funding. The Bicycle Master Plan was also developed to be consistent with regional and local planning efforts, including internal City planning documents. Bikeway Plans from Ventura County and adjoining cities, including Oxnard, Santa Paula, and Ojai; the Southern California Association of Governments (SCAG); and Caltrans were consulted. This Bicycle Master Plan was reviewed by the City's Bicycle Focus Group (BFG) and adopted by the City Council. The regional governmental agency, the Ventura County Transportation Commission, also reviewed and approved this Bicycle Master Plan. This chapter presents a summary of relevant legislative, policy and planning documents.

3.1 Relevant Legislation

There are several state and federal requirements for bicycle master plans which are primarily related to funding. This Bicycle Master Plan adheres to the state and federal requirements so that the City can be eligible for funding.

California Bicycle Transportation Act

The California Bicycle Transportation Act (1994), as referenced in the California *Streets and Highways Code* Chapters 890 to 894.2, states that all cities and counties that choose to adopt a bicycle master plan must include the following items:

- (a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.
- (b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.
- (c) A map and description of existing and proposed bikeways.
- (d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.
- (e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.
- (f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.
- (g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.
- (h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.
- (i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.
- (j) A description of the projects proposed in the plan and a listing of their priorities for implementation.
- (k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

Federal Surface Transportation Policy and Planning Act of 2009

The Federal Surface Transportation Policy and Planning Act of 2009 was the reauthorization bill of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and was the fourth bill in a line of Transportation Equity Acts (TEA). It was expected to be passed by Congress before October 1, 2009, but was not passed. Continuing extensions of the latest act have been provided in its place. Each new bill generally continues and improves upon the policy and planning framework and funding programs established under the original Intermodal Surface Transportation Equity Act (ISTEA). Each of the TEA bills has reaffirmed the need to consider bicyclists in the planning and design of roadway projects. Each bill has also enhanced bicycle facility and program funding opportunities. Caltrans has played an oversight and review role for previous Transportation Equity Act funding programs for bicycle projects and is expected to maintain a similar role with the new bill when approved. Each of the TEA bicycle funding programs requires approval of a Bicycle Master Plan with specified elements identified in the Bicycle Transportation Act in order to qualify for the program.

3.2 Regional Planning Documents

Regional planning documents that could impact bicycling in the City of Ventura have been reviewed to summarize key policies, goals, and actions affecting bicycle mobility. These regional documents were obtained from Caltrans, the Southern California Association of Governments, the Air Pollution Control District, the Ventura County Transportation Commission, and Ventura County. The summaries of these documents present the extent to which the policies, goals, and actions will be coordinated with and consistent with the development of this Bicycle Master Plan.

Regional Transportation Plan (2008) Non-Motorized Transportation Report

The Southern California Association of Governments, serving as the Metropolitan Planning Organization (MPO) for Ventura County and five other counties in southern California, has adopted a regional transportation plan which contains policies relating to bicycling as part of its Non-Motorized Transportation Report. The plan's bicycling-related policies are to decrease bicyclist fatalities and injuries, increase accommodation and planning for bicyclists, increase bicycle use as an alternative to utilitarian vehicle trips, increase the amount of non-motorized transportation data gathered, include bicycling elements in all general plan updates, and to develop a Regional Non-Motorized Plan in conjunction with all counties and their cities. The Ventura Bicycle Master Plan will include the policies which are consistent with the Regional Transportation Plan.

Air Pollution Control District Transportation Demand Management

The Air Pollution Control District (APCD) has various transportation demand management (TDM) policies and regulations which are related to bicycling and provides funding for bicycle facilities. Vehicle trips and emissions from projects may be reduced if construction of bike paths, bike lanes, and/or bike parking is provided. The amount of contribution to the TDM fund for bicycle facilities considers the actual cost versus the cost following appropriate emission reduction factors. Incentives for a project to reduce vehicle trips and promote bicycle trips are desirable TDM policies that will be considered in the City's Bicycle Master Plan.

Ventura County General Plan (2008)

The transportation element of the Ventura County General Plan includes several bicycle-related goals which the Ventura Bicycle Master Plan should consider. Its goals are to "[e]ncourage the use of bicycling ... as a percentage of total employee commute trips throughout the County in order to reduce vehicular trips," and to "plan a system of bicycle lanes and trails linking all county cities, unincorporated communities, and CSUCI," through the cooperation of the Ventura County Transportation Commission and the ten cities in Ventura County. The City of Ventura Bicycle Master Plan will encourage bicycling and

provide bicycle facilities connections to adjacent cities and County areas as identified in the Ventura County General Plan.

Ventura Countywide Bicycle Master Plan (2007)

The Ventura Countywide Bicycle Master Plan, produced by the Ventura County Transportation Commission, contains a detailed inventory of bikeways, needs analysis, and specific recommendations. The plan makes recommendations to enhance and expand the existing bikeway network, make connections between gaps, address constrained areas, provide for greater local and regional activity, and encourage more residents to bicycle. This document also identifies funding sources for both infrastructure and non-infrastructure support of the bicycle network. City bicycle facilities will provide direct connections to County and adjacent city bicycle facilities.

3.3 Local Planning Documents

Local planning documents that could impact bicycling in the City of Ventura have been reviewed to summarize key policies, goals, and actions affecting bicycle mobility. These local documents primarily consist of City documents. The summaries of these City documents present the extent to which the policies, goals, and actions will be coordinated with and consistent with the development of this Bicycle Master Plan.

San Buenaventura General Plan Update (2005)

The Circulation Element of the General Plan, entitled “Our Accessible Community,” contains policies related to the bicycle network and support facilities within the City’s circulation plan. Key themes of the circulation element include balancing the automobile with other means of travel, social and physical health, regional connectivity, character and quality of life, and improving design to create great places. The plan has policies to “ensure that the transportation system is safe and easily accessible to all travelers,” and “help reduce dependence on the automobile.” The Ventura Bicycle Master Plan will aim to satisfy and improve upon the policies outlined in the General Plan.

City of Ventura Annual Transportation Report (2005)

This report is intended for use in planning of future transportation improvements, including the update of the City’s Bicycle Master Plan. This document summarizes traffic-related statistics and information on traffic and transportation projects, including the Suggested Route to School program, a Capital Improvement Project to fund bicycle amenities, the State Route 126 Bike Path Gap Closure, and bike lane improvements that were implemented during 2004. Future bicycle projects mentioned in the Annual Transportation Report include the installation of bike racks and lockers along designated bike routes, the addition or enhancement of bike lanes on City streets, the construction of bike paths, implementation of a signage program to sign bike routes, and connection of stand alone bicycle facility sections to form continuous bike routes. The information has been assembled to meet the Transportation Engineering Section’s goal to improve safety and mobility for all modes of travel.

Corridor and Area Planning Documents

Various corridor and area planning documents were reviewed, and the contents of these documents will be considered in the development of the City’s Bicycle Master Plan. Summaries of the corridor and area plans are as follows:

Victoria Avenue Corridor Plan - The Victoria Avenue Corridor Plan was envisioned as part of the Ventura General Plan, and aims to eliminate auto-oriented strip development to create bikeable and walkable blocks that better serve surrounding neighborhoods. The plan considered creative solutions, including dedicated transit or streetcar lanes, wider sidewalks, and bike lanes that could transform the image of the Victoria Avenue corridor. The plan requires that new developments introduce new streets and alleys in a grid pattern to reduce block sizes, thereby enhancing mobility

for non-motorized transportation. The plan concludes with City action items to improve bicycle mobility throughout the corridor and improve multi-modal connectivity via street, bicycle, and pedestrian improvements, as recommended in the General Plan.

Ventura Downtown Specific Plan (2007) - The 2007 Specific Plan for Downtown Ventura is an update to the 1993 plan which focuses on “opportunity and implementation.” The plan sets forth goals, policies, and actions to enhance the public realm as called for by the 2005 Ventura General Plan. The plan identifies catalytic projects to spur economic investment and development, establishes new form-based zoning standards to direct the development, and calls for streetscape improvements, including additional bicycle parking facilities.

Midtown Corridors Development Code: Main Street And Thompson Boulevard - The Ventura General Plan designated the Main Street and Thompson Boulevard corridors within the Midtown Community for future evaluation and implementation action. This document aims to “ensure that development is of human scale, primarily pedestrian-oriented, and designed to create attractive streetscapes and pedestrian spaces; moderate vehicular traffic by providing for a mixture of land uses, pedestrian-oriented development, compact community form, safe and effective traffic circulation, and appropriate parking facilities; and facilitate the development and redevelopment of walkable, complete neighborhoods with a variety of housing types to serve the needs of a diverse population.” The street and streetscape standards implemented in this plan improve accommodations for bicyclists along these corridors.

Westside Urban Design Plan - The document reflects the outcomes from the Westside Consensus Plan (1996), which established a vision for the Westside Community. The Plan envisions new urban infill development and improved multi-modal connectivity throughout the neighborhood. Ventura Avenue is the Plan’s key focus corridor in terms of its role in pedestrian and vehicle mobility and its potential to function as a neighborhood connector or divider. The plan opposes capacity increases along Ventura Avenue to preserve historic properties and create a truly walkable and bikeable district.

Wells-Saticoy Specific Plan - The 2005 Ventura General Plan called for infill development in the Saticoy and Wells areas of Ventura and a community plan to prepare for this development. This plan responds to the General Plan’s goals to produce mixed-use development that places people’s daily needs within walking distance of their dwellings, resulting in reduced automobile trips and improved experiences for pedestrians and bicyclists. The plan’s bicycling-related goals include implementing an interconnected local and regional network of thoroughfares to facilitate bicycle travel.

3.4 Liability

Liability is a concern for all local governments. Managing liability risk for local agencies implementing new bikeways and support facilities should be no different than the liability for new roads, parks, or schools. Local agencies should adhere to the following guidelines to minimize their liability.

Use of Accepted Design Standards.

The planning and construction of bicycle facilities should adhere to widely accepted standards governing the design and implementation of bicycle facilities. A standard of conduct includes adherence to published documents such as safety codes, standards, or guidelines that are sponsored or issued by government agencies or voluntary associations, even if adherence to these documents is not required by law. Failure to comply with mandatory provisions of state laws related to transportation facilities exposes the City to potential negligence claims.

When experimenting with new treatments that are not approved by State and/or Federal standards and guidelines follow State and Federal procedures for permission to implement and monitor these new

treatments. In California, this requires approval by the California Traffic Control Devices Committee and at the Federal level, approval by the Federal Highway Administration. Documentation of before and after conditions are important aspects of experimentation and will help assess the viability of the experimented treatment.

Chapter 1000 of the *Caltrans Highway Design Manual* contains specific bicycle facility design guidelines that must be adhered to in California. This chapter, titled “Bikeway Planning and Design,” sets the basic design parameters of on-street and off-street bicycle facilities, including mandatory design requirements.

The *California Manual of Uniform Transportation Control Devices* (California MUTCD) sets the standards for signing, signals, and other traffic control devices. Chapter 9, “Traffic Controls for Bicycle Facilities,” provides standards for bicycle traffic controls.

Chapter 1000 of the *California Highway Design Manual* (HDM) and Part 9 of the *California Manual on Uniform Traffic Control Devices* (CA MUTCD) provide both advisory and mandatory design standards and guidelines for Class I shared use paths, Class II bike lanes, and Class III bike routes. In some cases these documents provide very specific mandatory designs, such as the HDM minimum bike lane width. In other cases, these documents provide relatively vague advisory guidelines, such as the HDM description of where Class III bike routes should be located. Aside from Caltrans, the Americans with Disabilities Act (ADA) is another binding standard that affects bikeways. Class I shared use paths are most often impacted by the ADA in the requirements for barrier-free access and in maximum gradient. Other resources, such as the American Association of State Highway Officials (AASHTO) *Guide for the Development of Bicycle Facilities*, may also be used for design guidelines. While resources other than Caltrans advisory guidelines (but not mandatory standards) may be used, it is advisable to document design exceptions from Caltrans guidelines to minimize potential liability when using other resource guidelines.

Traffic signals and warning devices.

The CA MUTCD defines circumstances under which traffic signals and warning devices are warranted. California law limits the liability of public entities for failure to install regulatory traffic signals, but signage, markings, and non-regulatory warning signs must be installed where necessary to warn of dangerous conditions, such as an intersection. Signals and warning devices must be properly maintained to avoid reliance on a faulty device.

Adhere to Maintenance Standards.

Regular maintenance should occur at all bicycle facilities and should conform to recognized maintenance practices. The responsible maintenance agency(ies) should keep a written record of maintenance procedures.

Monitor Conditions.

The responsible agency(ies) should have a mechanism to monitor conditions on a bicycle facility and respond to reported problems. This is typically done through maintenance procedures, recorded field observations and public comments, and an annual incident analysis. Incidents should be reviewed to determine the factors which caused them and the analysis may warrant further investigation into mitigation measures.

Keep Written Records.

Written records of maintenance activities, procedures, and responses to reports of safety hazards should be kept for all bicycle facilities. Records should be kept in accordance with regular City Council policy and should be kept for several years.

Correct Hazards.

The City should respond to and remove reported hazards in a timely manner.

Warn of Known Hazards.

Every effort should be made to warn bicyclists of known hazards, such as installing signage warning of steep grades or an upcoming intersection or railroad crossing.

Trail users should be warned if a trail is adjacent to an active railroad corridor. They should also be warned to use caution when crossing the tracks or at intersections with roadways.

Insurance.

The City should have proper insurance coverage or budget for self-insurance to cover potential liability costs.

4.0 Community Needs Analysis

This chapter presents the general bicycling needs of a typical community and the specific needs of the residents of Ventura as determined by public workshops, surveys, and the Bicycle Focus Group.



4.1 Types of Bicyclists

A substantial variation exists in the ages, physical capabilities and riding philosophies of cyclists currently active in Ventura. There are also quite a few residents of Ventura who might begin bicycling if improved facilities are provided to increase their comfort level when bicycling. The variation in the bicycling population results in differences in both the level of expertise among riders and the types of trips that they are willing to make. The planning, design, and implementation of the bikeway system must be predicated on a capability to serve as much of this varied population as possible by providing a range of facilities to include appropriate Class I bike paths, Class II bike lanes, and Class III bike routes, along with other bicycle facilities:

Class I Bike Path

Class II Bike Lane

Class III Bike Route



Bike Paths: Provide a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow by motorists minimized.

Bike Lanes: Provide striped lanes for one-way bike travel on each side of a street or highway.

Bike Routes: Provide for shared use with pedestrian or motor vehicle traffic.

Bicyclists may be classified into three different groups based on their trip purpose: commuter, recreational, tourist, utilitarian, and neighborhood cyclists. Each group possesses different skill levels and uses each type of facility to a different degree. Bicyclists can also be classified as experienced or non-experienced riders. Experienced bicyclists tend to include seasoned commuter or recreational bicyclists with the abilities to easily negotiate complex roadway and traffic situations. Non-experienced bicyclists tend to include the more casual or timid commuter or recreational bicyclists.

The needs of bicyclists will vary by their experience level. Some general observations about these needs include the following:

- The U.S. Department of Transportation identifies thresholds of traffic volumes, speeds, and curb lanes where less experienced bicyclists begin to feel uncomfortable. For example, on an arterial with traffic moving between 30 and 40 miles per hour, less experienced bicyclists would feel more comfortable riding in bike lanes while more experienced bicyclists would feel comfortable in a 14 or 15 foot wide curb lane. The Bicycle Compatibility Index, commissioned by the Federal Highway Administration Office of Safety and Traffic Operations Research and Development department, considers these and other factors to assess the bicycling compatibility, or perceived comfort level, experienced by the average adult cyclist on roadway segments.
- Casual bicyclists typically ride shorter distances than more experienced riders, may be unfamiliar with many of the rules of the road, and typically feel less comfortable riding in traffic. Some riders, especially younger riders and the elderly, may find negotiating traffic to be unsafe due to difficulty in gauging traffic speeds, responding to changing conditions, or riding quick enough to rapidly clear intersections. Many casual bicyclists, and some more experienced riders, may also be willing to sacrifice time by using lower-volume streets in order to avoid the more heavily traveled arterials.
- Experienced bicyclists are familiar with the rules of the road and are more comfortable with negotiating traffic than casual bicyclists. Experienced bicyclists generally choose to utilize the available roadway network, including streets with higher motor vehicle traffic volumes, to achieve the most direct route to their destination.

4.1.1 Commuter Bicyclist Needs

According to US Census 2000 data, the percentage of bicycle commuters in Ventura was over twice the national average and slightly higher than the state average. However, bicyclists who commute to work in Ventura currently make up less than one percent of the working population. This is due, in part, to the required travel distances for the average commuter. Access to transit can help to extend the commute range of cyclists, but public transit systems also face increased difficulty in serving a more dispersed live-work pattern. Despite these facts, Ventura has a great potential to increase the number of people who ride to work or school because of (a) the size of the city, (b) its relatively flat terrain (c) moderate density residential neighborhoods near employment centers, (d) a favorable topography and climate, (e) a high percentage of work trips that are less than 15 minutes, and (f) its high number of potentially convenient bikeways.



Commuter cyclists utilize the bicycle as their means of transportation for a variety of trips, which can range from several blocks to one or more miles. Commuter cyclists typically seek the fastest, most direct route available. These routes may include arterial streets, which often entails mixing with heavy auto traffic and negotiating hazardous conditions. Commute periods usually occur at the same time as peak traffic conditions, increasing exposure to potential conflicts with vehicles. Most commuter cyclists are between the ages of 18 and 50, as commuter cycling requires the greatest degree of physical ability as well as skill.

High vehicle speeds, unprotected crosswalks, uncontrolled intersections, free right turn lanes and narrow travel lanes adjacent to parked cars, unexpected obstacles, and sudden varying roadway surfaces and widths are the primary concerns of bicycle commuters. End-of-trip facilities are of concern to commuters: secure parking facilities are an absolute necessity and shower and changing amenities also encourage bicycle commuting. Commuters with longer trips can benefit from public transit support for bicycles.

4.1.2 Recreational Bicyclist Needs

The needs of recreational bicyclists in Ventura must be understood prior to developing a system or set of improvements. While it is not possible to serve every neighborhood street and every need, a good plan will integrate recreational needs to the extent possible.

Recreational cyclists and tourists ride bicycles for enjoyment or exercise or to travel to a recreational and tourist destinations. Skill levels vary widely, from school-age children to families



to touring cyclists to competitive cyclist. Recreational cyclists may often choose to ride on separate facilities developed primarily for recreational use, such as bike trails.

Recreational bicyclists prefer routes with improved safety features and minimal delays. Unlike commuter bicyclists, however, directness of the route is typically less important than routes with fewer traffic conflicts. Tourist riders prefer to ride on facilities that directly access their stay accommodations and tourist destinations.



Reduced traffic conflicts, visual interest, shade, protection from wind, moderate gradients, and other features which make the trip itself more pleasant are most important to recreational bicyclists. Additionally, cyclists who are exercising or touring generally prefer a loop route rather than having to backtrack.

4.1.3 Neighborhood Bicyclist Needs

Neighborhood cyclists include individuals who use the bicycle for short trips within the immediate neighborhood to ride to school, shopping areas, a friend's house, neighborhood parks or playgrounds, etc. The cycling skills required are generally low and local or collector streets usually provide adequate routes. The majority of neighborhood cyclists are school-age children and young adults. Many younger students (ages 8-11) use sidewalks for riding to schools or parks, which may be acceptable in areas where pedestrian volumes are low and driveway visibility is high.



Where on-street parking and/or landscaping obscures visibility, sidewalk riders may be exposed to a higher incidence of conflicts. Educational programs are especially important so that younger riders can learn the rules of the road at an early age. A Safe Routes to Schools program and school route maps are also beneficial to younger students. Older students (12 years or older) who consistently ride at speeds over 10 mph should be directed to riding on-street wherever possible to promote good cycling habits.



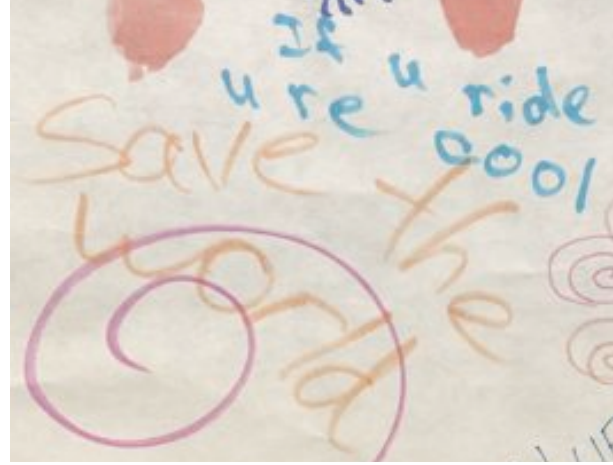
4.2 Benefits of Bicycling

The bicycle is an effective means of transportation that is quiet, non-polluting, versatile, a great form of exercise and fun. Bicycling is the most energy-efficient form of transportation and is particularly well-

suited for shorter trips. It offers a low-cost means of transportation to those who do not use or have access to a motor vehicle.

4.2.1 Traffic and Air Quality Benefits

One of the key goals of the Bicycle Master Plan is to increase the number of bicycle commuters in order to meet larger transportation goals to minimize traffic congestion and air pollution. Some of the terms, benefits, national statistics, and policies regarding the relationship between bicycling and traffic and air quality benefits are listed as follows:



- Mode split refers to the choice of transportation people make whether for work or non-work trips. Currently, the average household in the U.S. generates about 10 vehicle trips per day. Work trips account for less than 30% of these trips (on average).
- The latent ‘need’ for bicycle facilities in Ventura--versus actual bicyclists--is difficult to quantify; we must rely on evaluation of comparable communities to determine potential usage.
- The U.S. Department of Transportation’s “National Walking and Bicycling Study” (1995) sets the goal of doubling the current bicycle modal share by the year 2010. This goal assumes that comprehensive bicycle infrastructures and policies have already been implemented by 2010. Using population estimates, and factoring student populations that bicycle commute translates into a bicycle mode share of 1.58% or approximately 1,150 bicycle commuters.
- There is great potential for increasing the amount of bicycle commuters in Ventura. There are approximately 8,300 individuals whose commute time is nine minutes or less (see Table 3). Subtracting the amount of people who already bicycle to work, this shows an increase of approximately 7,900 potential bicycle commuters in Ventura. Based on a 10% capture rate of these individuals – this population could reduce the Vehicle Miles Traveled (VMT) by 13,000 per day, and over 3 million over the course of a year.
- The air quality benefit of future bicycle commuters is a reduction of about nine metric tons of Hydro Carbons a year, 70 metric tons of Carbon Monoxide a year, five metric tons of NOX a year, and 1,385 metric tons of Carbon Dioxide a year.
- Walking and bicycling are two of the most popular forms of recreational activity in the United States, with 84% of Americans walking for pleasure and 46% bicycling for pleasure, according to the President’s Report on Outdoor Recreation (1986). Using these percentages and based on year 2009 population estimates, it would suggest that about 91,800 residents in Ventura would like to walk for pleasure and 50,300 would like to bicycle for pleasure. If nothing else, this indicates a latent demand for facilities and a potent constituency to push for better facilities (see Table 2).

Table 1
Ventura Demand Model

Current Commuting Statistics		
	Total	Source
Ventura Population	109,351	2008 California Department of Finance Data Extrapolated to 2009
Number of Commuters	50,763	2000 US Census Extrapolated (Employed persons minus those working at home)
Number of Bicycle to Work Commuters	448	2000 US Census Extrapolated
Number of Walk to Work Commuters	1,359	2000 US Census Extrapolated
Bicycle-to-Work Mode Share	0.88%	Mode Share Percentage of Bicycle to Work Commuters
School Children Grades K-8	15,342	2000 US Census Extrapolated, population ages 5-14
Estimated School Bicycle Commuters	368	Healthy People 2010 Mid-course review (2000) (2.4%)
Number of College Students	6,721	2000 US Census Extrapolated
Estimated College Bicycle Commuters	336	National Bicycling & Walking Study, FHWA, Case Study No. 1, 1995. Review of bicycle commute share in seven university commutes (5%)
Average Weekday Transit Ridership in Ventura	4,000	Average of weekday system wide Ventura Transit boardings on Bus Routes and Light Rail serving Ventura
Estimated Number of Daily Bike/Transit Users in Ventura	766	2000 US Census Extrapolated
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	1,152	Total of bike-to-work, transit, school, college and utilitarian bicycle commuters. Does not include recreation.
Estimated Adjusted Mode Share	1.58%	Estimated Bicycle Commuters divided by work and school travelers
Estimated Current Bicycle Trips		
Total Daily Bicycle Trips	2,304	Total bicycle commuters x 2 (for round trips) plus total number of utilitarian bicycle trips
Reduced Vehicle Trips per Weekday	767	Assumes 73% of bicycle trips replace vehicle trips for adults/college students and 53% for school children
Reduced Vehicle Miles per Weekday	3,789	Assumes average one-way trip travel length of 4.6 miles for adults/college students and 0.5 mile for schoolchildren
Potential Future Bicycle Commuters		
Number of Workers with commutes 9 minutes or less	8,324	2000 US Census Extrapolated
Number of Workers who already bicycle to work	448	2000 US Census Extrapolated
Number of potential bicycle commuters	7,877	Calculated by subtracting number of workers who already bicycle from the number of workers who have commutes 9 minutes or less

Future number of new bicycle commuters	788	Based on capture rate goal of 10% of potential bicycle riders
Total Future Daily Bicycle Commuters	1,939	Current daily bicycle commuters plus future daily bicycle commuters
Future Total Daily Bicycle Trips	3,879	Total bicycle commuters x 2 (for round trips)
Future Reduced Vehicle Trips per Weekday	2,832	Assumes 73% of bicycle trips replace vehicle trips
Future Reduced Vehicle Miles per Weekday	13,025	Assumes average one-way trip travel length of 4.6 miles for adults. Assumes 12 mph average bicycle speed; 23 minute average travel time. Travel time data from NHTS 2001 Trends, Table 26.
Future Reduced Vehicle Miles per Year	3,334,524	256 weekdays per year

Future Air Quality Benefits

Reduced HC (kg/weekday)	36	(0.0028 kg/mile)
Reduced CO (kg/weekday)	272	(0.0209 kg/mile)
Reduced NOX (kg/weekday)	18	(0.000139 kg/mile)
Reduced CO2 (kg/weekday)	5,412	(.4155 kg/mile)
Reduced HC (metric tons/year)	9	1000 kg per metric ton; 256 weekdays/year
Reduced CO (metric tons/year)	70	1000 kg per metric ton; 256 weekdays/year
Reduced NOX (metric tons/year)	5	1000 kg per metric ton; 256 weekdays/year
Reduced CO2 (metric tons/year)	1,385	1000 kg per metric ton; 256 weekdays/year

4.2.2 Community Benefits

Improving the bicycling environment can also provide non-transportation-related benefits to communities. Communities benefit from bicycle riders who purchase foods and other needs locally. The tourism industry benefits as more bicycle riders are attracted from outside the county. Most importantly, the overall quality of life of communities is enhanced by the presence of bicyclists and pedestrians.

- Bicycles allow more independence for those who are unable to drive or don't have access to a motor vehicle
- Increasing the number of children as neighborhood bicyclists reduces the need for parents to "chauffeur" their children to school and other social and recreational activities around the neighborhood
- Bicycling allows households to meet their transportation needs with fewer cars
- Bicycling provides enjoyable recreational opportunities and promotes better public health

4.3 Incident Analysis

Incident analysis is important in every community in determining the specific facilities which need improvements to safety. **Figure 1** is a map of bicycle related incidents in Ventura for the past 5 years.

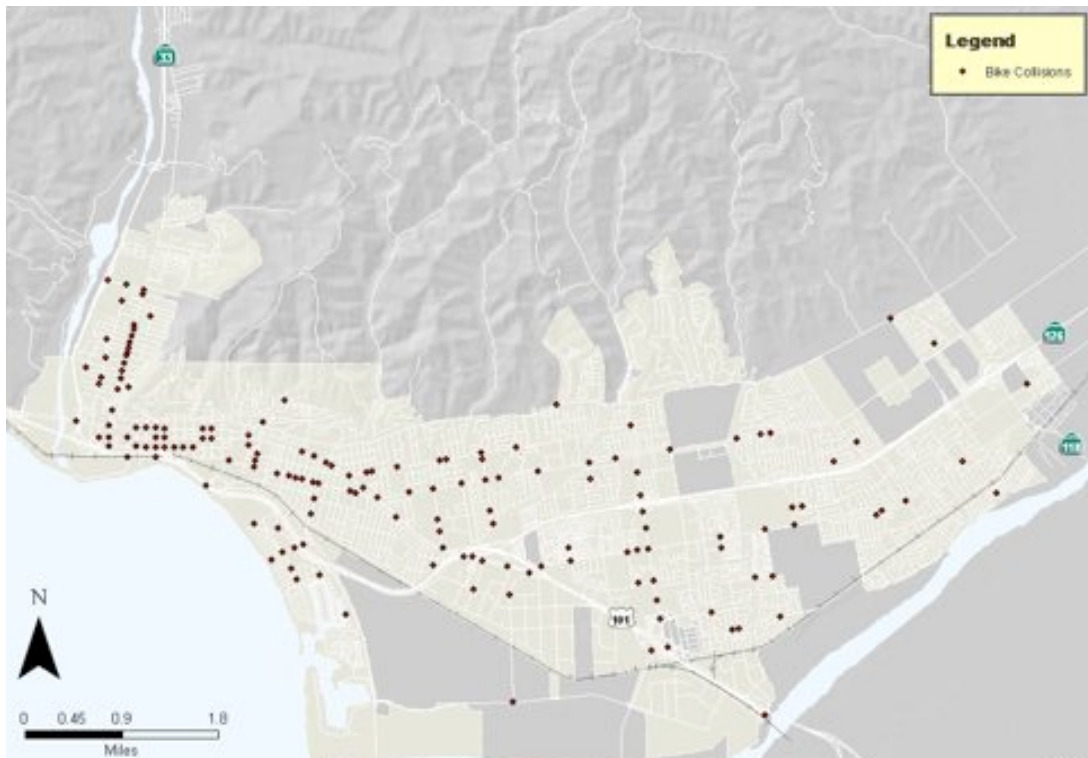


Figure 1: Bicycle Related Incidents in Ventura for the Past 5 Years

Most notably, there are a high number of incidents along Ventura Avenue and along Thompson Avenue. This pattern is consistent with data gathered for the 2005 Bicycle Master Plan which used collision reports from 2000-2004. Neither Ventura Avenue nor Thompson Avenue include dedicated bike lane facilities on the segments which yielded the highest number of incidents.

4.4 Community Outreach

The California Bicycle Transportation Act of 1994 requires bicycle master plans to have citizen and community participation. To fulfill this component of the Act, a Bicycle Focus Group was assembled for initial input on the bicycle master plan, surveys of area residents were taken, bicycle rides around the city were conducted to assess constraint and opportunity points, and public workshops were held to gather additional insight from the community.



4.4.1 Bicycle Focus Group

A Bicycle Focus Group (BFG) of 14 members of the community was assembled. Members of the community, including city employees, county staff, a student, and bicyclists from local bike clubs were included in the BFG team. The BFG was given six principle tasks:

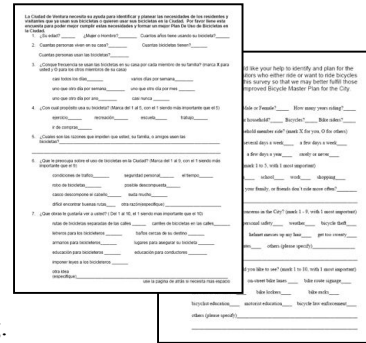
1. Review and comment on Ventura County Bicycle Master Plan
2. Identify opportunities and constraints in the existing bicycle infrastructure
3. Recommend bike facilities in the City
4. Recommend projects
5. Recommend programs
6. Recommend priorities for implementing projects and programs.

The Bicycle Focus Group came up with several recommendations:

- Improve motorist education on bike safety and bicyclists rights on the road
- Improve education of bicycle safety and rules of the road for adults and children
- Complete the Safe Routes to School routes to De Anza Middle School and Ventura High School
- Improved detection of bicyclists at signalized intersections without the use of push buttons
- Increase signing and lane markings to encourage bicyclists and motorists to “Share the Road.”

4.4.2 Survey Results

Residents were given two surveys in order to gather understanding into the attitudes, opinions, and behaviors of individuals who bicycle in Ventura. Over 300 people responded to the surveys, providing valuable insight into the city’s existing conditions for bicyclists. Copies of the two surveys are available in the appendix. The results and conclusions are presented below.



The survey requested respondents to identify their reasons for riding. A large percentage of respondents listed exercise and recreation as their primary reason for riding. A relatively high number also identified bicycling as a mode of transportation for work and shopping.

Reasons for Riding (percent of respondents)

Response	Percent	Total
Exercise	82.9%	204
Recreation	78.5%	193
School	15.9%	39
Work	44.3%	109
Shopping	41.1%	101

When asked how often they ride, over 65% of respondents indicated that they rode at least three days per week. This indicates that many of the respondents are frequent riders.

Trip Frequency

Answer Options	Response Percent	Total
Almost every day	29.6%	72
Several days a week	26.7%	65
A few days a week	17.7%	43
A few days a month	16.5%	40
A few days a year	4.9%	12
Rarely or never	4.5%	11

The survey also asked participants for the distance of their commute. Over 50% had commutes within five miles of their home, and over 70% had commutes within ten miles. This suggests that a large number of Ventura residents are within a reasonable distance to commute to their place of work by bike (in fact, according to 2000 US Census Data, 16.4% of commuters had trips of fewer than nine minutes, and 37.2% had trips of fewer than 15 minutes).

Average Trip Distance

Distance	Response Percent	Total
Under 2 Miles	27.7%	13
3-5 miles	27.7%	13
6-10 miles	14.9%	7
11-24 miles	23.4%	11
25 miles and above	6.4%	3

The survey asked respondents about their concerns while bicycling in the city. Residents were overwhelmingly concerned by traffic conditions over all of the other choices combined, indicating a strong need for improved bikeway facilities which would allow for fewer conflicts on busy streets. Difficulty finding good routes was also listed as a significant concern that needs to be addressed.

Bicycling Concerns in Ventura¹

Answer Options	1	2	3	4	5	6	7	8	Total
Traffic Conditions	71	13	1	1	1	0	2	0	89
Personal Safety/Being Assaulted	1	3	5	5	3	4	5	4	30
Weather	4	5	9	8	5	10	1	1	43
Bicycle Theft	6	11	9	3	6	6	1	3	45
Potential Breakdown	4	4	9	7	7	4	2	2	39
Helmet Messes up Hair	1	0	2	2	3	1	4	9	22
Get too Sweaty	0	1	1	4	3	2	8	6	25
Difficulty Finding Good Routes	23	30	9	3	6	1	1	1	74
Others (please specify)	1	1	1	1	0	0	0	0	4

Ordered from 1 being most important to 8 being least important

¹ The original survey listed item number two as “Personal Safety.” A large number of respondents selected personal safety as their primary concern. When a revised survey was distributed with “Personal Safety” replaced by “Being Assaulted,” the selection of this choice was drastically reduced. This suggests that many respondents interpreted “Personal Safety” as “Safety in Traffic.” The results for this question in its original wording, as well as combined results for original and revised wording, are both available in the appendix.

Respondents were asked for comments regarding why they did not bicycle more. Many of the comments fell into one of ten different categories, shown in the chart below. The most common reason for not bicycling more was safety by a large margin, followed by lack of time. This reinforces the results in the previous Bicycling Concerns table that a lack of safe bicycling conditions is both a concern and a deterrent to cyclists in the community.

Reasons for not Riding

Reason	Number of Responses
Safety	90
Time	56
Route Conditions	36
Distance	16
Weather	10
Convenience	9
No Bike	7
Work	5
End of Trip Facilities	5
Need Car	2
Other	21

The survey also asked respondents about their desired improvements for bicycling in Ventura. The most desired improvement was for on-street bike lanes, followed closely by off-street bike paths. This implies that improvements to the bikeway network are necessary to encourage more people to ride. A large number of respondents also indicated that they would like increased motorist education. Increasing motorist education would, ideally lead to safer motorist/cyclist interactions. Finally, a similar number of respondents listed improved bike routes signing. The responses from this survey question indicate a large desire for the city to improve the overall bikeway network (bike lanes, bike paths, and bike routes) as well as increase motorist awareness.

Desired Improvements

Answer Options	1	2	3	4	5	6	7	8	9	Total
Off-Street Bike Trails	111	31	14	8	11	7	2	2	1	187
On-Street Bike Lanes	118	58	12	7	6	1	0	3	2	207
Bike Route Signage	43	34	40	15	16	11	6	4	1	170
Showers at Destination	10	5	2	6	7	13	10	21	24	98
Bike Lockers	16	7	8	14	19	10	12	17	10	113
Bike Racks	41	13	15	24	14	11	16	7	3	144
Bicyclist Education	30	8	19	18	15	15	16	14	3	138
Motorist Education	51	18	30	24	16	11	7	9	1	167
Bicycle Law Enforcement	29	5	12	16	21	9	8	8	23	131

Ordered from 1 being most desired to 9 being least desired improvement

In addition to filling out specific survey questions, respondents also had the opportunity to provide commentary regarding their concerns and desired improvements to the Ventura bikeway network. Some of the most frequently addressed items are summarized below.

Unsafe motorist interactions are problematic even in the presence of bicycle lanes. Improved motorist education and enforcement are needed to encourage drivers to share the road.

Bicycle routes around the city are incomplete. More bicycle lanes and paths are of primary importance, but signed routes are also needed where other bicycle facilities are not feasible. Better maintenance is needed on many existing routes as debris and potholes contribute to unsafe riding conditions.

Secure parking facilities are needed to make cycling a viable option for commuter trips. Shower and changing facilities were also requested by some respondents.

Better integration with public transit is needed. Busses aren't equipped with enough bike racks and they are currently difficult to use.

4.4.3 Bicycle Focus Group City Rides

The members of the Bicycle Focus Group conducted rides around the City in order to identify constraint and opportunity points in Ventura.



After conducting these rides and assessing the conditions of the bicycle system in Ventura, the members of the BFG came up with several recommendations for the bikeway network:

- Safe, contiguous Class II bike lanes along:
 - Mills Road
 - Telegraph Road from the intersection at Main Street to Victoria
 - The full length of Victoria Avenue, connecting to the Metro Station
- Class III bicycle routes:
 - Implement an East-West route on the North side of SR 126 along Foothill or Telegraph
 - Implement an East-West route on the South side of SR 126
 - Implement a complete North-South route along Victoria (or further east) to connect to Camarillo/Oxnard
 - Implement a complete North-South route along Harbor or Victoria to connect to Oxnard/Port Hueneme

4.4.4 Public Workshops

Public workshops were conducted as part of the production of this bicycle master plan. This consisted of an initial series of three workshops held on August 9, August 29, and September 8, 2007 and served as a preliminary information-gathering workshop during the planning phase of the bicycle master plan.

Some of the major concerns gathered during the public workshops are listed below:

- The bikeway system needs better connections across the freeways
- The bikeway system has gaps, both North-South and East-West, that need to be completed
- Education needs to be improved in schools, for motorists, and for bicyclists
- Better routes to school are needed for the schools in Ventura, especially around De Anza Middle School and Ventura High School

After analyzing the Constraints and Opportunities Maps distributed at the Midtown Community Meeting, the Bicycle Focus Group determined that the consistently identified needs generally include the following:

- Improved access from the Midtown area to the beach
- Improved conditions along Seaward Avenue
- Complete bicycle arteries running east-west (and to a lesser extent north-south) in the city
- Improved bicyclist education
- Improved access to De Anza Middle School



A second series of public workshops was conducted in the spring and summer of 2010 following an extensive review of the physical characteristics associated with the opportunity and constraint areas throughout the city. This second series of public workshops was held to present the bicycle master plan to the public and make adjustments to the plan based on public input. Community input was also obtained and incorporated into the plan through comments received at the Planning Commission and Parks and Recreation Commission meetings in February of 2011, and at the City Council meeting in March of 2011.

5.0 Existing Conditions

This existing conditions section of the bicycle master plan provides the overall framework of the base bicycle network conditions within the City of Ventura at the beginning of the bicycle master plan update process.

5.1 Definition of Bikeways

Designated bikeways improve the safety and convenience of bicycling within the City. Effective bikeways encourage the use of bicycles as an alternative to the automobile. The bikeways in this Plan include standards and designations established by the California Department of Transportation (Caltrans). Certain hybrid facilities are also designated. Each class of bikeway has its appropriate application. Detailed descriptions of each Caltrans bikeway and its applications can be found in Chapter 1000 of the California *Highway Design Manual* (HDM), which contains bikeway design guidelines (See Appendix). Descriptions of the Caltrans bikeways and other hybrid facilities are listed as follows:

Class I Bike Path: A Class I bike path provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.

Generally, bike paths should be used to serve corridors not served by streets and highways or should be used where wide right of way exists, permitting such facilities to be constructed away from the influence of parallel streets. Bike paths should offer opportunities not provided by the road system. They can either provide a recreational opportunity, or in some instances, can serve as direct high-speed commute routes if cross flow by motor vehicles and pedestrian conflicts can be minimized. They can also serve to connect discontinuous street segments.



Class II Bike Lane: A Class II bike lane provides a striped lane for one-way bike travel on a street or highway, and is typically designated by bike lane signs and markings.

Bike lanes are established along streets in corridors where there is significant bicycle demand, and where there are distinct needs that can be served by them. The purpose should be to improve conditions for bicyclists in the corridors. Bike lanes are intended to delineate the right of way assigned to bicyclists and motorists, and to provide for more predictable movements by each.



Class III Bike Route: A Class III bike route provides a shared use area with pedestrian traffic or motor vehicle traffic, and is typically designated with a bike route sign.

Bike routes are shared facilities which serve either to:

- Provide continuity to bicycle facilities (usually Class II); or
- Designate preferred high demand corridors.



As with bike lanes, designation of bike routes should indicate to bicyclists that there are particular advantages to using these routes as compared with alternative routes. This means that responsible agencies have taken actions to assure that these routes are suitable as shared routes and will be maintained in a manner consistent with the needs of bicyclists. Normally, bike routes are shared with motor vehicles. The use of sidewalks as Class III bikeways is strongly discouraged by Caltrans, but can be appropriate under certain conditions.

Shoulder Bike Route: A significant amount of bicycle travel (in fact most bicycle travel in the State) now occurs on streets and highways without bikeway designations. Many roadways that are not fully improved with curb, gutter and sidewalk are nevertheless used by bicyclists for commuter and recreational travel. It may sometimes be inappropriate to designate these roadways as Class II bike lane facilities because of the limited use and lack of continuity with other bike routes. However, the development and maintenance of minimum 4-foot paved roadway shoulders with a standard 4 inch edge line can significantly improve the safety and convenience for bicyclists and motorists along such routes.



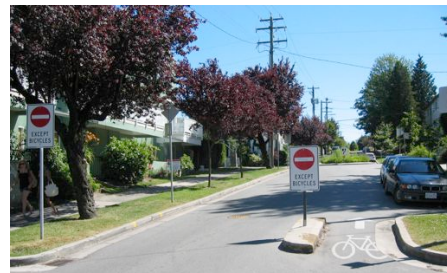
Shared Lane Marking: Shared Lane Markings may be used to: Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle, Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane, Alert road users of the lateral location bicyclists are likely to occupy within the traveled way, Encourage safe passing of bicyclists by motorists, and Reduce the incidence of wrong-way bicycling. in addition to or instead of a Bicycles May Use Full Lane sign to inform road users that bicyclists might occupy the travel lane.



Sidewalk Bikeway: Sidewalk Bikeways are not officially designated as an approved bicycle facility in the HDM, and are instead classified under Class III bicycle facilities. In general, the designated use of sidewalks for bicycle travel is unsatisfactory because sidewalks are primarily intended to serve pedestrians, generally do not meet Caltrans' bikeway design standards, and do not minimize motor vehicle cross flows. In the past, the City designated some routes with signs and marking in an attempt to minimize these conflicts. Many of these designations have been fully or partially removed because they gave cyclist a false sense of use rights over pedestrians. When sidewalk bikeways are implemented, the bikeways should provide bikeway continuity along high speed or heavily traveled roadways having inadequate space for bicyclists, and be uninterrupted by driveways and intersections.



Bicycle Boulevard: Bicycle boulevards are not officially designated as a bicycle facility. Instead, they are an enhanced Class III bicycle route with lower traffic speed and volume. Bicycle boulevards typically feature traffic calming and road improvements that will provide improved bicycling conditions as compared to non-boulevard Class III facilities. Bicycle boulevards typically include design features that prohibit the continuous flow of vehicles along a particular corridor while permitting the continuous flow of bicycles along that corridor.



5.2 Existing Bicycle Facilities and Activity Areas

The existing Ventura bikeway system is shown on Figure 2, and consists of Class I Bike Paths, Class II Bike Lanes, Class III Bike Routes, Shared Lane Markings and Sidewalk Bikeways.



Figure 2: Existing Bikeway Network

The existing Class I bike path system consists of the following primary Class I Paths:

- Ventura River Trail
- Ventura Beach Trail
- State Route 126 Bike Path

The existing Class II bike lane system consists of the following primary Class II bike lane corridors:

- Main Street
- Telegraph Road
- Telephone Road

The existing Class III bike route system consists of the following primary bicycling corridors:

- Ventura River Trail
- Ventura Beach Trail
- State Route 126 Bike Path
- Main Street
- Telegraph Road
- Telephone Road
- Victoria Avenue
- An East-West Residential Streets Route

The existing Sidewalk bike lanes are at the following constrained locations:

- Main Street at US 101
- Telephone Road at US 101

The existing Shared Lane Markings are along the following primary corridors:

- Seaward Avenue
- Poli Street
- Olive Street

The Ventura River Trail is designated as a Class I bikeway. The approximately 6.2-mile trail links the State-owned Omer Rains Trail with Ventura County's Ojai Valley Trail. The trail serves as the keystone for a regional trail system connecting trails within a tri-county area. The Ventura River Trail serves pedestrian, bicyclist, and other trail user groups, and facilitates bicycle commuting in the Ojai and Ventura areas, as shown in Figure 1. Based on City employment information and mode split data, weekly commuter use on the trail is estimated at 550 employees and 600 students per day, or a total of 8,225 commuter uses per week.

Observations about the existing bicycling conditions in Ventura were gathered from public input at the workshops and from the Bicycle Focus Group during group meetings, and include the following:

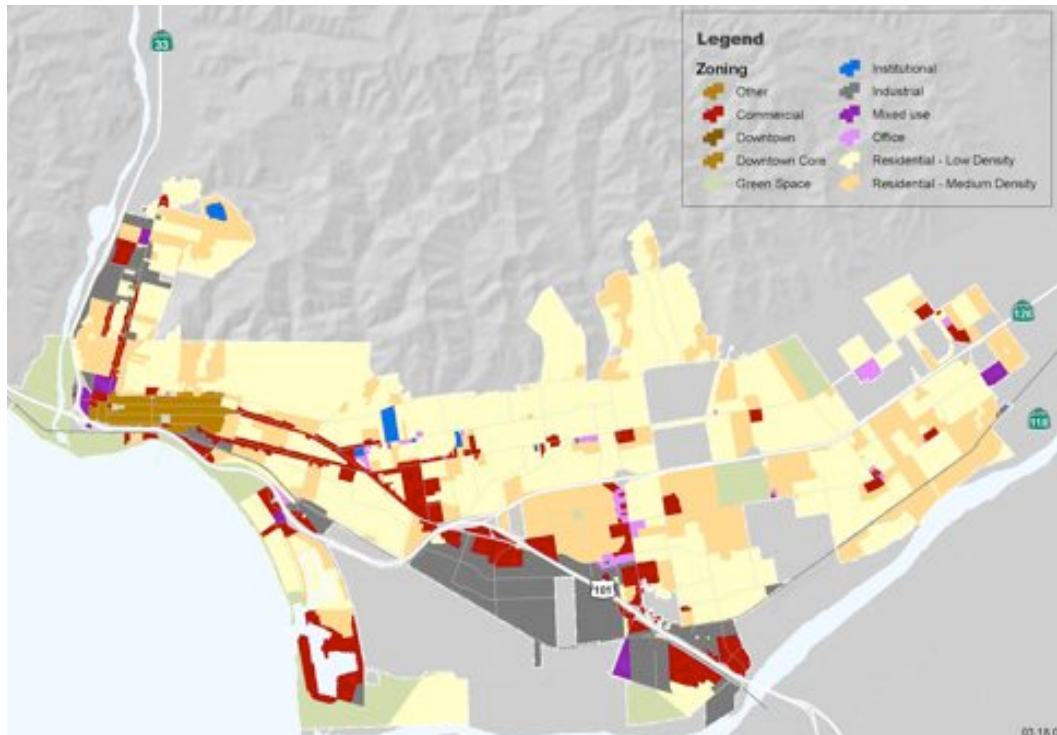
- Ventura has a favorable climate, relatively flat terrain, moderate to medium density residential neighborhoods near employment centers, high percentage of work trips that are less than 15 minutes, and a high number of potentially convenient bikeways.
- The city has a well-developed grid network of arterial and collector streets that provide opportunities for cross-town bike lanes or bike routes. The major east-west roadways include Thompson Boulevard, Main Street, Telephone Road, Telegraph Road, Poli Street, and Foothill Road. The major north-south roadways include Ventura Avenue, Seaward Avenue, Harbor Boulevard, Victoria Avenue, and Kimball Road.
- Most of the City's arterial and collector streets serve high volumes of vehicles with some streets having relatively high speed limits (40 mph or greater), a factor that may be intimidating to inexperienced cyclists. Many commuter and non-recreational cyclists currently prefer to ride on sidewalks along the arterial roadways, sometimes riding against the flow of traffic.
- The City's existing bicycle network is disconnected in many areas and does not serve well for cross-town bicycle travel. Many of these disconnected areas exist where there are higher traffic volumes and bike facility needs compete with vehicle capacity needs.
- Education programs need to be provided so that both bicyclists (child and adult) and motorists so that use of the limited roadway area can be used in a safer and more respectful manner.
- Bicycle parking facilities need to be expanded to cover more commercial areas to serve the needs of utilitarian bicyclists. Bicycle parking facilities at existing commercial, industrial, and higher density residential developed areas are not being adequately maintained or, in some cases, being removed by private property owners.
- The U.S. 101 Freeway and Union Pacific Railroad tracks present a barrier between the North and South portions of the city. Heavy volumes and high speeds at freeway interchanges create potential conflicts, even in the presence of striped bike lanes.

The map of the existing bikeway facilities includes select parking facilities, major transit centers, and commercial centers.

5.3 Existing and Proposed Land Use

The City of Ventura's Bikeways Map delineates commercial, residential, industrial, agriculture, and park land uses within the City's planning area. Overall, Ventura has diverse development, consisting of moderate- to medium-density residential neighborhoods near employment centers, commercial and office space, and some industrial land uses. Future land uses include both commercial and residential developments.

The City's General Plan Diagram and Public Facilities figures, included in the General Plan, show Linear Park Network system, which includes both developed and natural areas designated within the City for potential multi-use trail and Class I bikeway uses.



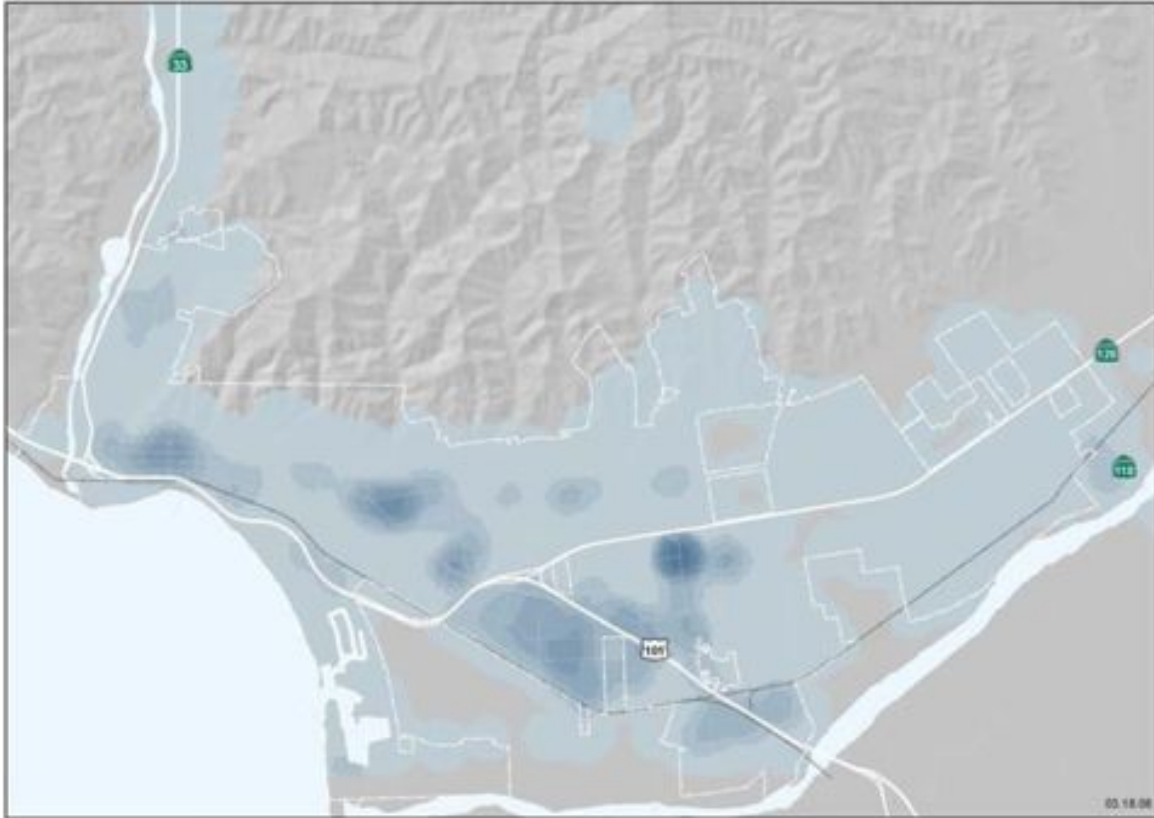
Land Use Plan Zoning



Parks, Linear Parks and Schools

The City Bikeways Map was developed in concert with the Public Facilities (linear parks), General Plan Diagram (land use plan), and Roadway Classification Plan figures of the General Plan to integrate land use, circulation and recreational considerations. The City Bikeways Map includes an overlay of residential, commercial and industrial land use designations, as well as schools, hospitals, parks and other destinations. It also shows where City bikeways join those of adjacent cities, the County of Ventura, and the State of California.

It is important for the City Bikeway Network to provide access from the various residential neighborhoods within the City to the major employment centers within the City, depicted below via employment density.



Employment Density

5.4 Bicycle Parking

Bicycle parking includes bike racks, lockers, and corrals. Bicycle parking is available throughout Ventura, from commercial lots, into the downtown area, and at the major employment centers. A variety of bicycle parking is available throughout the City, ranging from Class I bike racks to Class III storage facilities, as well as including some older “wheel-bender” racks which are no longer suitable as standard bicycle parking facilities. The city currently has an existing program to install bicycle rack posts at requested locations, and has installed numerous bicycle rack posts throughout the City.



6.0 Bicyclists' Use of Facilities

The Bicycle Master Plan must have a structured methodology for selecting and prioritizing needed improvements to the bicycle system. In addition to bicycle facility cost, roadway segment grades, intersection crossing complexities, bike path connectivity, input gathered from the Bicycle Focus Group and other community input, this Bicycle Master Plan also considers Bicycle Compatibility Index factors and Bicycle Demand Index factors as part of its prioritization strategy.

The **Bicycle Compatibility Index** is a tool for bicycle coordinators, transportation planners, traffic engineers, and others to evaluate the capability of specific roadways to accommodate both motorists and bicyclists

The **Bicycle Demand Index** is a tool to assess potential bicycling demand on a roadway segment that is estimated by considering land use characteristics, proximities to key destinations for bicycling trips, socio-economic attributes, and the accessibility/permeability of streets within the City.

6.1 Bicycle Compatibility Index

To develop or improve roadways for shared use by bicycles and motor vehicles, existing roadways must be evaluated to determine which roadways are considered “user-friendly” from the perspective of the bicyclist. Currently, there is no methodology widely accepted by engineers, planners, or bicycle coordinators that will allow them to determine how compatible a roadway is for allowing efficient operation of both bicycles and motor vehicles. Determining how existing traffic operations and geometric conditions impact a bicyclist’s decision to use or not use a specific roadway is the first step in determining the bicycle compatibility of the roadway.

The Bicycle Compatibility Index (BCI) methodology was developed for urban and suburban roadway segments (i.e., midblock locations that are exclusive of intersections) and incorporated those variables that bicyclists typically use to assess the "bicycle friendliness" of a roadway (e.g., curb lane width, traffic volume, and vehicle speeds). The research effort for the BCI expanded upon the stress level work of Sorton and Walsh and the Geelong Bikeplan Team to produce a practical instrument that can be used by practitioners to predict bicyclists' perceptions of a specific roadway environment and ultimately determine the level of bicycle compatibility that exists on roadways within their jurisdictions.

The Bicycle Compatibility Index model factors, as considered in the prioritization strategy in this Bicycle Master Plan, include the following factors:

- Presence of a bicycle lane
- Bicycle lane width
- Curb lane width
- Curb lane volume
- Other lane(s) volume
- 85th percentile speed of traffic
- Presence of a parking lane with more than 30% capacity
- Type of roadside development
- Adjustment factors for:
 - Hourly curb lane large truck volume
 - Hourly right turn volume
 - Parking time limit

The *Highway Capacity Manual* defines levels of service (LOS) as "...qualitative measures that characterize operational conditions within a traffic stream and their perception by motorists and passengers." Currently,

the *Highway Capacity Manual 2000* provides LOS criteria for bicycles at signalized intersections, but does not provide LOS criteria for bicycles along roadway segments. The BCI provides LOS assessments for bicycling on various roadway segments. The LOS designations are based on the perceived comfort level for a bicyclist on the roadway segment and are established for LOS A through LOS F. LOS A (represented by a BCI less than or equal to 1.50), indicates that a roadway is extremely compatible (or comfortable) for the average adult bicyclist. LOS F (represented by a BCI greater than 5.30) is an indicator that a roadway is extremely incompatible (or uncomfortable) for the average adult bicyclist. The BCI ranges and their associated LOS designations are shown in the table below:

Table: Bicycle Compatibility Index (BCI) ranges associated with level of service (LOS) designations and compatibility level qualifiers

LOS	BCI Range	Compatibility Level ¹
A	≤ 1.50	Extremely High
B	1.51 – 2.30	Very High
C	2.31 – 3.40	Moderately High
D	3.41 – 4.40	Moderately Low
E	4.41 – 5.30	Very Low
F	> 5.30	Extremely Low

¹Qualifiers for compatibility level pertain to the average adult bicyclist.

Since the BCI is developed on a basis of perceived comfort levels, it is important to consider that bicyclists have differing levels of experience. The process for developing the BCI determined that there were three groups of bicyclists based on their riding habits, and that casual recreational bicyclists were generally less comfortable across all locations than experienced recreational or experienced commuter bicyclists. As a result of these differences, separate BCI models were produced for each of the three bicyclist groups in addition to the model for all bicyclists. Since it is likely that all types of bicyclists will have the opportunity to ride on any given roadway segment, the BCI model (and its associated LOS designations) corresponding to all bicyclists should be used for most applications.

Bicycle facilities should be designed at LOS C or better where casual bicyclists are expected.

The Bicycle Compatibility Index factors listed above have been considered in the the development of the recommended bikeway system for Ventura. Additional details regarding the Bicycle Compatibility Index (BCI) methodology are provided in the Appendix.

6.2 Bicycle Demand Index

The Bicycle Demand Index provides an assessment of the potential bicycling demand along a given roadway segment. The methodology is based on research conducted for the US Environmental Protection Agency on the relationship between built environment and travel patterns. The Bicycle Demand Index analysis uses a combination of existing GIS data and newly collected information to develop variables highly correlated with bicycling activity.

The Bicycle Demand Index for a given roadway segment is a number between 0 and 100, with 100 being the highest demand index possible. Because bicycle activity is highly dependent on many factors, a number of variables were compiled to forecast bicycle demand. The methodology for determining the Bicycle Demand Index assigns a weight and score to the following factors:

- Built Environment (Density and Diversity of land uses)
 - Population Density
 - Employment Density
 - Land Use Mix

- Proximity Factors (Destinations)
 - Schools
 - Parks
 - Transit Proximity – Bus Stops
 - Transit Proximity – Rail Stops
 - Commercial Districts
 - Other Activity Centers: Proximity to Beach
- Demographics
 - Age
 - Income
 - Vehicle Ownership
- Street Permeability / Accessibility (Design)
 - Street Segment Length
 - Interaction Density
 - Axial Map / Street Connectivity
 - Bike Network

The Bicycle Demand Index map for Ventura is presented in **Figure 3**. Complete details regarding the methodology for determining the Bicycle Demand Index are available in the Appendix.

City of Ventura

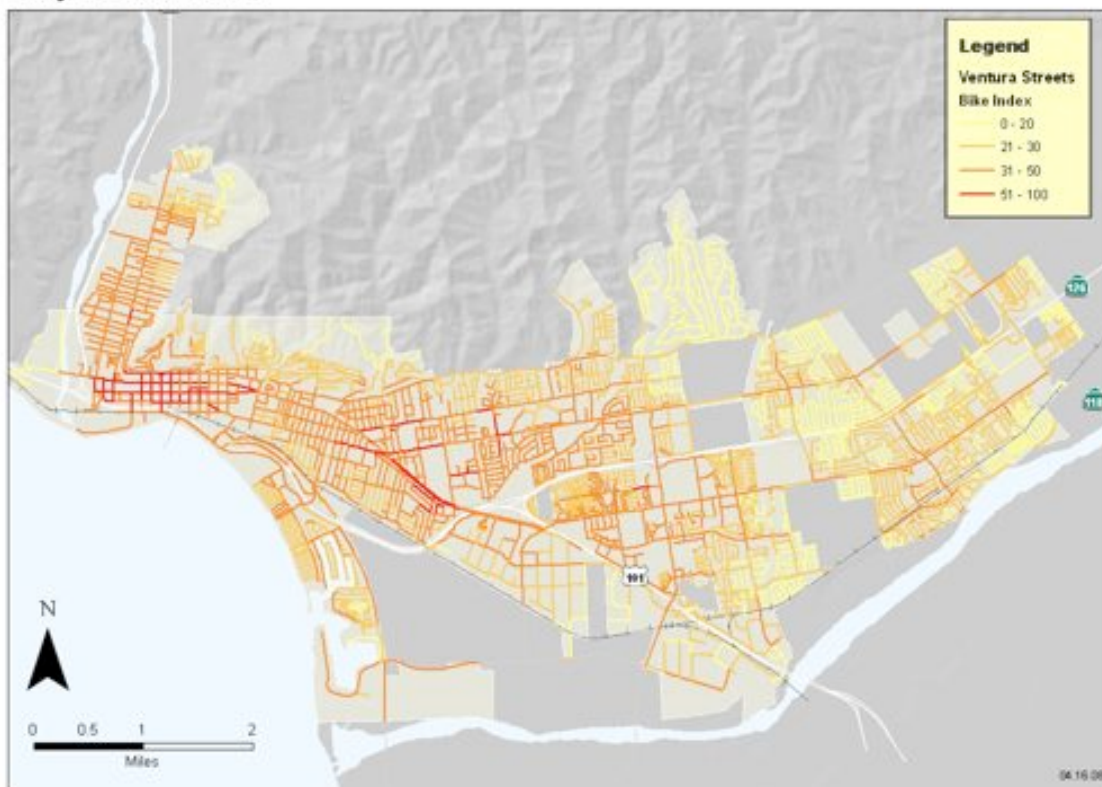


Figure 3: Bicycle Demand Index Score

Vital streets that serve as a link to a variety of uses and destinations scored particularly high on the Bicycle Demand Index, including Ventura Avenue, Main Street, Thompson Boulevard, and the western part of Telegraph Road.

7.0 Recommended Bikeway Network

The recommendations made by this Bicycle Master Plan for the City of Ventura consist of a recommended bikeway network, bicycle support facilities, and programs including monitoring, maintenance, education, and encouragement. The recommended bikeway network includes Class I bike paths, Class II bike lanes, Class III bike routes, bicycle boulevards, and additional corresponding on-street facilities that include construction, striping, signing and/or signalization improvements at specific locations throughout the City.

7.1 Recommended Bikeway Network

The recommended bikeway network, as shown in **Figure 3**, contains Class I, II, III bikeways, and bicycle boulevards in addition to point improvement locations, to facilitate commuter, recreational, and utilitarian trips by bicycle throughout the City of Ventura with connections to adjacent jurisdictions.



Figure 3: Recommended Bikeway Network

The process for selecting the bikeway network for the City included receiving input from the local bicycling community, community council workshop meetings, riding all of the routes in the City, discussing conditions with local staff familiar with the best routes, and identifying constraints and opportunities. The City's street system and continuous property corridors such as utility right-of-ways, railroad right-of-ways, and watercourses were also reviewed via the use of maps, aerial photographs and field reconnaissance. Public workshops and surveys were also conducted, where residents were asked to identify unsafe bicycling conditions in the City along with their preferred cycling routes. Respondents were also asked for their desired improvements to the bikeway network.

The recommended bicycle routes within the City were based on improvements to the City's Bikeway System Map, as referenced in the General Plan (which includes Class I, II, and III bikeways to be established within the City's Planning Area). An important step in the development of the recommended bikeway network was the development of a dual-backbone citywide bicycle route system. As shown in

Figure 4, this dual-backbone bicycle route system provides one set of route options for the more experienced (less timid) bicyclists who are comfortable riding on roads with higher traffic volumes and higher vehicles speeds, and another set of route options for the less experienced (more timid) bicyclists who are more comfortable riding on roads with lower traffic volumes and lower vehicles speeds.



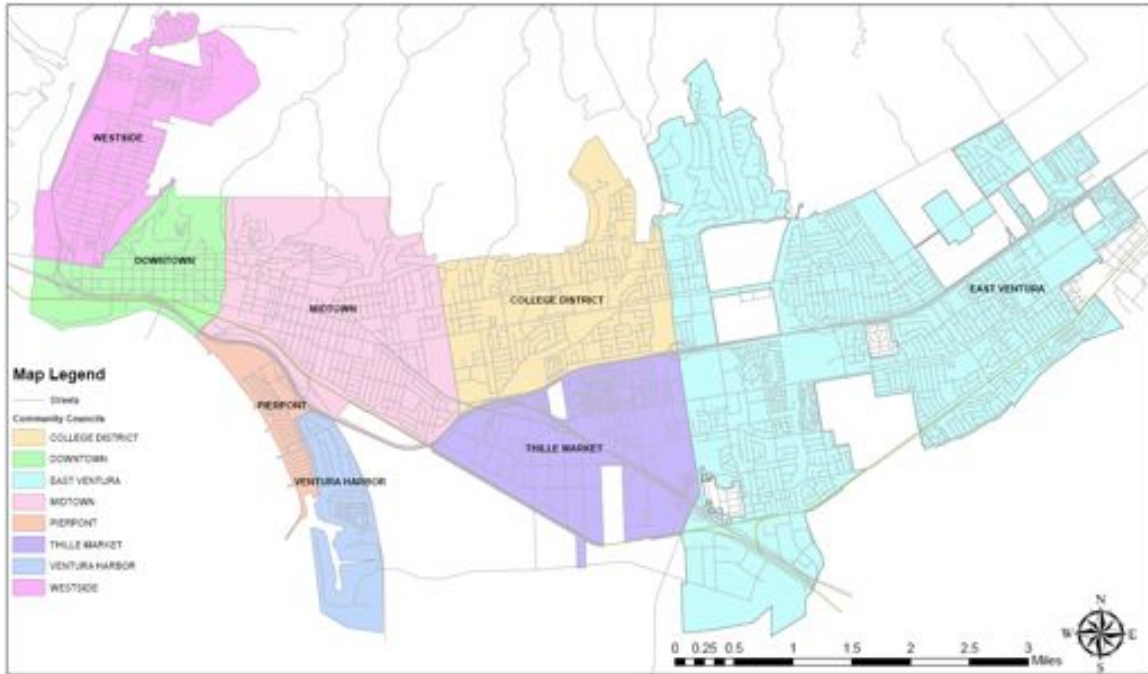
Figure 4: Recommended Bikeway Routes

The following criteria were considered in the development of the prioritized bikeway network:

- Existing bicycling patterns
- Connectivity
- Community input
- Traffic volumes and travel speeds
- Potential side-street conflicts
- Street width and travel lane widths
- Pavement condition
- Access from residential areas
- Number of destinations served
- Latent Bicycling Demand
- Topography
- Integration into the regional system
- Adjacent land use
- On-street parking
- Incident data and safety concerns
- Opportunities and constraints
- Planned roadway improvements
- Routes with intersection protection and minimal delay

The recommended Ventura bikeway network is characterized by Class I bike paths, Class II bike lanes, Class III bike routes, and bicycle boulevards, which serve recreational, commuter, and utilitarian destinations. The recommended bikeway network is meant to fill in gaps in existing routes as well as to expand the system into areas where it is under/undeveloped. Additionally, a small number of Class III routes are recommended where other bikeway facilities are not feasible at this time; and another select number of Class III routes are recommended to serve as primary east-west and north-south bicycling corridors through the City.

The proposed bikeway projects are prioritized into short term (1-5 years) and long term (6-20 years) for eight geographical areas of the City.



Geographic/Community Council Areas

Each of the recommended priority projects for the next 20 years are identified in lists for each geographic area within the appendix at the back of this Plan. Near term higher priority projects that will be a focus within the first 5 years are identified within the lists provided in this chapter. The priority projects were selected by staff, community input, and consultants based on the City’s Capital Improvement Plan, roadway segment grades, intersection crossing complexities, Bicycle Compatibility Index factors, Bicycle Demand Index factors, personal experience, available funding programs, the timing of scheduled roadway improvement projects in the city, coverage, connectivity, local input, and ease of implementation. The short term high priority projects were chosen to meet immediate needs, serve as many activity centers within the City as possible, provide improved public safety, and provide access to as much of the City as possible.

The high priority projects within the first 5 years include several of the bicycle boulevards and solid bike route lines as identified for the Recommended Bikeway Routes as shown in Figure 4. A few other projects have also been selected to complete high priority dashed bike route line segments within the first 5 years. Specific listings of the recommended high priority near term projects by type of facility for each of the City’s geographic areas are provided as follows:

Westside

Class 1

Westside

<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>
Cameron St Extension	Cameron St 150ft S of E Vince St	Cameron St 150ft N of E Warner St	City	401	\$1,732,000
Cameron St Extension	Cameron St 150ft N of Comstock Dr	De Anza Dr	City	1,104	\$4,768,000
Ventura River Bike Path Connector - Simpson St	Ventura River Bike Path	W Simpson St	City	206	\$250,000
Ventura River Bike Path Connector - Westpark Community Center	Westpark Community Center Parking Lot	W Prospect St	City	153	\$20,000

Class 2

Westside

<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>
E Park Row Av	Ventura Av	Wall St	City	273	\$5,000
Wall St	E Park Row Av	Cedar St	City	807	\$14,000
Cedar St	Ferro Dr	Kellogg St	City	2,982	\$5,000

Class 3

Westside

<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>
Cameron St	Kellogg St	Cameron St 150ft N of E Warner St	City	822	\$1,400
Cameron St	Cameron St 150ft S of E Vince St	Cameron St 150ft N of Comstock Dr	City	1,644	\$2,700
Cameron St	De Anza Dr	City Limits 100ft N of Pomo St	City	2,376	\$4,000
Kellogg St Bike Boulevard Connector	Cameron St	Cedar St	City	461	\$800
N Olive St	Rex St	Center Av	City	1,905	\$3,200
W Park Row Av	Ventura River Bike Path	Ventura Av	City	1,653	\$2,800
W Simpson St	Riverside St	Cedar St	City	3,004	\$5,000
W Vince St	Riverside St	Ventura Av.	City	3,489	\$5,800

Point Improvements

Westside

<u>Location</u>	<u>Improvement Description</u>	<u>Comments</u>	<u>Cost (USD)</u>
Ventura Av. / W & E Park Row Av	Improvements – Improved Crossing	Improvements may include a signal	\$175,000
Ventura Av. / W & E Simpson St	Improvements - Improved Crossing	Improvements may include a signal	\$175,000
Ventura Av. / W & E Vince St	Improvements - Improved Crossing	Improvements may include a signal	\$175,000
Julian St / US 33 Offramp	Installation – Future bike path signal crossing on SR 33 ramp	Improved signalized crossing	\$175,000

Downtown

Class 1

Downtown

<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>
Omer Reins Trail - Shoreline Dr	Ventura River Bike Path	2000ft E of Ventura River Bike Path	City	1,958	\$4,000,000

Class 2

Downtown

<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>
Harbor Bl	Harbor Bl Extension	Figueroa St	City	875	\$15,000
Harbor Bl	Figueroa St	San Jon Rd	City	4,422	\$77,000
W Harbor Bl Extension	S Garden St	Harbor Bl	City	1,017	\$18,000
Poli St – Cedar St Corner	Ferro Dr	Palm Dr	City	1,045	\$18,000

Class 3

Downtown

<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>
Ash St	Front St	FWY 101 Bike Path Overpass	City	168	\$300
California St	Poli St	Harbor Bl	City	2,168	\$3,600
Emma Wood State Park Entrance	Main St	Emma Wood State Park	City	1,045	\$1,700
Front St	Ash St	Kalorama St	City	463	\$1,000
S Garden St	S Olive St	W Front St	City	133	\$1,000
S Olive St	S Garden St	Brooks Av	City	100	\$1,000
S Olive St	Brooks Av	W Santa Clara St	City	719	\$1,200
Thompson Bl	Ventura Av	150ft E of S Chestnut St	City	2,927	\$4,900

Point Improvements

Downtown

<u>Location</u>	<u>Improvement Description</u>	<u>Comments</u>	<u>Cost (USD)</u>
Cedar St / Wall St	Improvements - Median Break	Provide Median Break for Bicycles	\$30,000
US101 Overpass at Ventura Pier	Improvements - Consider improving access for bicyclist by removing Metal Railings at end of Bike Path	Improvements - Consider improving access for bicyclist by removing Metal Railings at end of Bike Path	\$500
US101 Overpass at Ventura Pier	Improvements - Consider improving access for bicyclist by removing Metal Railings at end of Bike Path	Improvements - Consider improving access for bicyclist by removing Metal Railings at end of Bike Path	\$500
Ventura Pier / Harbor Bl	Improvements – Improved Crossing	Improvements may include traffic signal	\$75,000

Pierpont

Class 1 *Pierpont*

<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>
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Class 2 *Pierpont*

<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>
Harbor Bl - WB	San Jon Rd	Allesandro Dr	City	498	\$9,000
Harbor Bl - WB	Seaward Av	Peninsula St	City	2078	\$36,000
Monmouth Wy	Pierpont Bl	Harbor Bl	City	486	\$8,000

Class 3 *Pierpont*

<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>
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Point Improvements *Pierpont*

<u>Location</u>	<u>Improvement Description</u>	<u>Comments</u>	<u>Cost (USD)</u>
Seaward Av at Harbor Bl	Improve bike access through intersection	Bike lane realignment with signal detection and colored bike lanes across weaving/merging areas.	\$20,000
Vista Del Mar / Harbor Bl	Install signal crossing		\$175,000

Harbor

Class 1

Harbor

<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>
Beachmont St Extension	Harbor Bl	Arundell Bike Path	City	539	\$160,000

Class 2

Harbor

<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>
Anchors Wy	75ft N of Beachmont St	75ft S of Beachmont St	City	157	\$3,000
Schooner Dr	Anchors Wy	Harbor Bl	City	770	\$12,500

Class 3

Harbor

<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>
Beachmont St	Seaview Av	Harbor Bl	City	574	\$1,000

Point Improvements

Harbor

<u>Location</u>	<u>Improvement Description</u>	<u>Comments</u>	<u>Cost (USD)</u>
Harbor Bl / Beachmont St	Install - Signal Crossing	Install Signal Crossing	\$175,000

Midtown

Class 1 Midtown

<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>
Cabrillo Middle School Shortcut Bike Path	S Crimea St	Chrisman Av	City	1,080	\$300,000
Pacific Mall NW Bike Entrance	East End of Central Av	Pacific Mall Parking Lot	City	19	\$5,000
UPRR Crossing – Seaward Ave	Vista Del Mar Dr	Channel Dr	City	127	\$150,000

Class 2 Midtown

<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>
Alessandro Dr	Seaward Ave	Vista Del Mar Dr	City	644	\$11,000
Main St	Santa Cruz St	Telegraph Rd	City	4,928	\$86,000
Pacific View Mall East Bike Lane	Pacific View Mall Near Maple St	Telegraph Rd	City	2,739	\$48,000
Pacific View Mall West Bike Lane	Pacific View Mall Near Sears	Pacific View Mall Near Main St	City	2,182	\$38,000
Thompson Bl	150ft E of Chestnut Av	Seaward Av	City	7,728	\$250,000
Vista Del Mar Dr	Seaward Ave East RR Crossing	Vista Del Mar Ext Bike Path	City	1,872	\$33,000
Main St (NB only)	Telegraph Rd	Mills Rd	City	4,000	\$34,500
Main St	Mills Rd	Arundell Av	City	1,040	\$127,000

Class 3 Midtown

<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>
Catalina St	San Nicholas	Poli St	City	1,296	\$2,200
Channel Dr	Seaward Ave	Preble Av	City	1,824	\$3,000
Evergreen Dr	Ocean Av	Preble Av	City	800	\$1,300
Frances St	Preble Av	Thompson Bl	City	1,592	\$2,700
Howard St	Preble Av	San Nicholas St	City	2,236	\$3,700
Lemon Grove	Preble Av	Main St	City	754	\$1,300
Ocean Av	Evergreen Dr	Frances St	City	1,797	\$3,000
San Nicholas St Extension	Katherine Dr	Thompson Bl	City	1,328	\$2,200

Point Improvements Midtown

<u>Location</u>	<u>Improvement Description</u>	<u>Comments</u>	<u>Cost (USD)</u>
Seaward Av / San Nicholas St	Install - Signal Crossing	Install Signal Crossing	\$175,000
Telegraph Road / Main St / Thompson Blvd	Improvements – Intersection	Redesign Intersection for Ped/Bike Access through intersection; consider removing EB Thompson Blvd free right lanes	\$475,000
UPRR railroad crossing at Seaward Ave.	Installation - Railroad crossing	Install Railroad grade crossing	\$140,000

Thille Market

Class 1						<i>Thille Market</i>
<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>	
Cypress Point Bike Path - Telephone Rd Crossing	S Cypress Point Bike Path	N Cypress Point Bike Path	City	101	\$7,000	
FWY 126 Bike Path - Imperial Mobile Home Park	Chadwick Pl	Bennett Av	City	1,295	\$1,000,000	
FWY 126 Bike Path Overpass - El Camino Real Park	FWY 126 Bike Path	Camino Real Park	City	1,342	\$2,000,000	
Class 2						<i>Thille Market</i>
<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>	
Portola Rd	Telephone Rd	Thille St	City	1,072	\$19,000	
Thille St	County Square Dr	Victoria Av	City	597	\$10,000	
Class 3						<i>Thille Market</i>
<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>	
Arundell Av	Arundell Ct	Market St	City	802	\$1,300	
Donlon St	Market St	Shopping Center Entrance	City	1,549	\$2,600	
Dowell Dr	Walker St	Ralston St	City	545	\$900	
Poinsettia Plaza Bike Route	Donlon St	Telephone Rd	City	692	\$1,200	
Walker St Ventura Blvd Connector	Walker St	Victoria Av	City	468	\$800	
Point Improvements						<i>Thille Market</i>
<u>Location</u>	<u>Improvement Description</u>	<u>Comments</u>	<u>Cost (USD)</u>			
Cypress Pt Bike Path / Telephone Rd	Install - Signal Crossing and Ramps	Install Signal Crossing and Ramps	\$175,000			
Telephone Rd / EB Main St	Improvements – Intersection	Redesign for Ped/Bike Access; Consider Bicycle Box for NB Telephone; Improve signalization/signage/visibility SB Telephone right turn crosswalk; reduce conflicts NB Left bicyclist with SB right turn vehicles by installing crosswalk on N leg of Telephone	\$475,000			

College District

Class 1				<i>College District</i>	
<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>
Buena High School Extension	Wake Forest Av	Victoria Av	City	990	\$300,000
Hwy 126 Overpass @ Camino Real Park	Camino Real Park	Hwy 126 Bike Path	City	1,342	\$22,000,000

Class 2				<i>College District</i>	
<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>
Telegraph Rd	Mills Rd	Ashwood Rd	City	2,639	\$323,000
Victoria Av	Hunter Av	Walker St	City	9,027	\$157,000

Class 3				<i>College District</i>	
<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>
Ashwood Av	Telegraph Rd	Dean Dr	City	2,193	\$3,700
Dean Dr	Mills Rd	Redwood Av	City	2,313	\$3,900
Dean Dr	Redwood Av	Estates Av	City	4,116	\$6,900
Loma Vista Bike Route	Victoria Av	City Limits at Hill Rd	City	1,734	\$2,900
Wake Forest Av	Aurora Dr	Buena High School Bike Path	City	632	\$1,100

Point Improvements			<i>College District</i>
<u>Location</u>	<u>Improvement Description</u>	<u>Comments</u>	<u>Cost (USD)</u>
Bryn Mawr St / Aurora Dr	Install - Signal Crossing	Install Multi-Way Stop or Signal	\$5,000
El Camino Real Park / Aurora Dr	Install - Curb Ramp	Install Curb Access Ramp	\$3,000
Mills Rd / Main St Intersection NE Corner	Improvement - Modify Signage to prevent right turns	Install signage to prohibit double right turns during bicycle and pedestrian crossings.	\$10,000
Telegraph Rd at Barber Shop	Improvement - Roadway widening for Bike Lanes	Widen North side of Telegraph (WB)	\$80,000
Telegraph Rd at Buena Trailer Villa	Improvement - Roadway widening for Bike Lanes	Widen North side of Telegraph (WB)	\$80,000
Telegraph Rd at Old Vienna Restaurant	Improvement - Roadway widening for Bike Lanes	Widen North side of Telegraph (WB)	\$80,000
US 101 NB Offramp / WB Main St	Improvements - Upgrade to Bike Path	Improve WB Bike Lane transition to Bike Path	\$20,000

East Ventura

Class 1

East Ventura

<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>
Brown Barranca East Bike Path Connector	Loma Vista Rd	400ft SE of Loma Vista Rd	City	418	\$300,000
HWY 126 Bike Path - Harmon Barranca Xing	Holmes Av	Kimball Bike Path	City	1,130	\$2,000,000
HWY 126 Bike Path - Hill St	HWY 126 Bike Path Shortcut Path	HWY 126 Bike Path Shortcut Path	City	142	\$10,000
Thille St - Government Center Shortcut	County Square Dr 600ft W of Victoria Av	Hill Rd	City	2,225	\$153,000

Class 2

East Ventura

<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>
Thille St	County Square Dr	Victoria Av	City	597	\$10,000
Thille St	Johnson Dr	Holmes Av	City	1,123	\$20,000

Class 3

East Ventura

<u>Section Name</u>	<u>Start</u>	<u>End</u>	<u>Jurisdiction</u>	<u>Length (ft)</u>	<u>Cost (USD)</u>
Balboa St	Cambria Av	City Limits 450ft E of Cambria Av	City	466	\$800
Bristol Rd	Grand Av	City Limits 125ft E of Katherine Av	County	1,007	\$1,700
Bristol Rd	City Limits 125ft E of Katherine Av	Johnson Dr	City	1,935	\$3,200
Cambria Av	Telegraph Rd	Balboa St	City	1,096	\$1,800
Coolidge St	Hoover Av	Harding Av	City	733	\$1,200
Holmes	Thille St	FWY 126 Bike Path	City	339	\$600
Hoover Av	Coolidge St	Telegraph Rd	City	181	\$500
Thille East Bike Route	Kimball Rd	Wells Rd	City	12,606	\$21,000
Wilson St	Ford St	Colton St	City	1,189	\$2,000
Woodland St	Victoria Av	City Limits at Hill Rd	City	1,818	\$3,000

Point Improvements

East Ventura

<u>Location</u>	<u>Improvement Description</u>	<u>Comments</u>	<u>Cost (USD)</u>
Chumash Bike Path Telephone Rd Curb Ramp	Install - Curb Ramp	Install Curb Access Ramp	\$3,000
Chumash Bike Path Telephone Rd Curb Ramp	Install - Curb Ramp	Install Curb Access Ramp	\$3,000
Chumash Park at Petit av	Modify - Access Ramp - Relocate "Park Closes at dusk" sign to side of path. Signage on bike paths through parks should allow bicyclists to travel on bike paths after dusk.	Modify - Access Ramp - Relocate "Park Closes at dusk" sign to side of path. Signage on bike paths through parks should allow bicyclists to travel on bike paths after dusk.	\$3,000

Chumash Park Bike Path at Waco St	Modify - Move Bollard and sign to side of Bike Path	Relocate bollard / sign to Provide 5ft of access width. Modify - Access Ramp - Relocate "Park Closes at dusk" sign to side of path. Signage on bike paths through parks should allow bicyclists to travel on bike paths after dusk.	\$3,000
Chumash Park Bike Path at Waco St	Modify - Curb Access ramp width	Increase Curb Access ramp width to width of bike path.	\$3,000
Harmon Barranca Bike Path / Johnson Dr	Improvements - Intersection	Improve Path Connection Alignment and Install Signal Crossing. Include improvements at US 101 Bridge Bike Path access	\$175,000
Harmon Barranca Bike Path East / Ralston St	Improvement Gate Access	Improve bicycle access through gate. Currently too narrow.	\$6,000
Harmon Barranca Bike Path East / Telephone Rd - Center island crossing	Install - Curb Ramps - Signal Crossing	Modify Median, Install Curb Access Ramps and Install signal	\$175,000
Harmon Barranca Bike Path West / Bristol Rd	Install - Curb Ramps - Signal Crossing	Install Curb Access Ramp and improve crossing (future signal?)	\$70,000
Hoover Av at Telegraph Rd	Modify - Median Break	Provide Median Break on Pork Chop Island for Bicycle and Pedestrian Access	\$6,000

7.1.1 Recommended Route Treatments

The City should adopt Caltrans recommendations for a numbered bicycle route system. Numbered routes improve wayfinding along City streets and paths, provide bicyclists a more efficient way of sharing directions, and establish a direct link between information provided on the City bikeway maps (whether paper maps or online digital maps) and what bicyclists see on the streets as they ride. And in addition to a numbered route designation, it would also be suggested that each bike route include a name designation.



Action: Implement bike route signage to complete the bicycle boulevards and solid bike route lines as identified for the Recommended Bikeway Routes as shown in Figure 4.

Action: Adopt a numbered bicycle route system to be signed according to Caltrans standards.

Action: Adopt route name designations in addition to the numbered route system.

Action: Improve signage for the existing Pacific Coast bike route

7.1.2 Class I Bike Path Considerations

Class I Bike Paths in Ventura are often shared-use trails, which provide bicycle, pedestrian, skater, and even equestrian users a lengthy trail for utilitarian and recreational purposes, and prohibit motor vehicles. The ideal path should have frequent access to adjacent land use, entrances which attract bicyclists but discourage motor vehicles, appropriate signing to inform users of adjoining access connections, adequate sight-distance, and support facilities which encourage use, and should be relatively straight so that it can be safely navigated at higher speeds typically achieved by commuter bicyclists.



Action: Improve access to bicycle paths by providing frequent access to adjacent land uses. New bike path facilities should be designed with frequent access to and from the facility and additional access points should be created along the existing bike path facilities.

Action: Path entrances should be easily identifiable, convenient for bicycles to use, and prohibit motor vehicle traffic from entering the path.

Action: Place appropriate signing to enhance the usability of the path. This should include signs designating the street names of access connections along the path.

Action: Multi-use paths should be signed with “Share the Path” signs and signs which designate right-of-way.



Action: Straighten paths to allow higher speeds typically achieved by commuter bicyclists. For existing paths, consider straightening sections with numerous and/or sharp curves wherever feasible. Newly constructed paths should be designed to be as straight as possible. Reducing the number of curves in the path will allow for more adequate sight-distance to identify other users and hazards along the facility.

Action: Sharp back-to-back curves should not be used in an attempt to slow bicyclists where a path approaches a roadway intersection. Unnecessary curvature of a path can entice bicyclists to cut corners to straighten out the curves, and could lead to head on collisions.



Action: Consider the addition of support facilities such as water fountains, rest areas, maps, and bicycle parking along the path to encourage bicycle use.

7.1.3 Recommended Signing and Striping Policies

All bikeway signing on public roadways in Ventura should conform to the signing identified in the Caltrans Manual on Uniform Traffic Control Devices (CA MUTCD) and/or the Manual on Uniform Traffic Control Devices (MUTCD). These documents give specific information on the type and location of signing for the primary bike system. A list of bikeway signs that are recommended for Class I, II, and III facilities, including some of those specified in Caltrans and the MUTCD, are shown in the Appendix.

Action: Adopt Caltrans recommendations for bikeway signing and striping. These are shown in the Appendix.

Action: Installing signs along the bikeway can be implemented much more easily than major striping or path construction projects. For example, placing signs to designate Class III bike routes can connect gaps in existing routes. Since signing is relatively easy to implement, it should receive priority consideration during the implementation of the Bicycle Master Plan.

Action: Create a City Ordinance or internal policy document requiring all roadway striping projects to be examined by the City’s Traffic Engineer for the possibilities of improving existing bike lanes, adding new bike lanes, and/or simply providing additional width for bicyclists.

Action: Create a policy that existing and/or proposed Class II bike lane facilities not be removed from the City’s bikeway system to improve motor vehicle level of service without conducting a study to provide recommendations to maintain bikeway system continuity thorough analyzing non-removal alternatives and/or replacement facilities.

Action: Develop an official Ventura bikeway system logo for use on signs throughout the City bikeway system.

Action: Include shared lane markings on Class III bicycle facilities where appropriate.



7.2 Other On-Street Recommendations

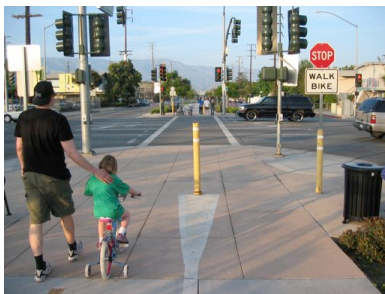
Other on-street recommendations include signalized intersections, innovative design treatments, and recommendations for handling constraint points.

7.2.1 Signalized/Roundabout Intersections

At traffic signal demand-actuated intersections, many bicycles do not have enough metal to be detected when loop detectors are used for signal actuation. This can cause bicyclists to wait a considerable amount of time for a motor vehicle to eventually actuate the signal, and bicyclists may be required to choose between proceeding to an alternative crossing location and crossing the street illegally. Studies should be conducted at demand-actuated intersections along popular bicycle routes to determine where bicycle-sensitive loop detectors, video detection methods, bicyclist positioning designations and/or easily accessible signal push buttons would be beneficial to cyclists. An appropriate detection method should be provided for each traffic lane or bike lane used by bicyclists at each demand-actuated approach to a signalized intersection.



Adjusted signal timing should be taken into consideration for intersections that are heavily used by cyclists. Studies at these intersections should analyze whether the existing signal timing provides adequate time for bicyclists to make their movements through the intersections, as well as to clear the intersection during the yellow and all-red phases.



If it is determined in the future that a signalized intersection in its present state is too dangerous for regular bicycle travel, there are several measures that can be implemented to mitigate this problem. Bicycle-only left turn lanes could be considered in areas where it is especially difficult or dangerous for bicyclists to make a left turn. The City of Davis, California, also uses “bicycle signal heads” at select intersections with a high volume of bicycles (one has over 1,000 bicycles an hour). As bicycling increases in Ventura, bicycle signal heads should be taken into consideration as a method of keeping traffic moving smoothly along heavily used bicycle routes.

Action: Improve or add traffic signal bicycle detection at all traffic signals as required by State Law in the following manner:

1. Add bicycle detection when installing a new traffic signal or when replacing existing

traffic signal detection systems.

2. Consider the addition of bicycle detection at signalized intersections along designated bikeways or at specific locations requested by the bicycling community as funding allows. During the preparation of this Plan, the following locations were identified for improved or added bicycle detection:
 - a. Chrisman Av/Main St
 - b. Seaward Av/Harbor Bl
 - c. Main St/Olive St
 - d. Ventura Av/Santa Clara St
 - e. Telephone Rd/Market St

Roundabouts are becoming more popular for consideration at locations that either have a need to carry a high number of vehicles to reduce congestion or for use on local streets where there is a desire to reduce traffic speeds. The high volume locations are typically large modern style roundabouts with multiple lane entries and exits as well as flared entries. These larger roundabouts can carry a high volume of traffic though an intersection at a much better level of service than a traditional traffic signal, however they can also be a barrier to safe and easy bicycle travel if the needs of bicyclists are not taken into consideration. Smaller neighborhood roundabouts or traffic circles are used as a way to create a slow down of traffic at local intersections and are sometimes used along bicycle boulevards and as neighborhood traffic calming devices.

Action: The City shall conduct an evaluation of roundabouts specifically as they relate to bicycle safety and ease of access. The evaluation shall include both high volume and low volume designs and provide examples of where each type has been implemented in other agencies. The evaluation shall make recommendations for design standards and details.

7.2.2 Innovative Design Treatments

The City should consider innovative design treatments where appropriate. This can include differently colored or differently textured bike lanes, advance bicycle stop lines at intersections, the use of shared lane markings, bicycle wrong way signage and the installation of bicycle boulevards. Virtually all signing modifications can be implemented at a relatively low cost, and many striping modifications can be implemented very cost effectively in conjunction with routine pavement rehabilitation projects.

Action: Differently colored or differently textured bike lanes should be considered at high vehicle volume conflict locations such as interchange intersections. For instance, at Victoria Avenue at Valentine Road, Seaward Avenue at US 101 northbound ramps, and Harbor Boulevard at Seaward Avenue



Action: Advance bicycle stop lines should be considered at higher volume bicycle left-turn locations to improve the visibility and awareness of bicyclists.

Action: The use of shared lane markings should be considered along all bicycle routes during the implementation of the Bicycle Master Plan.

Action: The use of bicycle wrong way signage should be considered at locations where there is an observed high rate of bicycle wrong-way accidents. Example locations would include Main Street to the east of US 101 and Telephone Road south of Main Street.

Action: Bicycle Boulevards are recommended as priority projects for the Cameron Street corridor and the San Nicolas Street corridor.

7.2.3 Constrained Areas

Ventura has many constrained areas, which present challenges to the implementation of a complete bikeway network. These include several locations where the roadway becomes narrow, and widening would be required to install bike lanes. These segments include Main Street near Ventura High School, Main Street at the freeway overcrossing, Thompson Boulevard west of Telegraph Road, Telegraph Road west of Mills Road, Telephone Road east of Victoria Avenue, Seaward Avenue south of Thompson Boulevard, and Victoria Avenue south of Telegraph Road. Other constrained areas primarily occur at intersections with high traffic volumes. Many of the City's arterial intersections, especially in the commercial areas of the City, have dual left turn lanes and many also have dual right turn lanes, primarily near freeway entrance ramps.

7.2.3.1 *Left Turn Lanes on relatively Narrow City Streets*

Added left turn lanes on relatively narrow City street cross sections that were not designed with left-turn lanes in mind serve to eliminate the possibility of providing a bike lane along the outer portion of the roadway. In some cases, the intersection lane capacity has already been compromised to accommodate an added left turn lane pocket. This is the case along northbound Seaward Avenue at Main Street where a second through lane was eliminated in order to provide an added left turn lane.

Constrained areas with added left turn lanes can be handled by either widening the curb lane to provide space for a bike lane/wide curb lane or by dropping the bike lane on the approach to an intersection. Caltrans standards permit a bike lane to be dropped up to 30m in advance of a freeway interchange ramp entrance. However, this bike lane drop is not recommended when a through vehicular travel lane is adjacent to the curb. If the bike lane is dropped, the intersection approach should be widened in order to accommodate the bike lane leading up to the intersection.

7.2.3.2 *Dual Right Turn Lanes*

The Victoria Avenue/US 101 freeway interchange and the Telegraph Road/Victoria Avenue intersection have dual right turn lane configurations, which present a challenge to bicyclists trying to make through movements at these intersections. Several options are available to accommodate bicyclists making through movements at dual right turn lane intersections. Caltrans standards allow the bike lane to be dropped up to 30m in advance of an interchange ramp entrance, or bicyclists can be directed to the inside right turn lane to make their through movement. Chapter 1000 of the Caltrans Design Manual, Figure A6, item D shows a dual right turn lane configuration. Bicyclists may also be directed to the right and provided a signalized pedestrian-like crossing across a ramp entrance. This may impact the level of service for the intersection, especially during peak periods. This configuration may also be used at intersections where there is no freeway entrance ramp, such as Main Street at Mills road, in order to accommodate bicyclists proceeding straight through the intersection. While this option is well suited for less experienced riders, more experienced bicyclists would probably instead move over to the inside right turn lane to make the through movement. In order to accommodate bicycle turning movements more easily at intersections, the use of dual right-turn lanes should be avoided when considering level of service and/or capacity improvements at intersections. Prohibiting right turns on red should also be considered at vehicle dual right turn movement locations where motorists' right turns could conflict with bicycle through movements.

7.2.3.3 *Single Right Turn Lanes*

At locations where there is a single right turn lane at an intersection, three options are available to accommodate bicyclists. If there is sufficient space in the travel way, Caltrans standards allow travel lanes to be narrowed to 11 feet, allowing a 4-foot bike lane to be inserted between the right turn lane and the adjacent through lane. If sufficient space is not available to provide a bike lane on the approach to the intersection, the bike lane may be dropped up to 30m before the intersection. Bicyclists would typically share the right turn with motor vehicles and continue through the intersection. At intersections with a higher volume of right turns, it may be appropriate to widen the roadway in order to accommodate a 4- or 5-foot bike lane between the turn lane and through lane.

7.2.3.4 *Three-Lane and Four-Lane Directional Roadway Segments*

There are existing and proposed roadways where it may be feasible to reduce the number of travel lanes in order to provide space for a bike lane facility. These existing roadways include Victoria Avenue, Mills Road, and Telephone Road. After observing these roadways, it appeared that a substantial portion of the traffic using the curb lane consisted of right turning vehicles accessing the many commercial driveways along the roadways. It also appears that the volume in the curb lane was significantly less than that of the remaining lanes. The City should consider conducting traffic studies for these roadways to determine if an acceptable level of service can be achieved with a reduced number of through travel lanes. Under California law, right turn traffic is permitted to use a bike lane to make right turns into driveways and intersecting streets. If most curb lane traffic on a particular street is for right turns, then it is reasonable to assume that a minimal impact will be realized if the outside through lane is converted into a bike lane and right turns are accommodated in this way. The removal of the outside through lane on any street should be considered only if the City's established General Plan traffic level of service can be maintained with the reduced number of vehicular travel lanes.

Action: Work with Caltrans, Ventura County and the City of Oxnard to designate Hwy 126 preferred truck route and vehicular access to US 101 along Hwy 118 (Wells Road) to Santa Clara Avenue/Rice Road rather than Victoria Avenue. This re-designation could reduce through truck and vehicular traffic on Victoria Avenue and provide viable options to improve conditions for bicycling.

7.2.3.5 *Diagonal Parking*

Diagonal parking along city streets (Main Street, for example), is a growing concern for many cyclists. Cars backing out may not see bicyclists coming (and vice-versa), creating a greater potential for collisions. A potential solution is the creation of "reverse diagonal" parking spaces that require motor vehicles to back into parking stalls, and exit forward in the same direction that traffic is flowing. These "reverse diagonal" stalls would put drivers in a more direct line of sight with bicyclists as they are exiting the space and makes the vehicle easily visible as it backs into the space. This solution should be researched in areas where current diagonal parking is determined to be especially hazardous, either by complaints from the public or the City Traffic Engineer's professional opinion.

7.2.3.6 *Recommended Interchange Treatments*

It is recommended that bikeway access across the US 101 and SR 126 Freeways be improved by evaluating and treating each freeway interchange on an individual basis. Improved channelization techniques should be considered at right turn movements, with particular emphasis given toward improving dual right turn lane treatments where appropriate.

7.2.4 General Roadway Condition Considerations

It is recommended that every roadway in the City be periodically evaluated for potential bikeability improvements (whether a roadway is a designated bicycle facility or not). Bicyclists have the same desired destinations as motorists, and small bikeability improvements can typically be implemented on even the most constrained roadway segments competing for the needs of many roadway users. Adjustments as simple as narrowing the inside travel lanes on a roadway to provide larger outside travel lanes for bicyclists can make a big difference, and many of these types of improvements can be made as part of regularly scheduled roadway maintenance activities at little to no cost.

7.3 Sidewalk Management

The use of sidewalks as bicycle facilities should be avoided wherever possible. Currently the City allows bicycles on sidewalks except where signs or pavement markings explicitly prohibit bicycles. The City should consider the use of stencils and signs to prohibit bicycle riding on sidewalks in areas where the City has received complaints about bicycles on sidewalks. The City should also consider prohibiting bicycles on sidewalks along streets with a large number of high-volume driveways.

Action: Adopt Caltrans recommendations for sidewalk management as provided in Chapter 1000 of the *Highway Design Manual* and specifically allow school children and adults accompanying them to use sidewalks. Consider the use of stencils and signs (supported by a City-adopted resolution) to prohibit bicycle riding on sidewalks in areas where shop or car doors open directly onto sidewalks (sidewalks located within shopping centers, the downtown district, etc.). Also, consider the use of stencils and signs to warn bicyclists of hazardous conditions or prohibit bicyclists from riding on sidewalks (as appropriate) in areas where there are numerous and/or high-volume driveways.



Action: Existing sidewalk-like paths in the City (particularly those within long continuous linear parks) should be upgraded to meet Caltrans standards, and all future bike paths planned in the City should be designed to meet Caltrans standard design guidelines for Class I bike path facilities. Caltrans guidelines recommend that the path be 12 feet wide inclusive of shoulders, with no obstructions present on the path. A minimum setback of 5 feet from the street is also recommended. It is possible that segments of existing sidewalk-like pathways within the City may need to be modified in order to achieve compliance with Caltrans recommendations.

Action: In the downtown core where bicycles are prohibited from riding on the sidewalk, place bicycle parking facilities in high-visibility, on-street areas where it does not interfere with existing vehicle parking or pedestrian crossing locations.

8.0 Support Facilities

Support facilities are facilities which complement the bicycle facility network. This includes integrated bicycle-transit services, bicycle parking, and shower and changing facilities. Together with the bicycle facility network, these facilities make bicycling a viable option in the City of Ventura.

8.1 Integration with Public Transit

Integrating bicycle accommodations with public transit allows for longer, more efficient commutes through intermodal transit. The Montvalo Metrolink Station has bicycle parking facilities available. While both Gold Coast Transit and VISTA busses are currently equipped to transport bicycles, improvements can still be made to the public transit system to encourage more bicycling.

Recommendations for Integration with Public Transit

Action: Improve bicycle storage facilities at train stations. This includes providing bicycle racks and lockers at existing transit stations and reserving adequate space for future bicycle racks and lockers during construction of new transit stations. Additionally, bicycle parking needs should be considered at heavily-used bus stops. This will require a separate study to determine if bicycle parking is needed at certain bus stops.



Action: Design roadways so that bicycles and bus transit co-exist safely. Bicycle and bus transit must be seen as compatible forms of transportation and should not be subject to trade-offs. Bicycle lanes should not be removed with the idea that this will improve bus service.

Action: Accommodate more bicycles on transit vehicles and on trains. Gold Coast Transit (GCT) busses are currently equipped with 2-bicycle and VISTA busses with 3-bicycle racks, but input from the community suggests that this does not always meet the needs of cyclists. The installation of 3-bicycle racks on GCT busses is currently not allowed by State Law due to overhang distance. Staff needs to continue to work with GCT to address this limitation. Bicycles should also be accommodated on trains to the greatest extent feasible.



Action: Count and report bicycle-on-transit trips. Intermodal use involving bicycle use on busses should be counted and recorded by local transit authorities to track growth and usage of bicycle-on-bus facilities. This information will be useful in assessing conditions and needs of public transit integration in the future.

8.2 Bicycle Parking

Bicycle parking is critical to making bicycling effective as a means of transportation. Many people with bicycles would use them more if additional secure bicycle parking were available. Bicycles left unattended are prone to vandalism and theft. Bicycle components such as handlebars, computers, seats, pedals, brakes and derailleurs are as likely to be stolen as the bicycle itself. Some key principles are listed below:

- Since bicycles are small and relatively easy to steal, bicycle parking should be located in highly visible locations such as within view of windows, parking fee collection booths, parking security guards or in areas of high pedestrian traffic.
- It is in the public interest to encourage bicycle use. Bicyclists should receive priority parking locations closer than cars to encourage cycling. Parking should be near the building entrances, rather than toward the side or the back of the building.
- Bicycle parking needs to look like bicycle parking and should be identified with a sign. The facilities should be easy to understand and use.
- Bicycle parking should not be placed next to car parking without adequate protection, thereby reducing the potential for bicycles and bike racks being damaged by cars.
- The most preferred parking is protected from the weather.
- Bicycle parking facilities should not be charged a fee where motor vehicle parking is free. When a fee is assessed, it should be significantly lower than the cost of car parking in order to encourage bicycle use.
- In high pedestrian use areas, sidewalk bike parking should be supplemented with high visibility, on-street bike parking facilities.

Class I Parking Facilities

These facilities provide the highest level of security, protecting against theft of the entire bicycle, its components and accessories, and protecting the bicycle from inclement weather. The following facilities are types of Class I facilities:

- Inside a Building. A bicyclist may take the bicycle inside the building where it can constantly be observed. A locked room with restricted access to a small number of bicycles can also serve as a Class I facility, though it should provide Class II or Class III parking inside the room due to the shared nature of the facility.
- Bicycle Parking Cage. This is normally a steel or wood frame open structure with side and a top of chain link fence or expanded sheet steel. The interior of the parking cage can accommodate Class II or Class III parking racks. A bicyclist must obtain a key to enter the parking cage. If the cage is not inside a building, it should have a solid roof to protect bicycles from the weather.
- Lockers. A locker is a fully-enclosed space accessible only to the owner or operator of the bicycle. This type of facility is useful where the bicycle is left



unattended for an extended period of time.

- Check-in. With a check-in parking system, the bicycle is delivered to and left with attendants with provision for identifying the owner of the bicycle. The stored bicycles are accessible only to the attendants.

One such example of a check-in facility is the bikestation®, which provides 24-hour access to secure parking for a small annual fee. Bikestations also offer other services and amenities at some of their locations including bicycle repairs, retail accessories, bicycle rentals or loaners, personal lockers, restrooms, changing rooms, showers, transit and bicycling information and/or ticket sales, bicycle tours, free air and self-repair stand, water fountain, and bicycling programs, including bike-on-bus and bike lost and found.

Class II Parking Facilities

Class II parking consists of a stationary rack that secures both wheels and the frame of the bicycle, requiring the bicycle to only provide a standard U-shaped lock. The lock is further protected by an enclosure to prevent it from being cut. The rack should support the bicycle in a stable position by providing support at both wheels and the frame, or leaning it on its kickstand or a post or wall. Class II facilities are most effective in off-street, limited pedestrian use areas.

Class III Parking Facilities

These facilities provide a stationary object upon which a bicycle frame may be secured with the standard U-shaped lock. The design should reasonably safeguard the bicycle frame and wheel from damage if accidentally pushed.



Unacceptable Bicycle Parking

Parking is unacceptable if it does not allow the frame to be easily locked with a standard U-shaped lock. Examples of unacceptable parking include all traditional wheel holder bike racks. Often these racks are designed to hold only one wheel of the bicycle, which can result in damage to the bicycle if it is accidentally pushed (giving them their unofficial name as a “wheel-bender” rack).



Bicycle Parking Recommendations

Action: Update City Resolution no. 81-74, which establishes guidelines for bicycle parking facilities in conjunction with new construction within the city to reflect current bicycle parking standards, including updating the definition of acceptable bicycle racks within the City.

Action: Continue the existing public bicycle parking program as funding allows. Bike racks and lockers should be provided at public destinations, including the Downtown and all other major shopping districts, park-and-ride lots, public tenant access points, centers of employment, transit facilities, train stations, heavily-used bus stops, community centers, City Parks, and schools. All bicycle parking should be in a safe, secure, covered area (if

possible). Commuter locations should provide secure indoor parking, covered bicycle corrals, or bicycle lockers. A program to fund and install these facilities could begin as a joint-agency project between the City of Ventura and the Ventura County Transportation Commission.

- Action: Develop a special program to construct bicycle corrals where they may not be already provided at elementary, middle, and high schools should be suggested to the school district. These simple enclosed facilities are locked from the beginning to the end of school, and address the theft and vandalism concerns of students.
- Action: Develop bicycle parking guidelines for developers and property managers to assist in the provision of high quality bicycle parking facilities.
- Action: Bicycle parking should be audited yearly to determine if adequate parking is provided and if the level of security is sufficient.

8.3 Showers and Changing Facilities

Shower and changing facilities are available in many bicycle-friendly communities throughout the country. They encourage commuting to work by providing a place for cyclists to change and get cleaned up after a long ride. Shower facilities should be large enough to provide separate facilities for both male and female riders where possible.

Shower and Changing Facilities Recommendations

- Action: Include showers and locker room facilities in new public building projects to set a good example for the private sector.
- Action: Encourage and provide incentives for developers, building owners, and employers to provide shower and locker room facilities for employees
- Action: Work with health and fitness clubs in and around employment centers to provide low-cost access to shower facilities for bicyclists.

9.0 Maintenance

The recommendations of the Bicycle Master Plan are subject to change as the needs of San Buenaventura change. A regular maintenance plan is necessary to ensure that the bikeway facilities are preserved in a usable condition. Police presence to provide security and enforcement along the bikeway network will also provide safer overall bicycling conditions. Finally, careful monitoring of collisions, providing easy access by the public to hotlines and website comment forms will help the City to assess and prioritize conditions for bicycling and evaluate changes to the bikeway network that could be implemented in conjunction with regularly scheduled maintenance activities.



9.1 Maintenance

Proper maintenance of both off-street and on-street riding surfaces is a key factor in bicycle safety. Debris and potholes, which may cause minor inconvenience to cars, are safety hazards which can cause a bicyclist to lose control or flip. Cyclists may also swerve out into the street in order to avoid roadway features, including rumble strips, raised end line markings, and certain types of storm drains, thereby creating a hazardous condition for the cyclists. Construction along bikeways can create additional obstructions to bicyclists if preventative measures are not taken.

Action: Establish a mechanism to provide cyclists a routine channel for notifying the City of hazards and problems to be addressed by maintenance. This program should improve easier access to and knowledge of the current notification systems both telephone and an online form available on the City's website. The City will evaluate ways to make the existing channels more effective and accessible including a program of sharing information with adjacent agencies where appropriate.

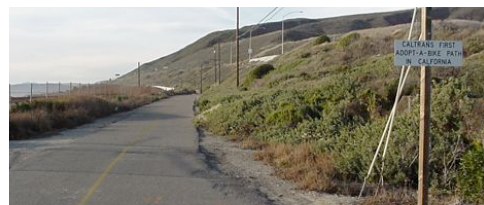


Action: Assign responsibility for ongoing maintenance for each bicycle facility prior to its construction or official designation. This level of maintenance should consist of, but not limited to, regular sweeping (especially after major storms), removal of encroaching vegetation, and maintenance of all signs and bicycle markings as funding allows. Furthermore, bikeways should be checked for debris and damage following adverse events such as a windstorm or major rainfall.



Action: Annually inspect bicycle facilities annually to identify maintenance needs. Inspection of all on-street facilities, including signs and markings, will be done at least annually. Scheduling of repairs for any deficiencies will take place at this time.

Action: Develop an "Adopt-a-Bikeway" program to improve maintenance. This may consist of funding for regular maintenance activities and/or community involvement



in helping to maintain clean facilities along a stretch of bikeway.

Action: Review all development and infrastructure improvement plans to ensure that bikeway recommendations are implemented, developer requirements are met, and design standards are adhered to in accordance with this Bicycle Master Plan. This includes ensuring that appropriate driveway sight distance provides adequate visibility to see bicycles riding on sidewalks.

In addition to these maintenance programs, efforts should be taken to prevent accelerated bike path degradation. Two major contributing factors to path degradation is the use of maintenance and construction vehicles on bike paths and excessive watering.

Action: Minimize the use of full-sized motor vehicles on bicycle paths. Smaller sized vehicles such as the electric “golf cart” or “Cushman” type vehicles should be used whenever possible. Policies should be developed to only allow emergency vehicles and other vehicles servicing the bike path to be allowed on the path. Indiscriminate use of the bicycle paths by city vehicles should be prohibited.



Action: The City should examine its watering practices near bicycle paths. Over-watering the paths, especially if heavy vehicles are driving on the paths, accelerates deterioration.

9.2 Roadway Maintenance Activities that Affect Bicycling

There are a variety of regular roadway maintenance activities, some of which enhance bicycling, some of which are a detriment to it. When maintenance personnel are made aware how these activities can affect bicycling, they can take actions to preserve or enhance cycling conditions. This can often be done at little extra cost.

Pavement improvement projects designed to improve conditions on the roadway can potentially leave hazardous conditions for bicyclists who utilize the shoulders of the roadway. Oiling and chip sealing will sometimes cover part of the shoulder area leaving a ragged edge or ridge in the shoulder which creates a hazard for bicyclists as they attempt to navigate the uneven surface. When patching is done, loose asphalt materials often end up on the shoulder, where larger particles adhere to the surface leaving rough spots on the pavement. Sometimes very smooth pavement patching is done with a road grader; however, the final pass of the grader can leave a rough tire mark in the middle of the shoulder, creating difficult riding conditions for bicyclists.

Action: Ensure that roadway pavement maintenance does not negatively affect bicyclists’ ability to use the road. Maintenance crews should take special care to ensure that the shoulder and/or bike lane stays in good condition when the roadway is repaired. For instance, when doing a maintenance project, it is recommended that to cover the entire shoulder or bike lane area with a well-rolled, fine-textured material. When patching the pavement surface, excess asphalt materials should be swept off of the shoulder before they have a chance to adhere to the shoulder pavement. If a road grader is being used to smooth pavement, smooth grader tires should be used, or the shoulder area should be well-rolled after the last pass of the grader. When applying gravel shoulder backing materials at the edge of the roadway, the roadway should be swept approximately one week after the completion of the project to remove any excess gravel that is kicked up onto the roadway surface.

After roadway pavement improvements are made, they generally must be restriped. This is the ideal time to improve existing Class II bike lanes or to implement new ones at a low cost.

Action: All roadway maintenance and capital projects that will affect or require re-striping shall be examined by the City's bicycle coordinator for the possibilities of improving existing bike lanes or adding new bike lanes. This would institutionalize Action 4.23 of the General Plan.

It is often necessary to adjust or replace catch basins to improve drainage or ride smoothness. A bicycle-safe drainage grate at the proper height greatly improves bicycle safety. Some small asphalt dams are constructed on roadway shoulders to divert storm water into catch basins. Asphalt dams, low catch basin grates, and drains with grates parallel to the road all present hazards to cyclists.

Action: Improve storm drains around the City to include bicycle-friendly grates that are on-level with the pavement. Future drainage projects should adhere to guidelines as given by the American Association of State Highway and Transportation Officials (AASHTO). This shall be instituted by updating the City's Standard Plans and Engineering Design Standards.

Raised pavement features such as edge line pavement markers and rumble strips are potentially hazardous to bicycles.

Action: Ensure that any vertical interruptions in the roadway surface adhere to the maximum tolerances set forth in the Caltrans Highway Design Manual. These are for grooves (indentations) or steps (ridges). These tolerances should be maintained on all roadways at such locations as utility covers, driveway lips, where two pavements intersect, and other such joints in the area where bicyclists can be expected to ride.

Construction is an inevitable part of City growth. Roadway construction should include steps to prevent added risk to bicyclists from debris and reduced roadway space. Barricades for construction often obstruct bicycle travel. Steel plates over excavation sites are dangerous for cyclists.

Action: Develop and implement construction site policies and standards to ensure that bikeways remain usable during ongoing construction work. For example, during construction bikeways should not be used for storage of equipment, vehicles or access. Roadway or trail surfaces affected by construction should be returned to its preconstruction condition or better. Identification and signing of on-street detour routes should be implemented when it is necessary to close a bike route for construction.



10.0 Monitoring

The recommendations made in this Bicycle Master Plan are not static and are subject to change as conditions and demands change. Monitoring conditions along the bikeway network allows the City to periodically reassess the needs of the bikeway facilities system and adjust its recommendations accordingly. Incident monitoring allows the City to determine problematic locations along the bicycle facilities system and respond with increased enforcement or other mitigation measures where appropriate. Updating the Bicycle Demand Index on a regular basis will help the City to determine priority projects as this Plan is implemented.

10.1 Collision Monitoring

Collisions are an unfortunate element of any transportation system. Monitoring bicycle-related incidents is crucial to improving bicycling safety in Ventura. Careful incident monitoring can help identify problem areas that are especially dangerous for cyclists. Improvements to bicycle-related incident recording are needed. Currently police reports are virtually the only source of information for bicycle accidents. Improving the data recorded on these accident reports, along with finding additional methods of collecting accident reports, will provide the essential level of detail needed to assess the circumstances of the City's accident patterns and evaluate any mitigation steps that can be taken to improve safety.

Action: Collisions involving bicycles should be reported with at least the same degree of information as motor vehicle accidents. This information includes location, directions of travel, speeds, extents of injury, and accident causes at a minimum. Police officers should be instructed to gather this information at accident scenes.

Action: 911 Numbered Location Signage can be installed along longer segments of bike paths to facilitate the reduction of emergency response times by providing an easy reference to a particular location. The numbered location can also be correlated to bike path distance measurements if desired.



Action: Identification of a Bicycle hotline and website submission mechanism for reporting minor bicycle collisions so bicyclists can report collisions not reported to the police via normal channels.

Action: Establish methods of retrieving collision reports from hospitals and other emergency care facilities.

Action: The Bicycle Coordinator shall, at least annually and prior to the development of the Capital Improvement and Operations budget, meet with the Police Department and maintenance representatives from to review bicycle collision data and public complaints/comments about biking conditions. This review will set priorities for enforcement, capital improvements, and maintenance for the upcoming year.

Action: Develop educational materials to assist cyclists involved in collisions. The City should work with the Police Department to develop materials to assist cyclists involved in collisions.

Studies in other jurisdictions have revealed higher injury rates for cyclists using off-road paths. This is due to several factors including: higher percentage of inexperienced cyclists, the presence of pedestrians, in-line

skaters, pets and other animals on paths, rules of the road are often ignored, paths aren't wide enough or have poor sightlines, and paths often don't identify the right-of-way. Often cyclists' injuries on off-road paths aren't reported since police databases only include collisions, which involve a motor vehicle.

Action: Investigate alternative methods for collecting collision information from off-road incidents. This could include providing a telephone number for cyclists to log the location and conditions of path injuries.

Once a problem location has been identified, possible mitigation measures include: widening the path or constructing a separate path for pedestrians, installing signage and pavement markings to identify proper position on the path or warn of potentially hazardous conditions (such as a steep grade or curve), and installing traffic signals to assist path/roadway crossings.

10.2 Usage Monitoring

Monitoring bicyclists' use of the bikeway system provides a mechanism for tracking bicycling trends over time and for evaluating the impact of projects, policies, and programs. Regular bicycle user counts should be conducted at least annually and it is recommended that they follow national practices. The National Bicycle and Pedestrian Documentation Project has developed a recommended methodology and provides surveys, count, and reporting forms which can be modified to meet the needs and interests of individual jurisdictions.

Action: Include before and after bicycle data collection on priority roadway projects

Action: Insert bicycle survey questions into any existing travel mode or City audit survey

Action: Include counting of bicyclists in City count programs. The counting of bicyclists during intersection turning movement counts can often be accomplished at little or no extra cost.

Action: Require counting of bicyclists in all traffic studies

Action: Count and report bicycle-on-transit trips for busses and trains.

10.3 Security and Enforcement

Security may be a concern for some cyclists along portions of the existing and proposed Class I bike paths within the City. Providing police presence along City roadway segments with Class II bike lanes or Class III bike routes is generally more easily accomplished than providing police presence along the bike paths. On City streets where parking is at a premium, vehicles parking in bike lanes can become a problem as bicycles are often forced into the adjacent, busier traffic lanes. The following actions are recommended to address these concerns.

Action: 911 Numbered Location Signage that can be installed along longer segments of bike paths will facilitate the reduction of emergency response times

Action: Increased enforcement of both motorist and bicyclist laws will serve as a mechanism to promote safer use of the roads by cyclists and motorists.



Action: Additional parking enforcement resources are required to keep the bicycle lanes free of parked and stopped vehicles. The effectiveness of more stringent enforcement practices, including the towing of vehicles and higher fines, also needs to be examined.

Action: Normal bike path hours of operation should be 6AM to 9PM, unless otherwise specified

Action: Develop a strategy for reducing bicycle theft. The City, in cooperation with the Police Department, local retailers, and insurance companies, should research and develop a strategy for reducing bicycle theft. This should include training bicyclists on how to properly secure a bicycle to various bicycle parking facilities.

10.4 Bicycle Demand Index Monitoring

Bicycle Demand Index Monitoring is important to assist with the prioritization of recommended bicycle facility improvements during future updates of the bicycle master plan. The Bicycle Demand Index assesses potential bicycle demand along roadway segments based on built environment, proximity to destinations, demographics, and street permeability factors; and this bicycle demand index can change as the City grows and as new developments are constructed (both in and near the City). As the recommended bicycle facilities system is implemented over time, particularly with the construction of new roadway linkages used by bicyclists, the factors affecting the Bicycle Demand Index throughout the City will also change.

Action: Develop a program for collecting bicycle use data. This can include use of existing traffic monitoring systems or through volunteer efforts.

Action: Update the Bicycle Demand Index on a periodic basis as a tool to be used when reevaluating the prioritization of recommended bicycle facility improvement projects.

10.5 Bicycle Compatibility Index Monitoring

Bicycle Compatibility Index Monitoring is a method that can be used to identify how the City's overall bikeway network is improving over time, and is also important to assist with the prioritization of recommended bicycle facility improvements during future updates of this Bicycle Master Plan. The Bicycle Demand Index assesses the comfort level experience by cyclists on the City's bikeway network, and the bicycle compatibility index can also change along particular segments or reaches within the City's roadway system as bikeway facility improvements are implemented.

Action: Update the Bicycle Compatibility Index on a periodic basis as a tool to be used to identify how the City's overall bikeway network is improving over time.

Action: Update the Bicycle Compatibility Index on a periodic basis as a tool to be used when reevaluating the prioritization of recommended bicycle facility improvement projects.

11.0 Promoting and Encouraging Bicycle Travel

The recommended bikeway network and its support facilities also needs to be supplemented by education and encouragement programs which work to promote bicycling to large numbers of people.

11.1 Bicycle Safety Education Programs

Education is paramount to teaching both cyclists and motorists their rights, responsibilities, and how to share the road with each other. Education programs need to target a broad audience: school-age cyclists, adult cyclists, and adult motorists can each benefit from different educational programs that will make the streets safer for all.

Bicycle safety education is currently conducted intermittently with collaboration between the City, School District, and VCCool (a community based organization). The general program, which includes educational curriculum, and a Bike Rodeo focuses on safe riding skills.



11.1.1 Education in Schools

Education to school-age riders is vital to keeping younger riders safe. Lack of education for bicyclists, especially younger students, is a leading cause of accidents. For example, the most common type of reported bicycle incident in California involves a younger person (between the ages of 8 and 16) riding on the wrong side of the road in the evening hours. Therefore, it is critical to educate young cyclists with material that will make them safer riders and serve them into adulthood.

Current bicycle education programs in schools are typically taught once a year to 3rd, 4th, and 5th graders. Curriculum is generally derived from established programs developed by groups such as the California State Automobile Association, and taught by members of the Police Department. Budget cuts, demands on students' time, and liability concerns limit the extent of bicycle education to school children.

Action: Establish a School Safety Committee program. The existing city sponsored school education programs should be expanded into a cooperative effort between the City and the School Districts, and supported by a secure, regular funding source. This Joint City/School District Safety Committee would consist of appointed parents, teachers, administrators, police, and Public Works staff that would be tasked with identifying problems and solutions, ensuring implementation, and submitting recommendations to the School Board or City Council.

Action: Develop an educational program with materials and curriculum to be implemented in Ventura schools. Education materials should promote the benefits of bicycling, the need to education and safety improvements, the most recent educational tools available (including the use of low-cost safety videos), and directives to parents on the proper school drop-off procedure for their children. On-bike training should be implemented on a regular basis in local schools. The curriculum should consistently teach the following messages:

- **Wear a helmet.** In the event of a bicycle crash, wearing a helmet reduces the risk of serious head injury by up to 85%. It could save your life.
- **Obey all traffic laws.** Bicyclists have the same rights, and therefore the same responsibilities, as motorists.
- **Look both ways before crossing the street**
- **Always ride with the flow of traffic**
- **Be predictable.** Always signal your intents.
- **Be visible.** Wear light-colored clothing and bright or reflective clothing and always use a front light and rear reflectors at night

Bicycle helmet subsidy-programs are available in California, and should be used to provide low-cost approved helmets for all school children who ride bicycles.

Children over the age of 12 should be encouraged to use on-street facilities instead of riding on sidewalks when appropriate, and should be taught how to ride safely on sidewalks. Students should be taught how to gauge their speeds and how to ride when pedestrians are present.

Action: Maintain a School Commute Route Improvement Plan. The City should continue to prepare and maintain its Suggested Route to School for each of the schools in the City. This document can be used to evaluate safety conditions on school commute corridors to determine if conditions are within acceptable bounds. This can be done using state or City incident data, surveys of parents on their school commute habits, surveys of students who walk or ride to school, and other sources. This document should be prepared by City staff in conjunction with the School District. The document should be reviewed on a periodic basis to update changing conditions. Maintain specific thresholds by which meaningful comparisons can be made.

Maintain a toolbox of measures that can be implemented by the school district and City to address safety problems. This document, called the School Area Traffic Safety Guidelines, may include maps of preferred school commute routes, warning signs, enhanced education, additional crossing guards, signal treatments (longer cycles, ped activated buttons, etc.), enhanced visibility at key locations (lighting, landscaping abatement), crosswalks, bike lanes, and other measures.

The following process is suggested by the Safe Routes to School Guide and is recommended for developing a Safe Routes to School (SRTS) Program for Ventura bicycle commuters:

1. **Bring together the right people.** Consider whether the SRTS program should be implemented at a single school, district-wide, or other level. Each has its own benefits; for example, a district-wide group could create policies that affect all the schools in the district while a school-specific group could tailor the plan with more specific details to benefit the school.

Look for existing groups where a SRTS program is a natural fit, such as a city or school safety committee, PTA, school site council, wellness council or a pedestrian and bicycle advisory board. If there are no appropriate groups to take on the issue, form an SRTS coalition consisting of

administrators and teachers from the school, parents and students, community members, and people from the city including those in the Public Works Department and Police Department.

2. **Hold a kick-off meeting** to create a vision and to generate next steps in the SRTS planning process. At this point members of the SRTS coalition may separate into committees based on their expertise and interests, including:
 - a. Mapping and information gathering committee. Obtains maps, collects information about where children live, the routes they take to school and the condition of the streets along the way.
 - b. Outreach committee. Collects input from parents, teachers and students, and publicizes the program to the school and community.
 - c. Education and encouragement activities committee. Works closely with school administration and teachers to put education and encouragement activities in place, gathers materials for activities and solicits donations for programming and prizes.
 - d. Enforcement and engineering committee. Develops recommendations for enforcement and engineering solutions. Works closely with local government and other resources to find funding and make improvements.
 - e. Traffic safety committee. Identifies unsafe drivers' behavior and develops an education campaign to increase awareness.
3. **Gather information and identify issues**. Collecting information can help to identify needed program elements and provide a means to measure the impact of the program later.

First, observe walking and bicycling conditions for students:

- a. Observe or map the routes that lead to the school and the routes that are utilized by students. This information can be gathered by parent and student input, a survey of parent and student community patterns, City Department of Public Works and Police Department input, and observations of actual commuting patterns.
- b. Collect traffic counts and speed and injury data to help identify driver-related safety issues. This includes determining the 85th percentile speed and whether it is significantly higher than the posted speed limit, and obtaining information on when the last speed survey was conducted to set the road's speed limit.
- c. Observe the parking lot and drop-off areas to determine what improvements can be made to student drop-off and pick-up locations.
- d. Collect information about the condition and availability of sidewalks and bike lanes near the school. Are the existing facilities adequate to serve students?
- e. Gather information on crosswalks along routes to school. Are there sufficient numbers of crosswalks? Are the crosswalks and pedestrians using them easily visible to motorists?
- f. Determine the major intersection crossings for routes to school. Intersections may need improvements such as crosswalks, traffic control devices like stop signs or signals, or may need a signal timing adjustment as determined by a City traffic engineer.
- g. Determine any intersections which may pose a problem for children attempting to walk or bike across them, such as those with free right turn lanes. Motorists may be looking for oncoming traffic instead of watching for pedestrians as they make their right turn.

Second, determine how many children walk or bike to school. The school may already have this information, or it can be gathered through parent or student surveys. Parent surveys can also be used to understand parents' attitudes towards walking or bicycling to school and identify barriers to walking and bicycling that need to be addressed.

4. **Identify solutions**. Solutions to issues identified by the group will include a combination of education, encouragement, engineering and enforcement strategies. Safety is the first consideration. If it is not safe for children to walk and bicycle to school, then they should only be encouraged after problems are addressed. Some problems will require engineering solutions; others may require education, encouragement, enforcement or a combination of strategies. Here the expertise of the different partners is especially valuable.

5. **Make a plan.** The SRTS plan does not need to be lengthy, but should include encouragement, enforcement, education, and engineering strategies; a time schedule for each part of these strategies; a map of the area covered by the plan; an explanation of how the program will be evaluated, and cost estimates. Strategies that can be implemented early will help the group feel successful and can build momentum and support for long-term activities. Critical issues should be prioritized in this plan.
6. **Fund the plan.** Parts of a SRTS program will cost very little money. For example, most International Walk to School Day coordinators say they spend less than \$100 on their events. There are many low-cost engineering solutions that can be put into place in a relatively short amount of time such as new signs or fresh paint on crosswalks. On the other hand, some changes, such as new sidewalk construction, may need large amounts of capital. There are several places to seek funding for SRTS program activities including:
 - Federal programs: SAFETEA-LU (including funds allocated to SRTS), Congestion Mitigation and Air Quality, Surface Transportation Program, Recreational Trail Program and others.
 - State SRTS programs.
 - Environmental and air quality funds.
 - Health and physical activity funds.
 - County and city funding.
 - Philanthropic organizations.
7. **Act on the plan.** Events such as a Walk-to-School Day or Bike-to-School Day can be implemented without major funding requirements and are a great way to publicize the SRTS program.
8. **Evaluate, make improvements, and keep moving.** After the program begins, careful monitoring will identify which strategies are increasing the number of children safely walking and bicycling to school. Adjustments and fine-tuning can maximize the effectiveness of the program. One simple evaluation measure is to re-count the number of walkers and bicyclists and compare this number to the findings in Step 3 (the baseline count).

11.1.1 Adult Bicyclist Education

Adult bicyclists fall into a variety of categories of riders. Some commute on a regular basis, others bicycle for recreation. Some feel comfortable riding on arterial streets while others prefer quieter paths and side streets. Each type of cyclist has their own needs for the bikeway system as well as education. Education and encouragement efforts must recognize this and tailor to a wide variety of adult cyclists.

An effective adult education program is more difficult to implement than a student education program since adults do not often group together as a captive audience as school children do. It is important to offer a wide range of opportunities for adult bicyclists to improve their knowledge and skills relating to bicycling. Important messages which should be consistently taught include:

- **Be Alert.** Watch for other motorists and bicyclists and sudden behavior changes. Also be aware of potential road hazards such as potholes and gravel.
- **Obey all traffic laws.** Bicyclists have the same rights and responsibilities as motorists.
- **Always ride with the flow of traffic.** Ride where motorists and others expect cyclists. Never ride against the flow of traffic.
- **Be predictable.** Signal your turns, do not weave in and out of traffic, and stay as far to the right as is practicable.

- **Be visible.** Wear light-colored clothing and bright or reflective clothing and always use a front light and rear reflectors at night
- **Wear a helmet.**
- **Stay off sidewalks, whenever possible.**
- **Do not drink alcohol and ride.**

Some suggested actions for improving adult bicyclist education in Ventura are:

- Action: Develop a “Share the Road” campaign where bicyclists and motorists publicly pledge to share the road.
- Action: Distribute informational brochures regarding bicycle safety, rights, and responsibilities to area bicycle shops and at public events.
- Action: Develop a public service campaign that targets cyclists with bicycle safety measures.
- Action: Train cyclists in bicycle security measures, such proper locking techniques.
- Action: Work with local bicycling groups who could provide training expertise to less-skilled riders, and lead organized bicycle training sessions, tours, and rides.

11.1.2 Motorist Education

A severe lack of motorist education creates potential bicyclist-motorist conflicts that could be avoided with the right education. For example, many motorists mistakenly believe that bicyclists do not have a right to ride in travel lanes and that they should be riding on sidewalks instead. Many motorists do not understand the concept of “sharing the road” with bicyclists.

Like adult bicyclists, motorists are a very large, dispersed group that can be difficult to educate on a large-scale basis. Unlike bicyclists, however, licensure requirements present an opportunity to educate motorists before they even get on the road. Some consistent messages that should be taught to motorists are:

- **Be alert.** Watch for bicyclists and sudden behavior changes, especially at intersections.
- **Obey all traffic laws.** A crash that would cause only minor damage between two motor vehicles is potentially fatal in a bicycle/motor vehicle collision.
- **Be predictable.** Signal turns well before an intersection. It is required by law, and bicyclists depend on these signals to judge how they should react.
- **Do not honk unless necessary.** Cyclists can see and hear motor vehicles. Honking unnecessarily can be unnerving to bicyclists.
- **Give room.** Cyclists have to react to many road hazards that a motorist may not see. Giving plenty of room allows cyclists to safely react to any obstacles that they might encounter.

- Action: Work for inclusion of motorist-bicyclist safety materials into defensive driving and driver’s education courses.
- Action: Send an official letter to the Department of Motor Vehicles recommending the inclusion of bicycle laws in the drivers license exam
- Action: Produce a brochure on motorist-bicyclist safety and laws for public distribution. Possibly work with utility companies to distribute these materials.
- Action: Create a “Share the Road” campaign to publicly work with both motorists and cyclists about reciprocal rights and responsibilities. As a part of this campaign, “Share the Road” signs should be installed along busier Class III bicycle routes.

11.2 Community and Employer Outreach Programs

Community support is necessary to ensure implementation over time. Strategies for community involvement are important to ensure broad-based support, which is important in securing financial resources for implementation. Involving the private sector by raising its awareness of the benefits of bicycling can range from small incremental activities by non-profit groups to efforts by the largest employers in Ventura. Specific programs are described below:

11.2.1 *Employer Incentives*

The City could offer incentives to employers to encourage them to promote bicycling among their employees. This could come in the form of air quality credits, lowered parking requirements, reduced traffic mitigation fees, or other means as appropriate. To qualify for these incentives, employers must encourage employee bicycle use. This can include providing parking and shower facilities, and offering incentives like allowing employees who bicycle more flexible arrival and departure times, and possibly arranging for other transportation during inclement weather.

11.2.2 *Bicycle Lending Program*

The City can develop a bicycle lending program for employees throughout Ventura. Bicycles can be acquired new or through police auctions. They should be repaired, painted, and engraved with ID numbers, and then made available to employees free of charge. The bicycles themselves should be low-cost, heavy-duty bicycles that have minimal resale value. Employers' responsibilities would be limited to an annual maintenance inspection and repairs as necessary. The objective of this program is to encourage employees to bicycle to work as an alternative to using automobile, so additional employer incentives toward employees, as listed in the "Employer Incentives" section, may be needed. This type of program is already in use in other cities throughout the country, most notably Portland.

11.2.3 *Bicycle Clunker and Parts Program, Bicycle Repair Program*

The bicycle clunker repair program ties directly into the previous program by obtaining broken or otherwise unwanted bicycles and restoring them to working condition. The program works with young people (ages 12-18) to train them on how to repair bicycles as part of a summer jobs training effort. Bicycles are an excellent medium to teach young people the fundamentals of mechanics, safety, and operation which can then be used to maintain their own bicycles or build on related interests. The program can be staffed by volunteers from local cycling organizations, with the seed money coming from a local private funding source. The bicycles can come from the unclaimed stolen bicycles from the Police Department or from donated bicycles. The program will need to qualify as a Section 501C(3) non-profit organization to offer tax deductions.

11.2.4 *Community Adoption*

"Adopt-a-Bikeway" programs can allow local business, organizations, and communities to "adopt" a bikeway. Small signs located along the bikeway would acknowledge the contribution. Support would be in the form of an annual commitment to pay for the routine maintenance of the pathway, which in general costs about \$8,500 per mile. Additionally, communities that have adopted a bikeway can become involved in helping keep the pathway clear of large debris. Encouraging community involvement in the bikeway system will lead to increased interest in bicycling.

11.2.5 *Bike Fairs and Races*



Bicycle fairs represent an excellent opportunity to promote bicycling. The City can team up with local businesses and members of the community to create a large-scale bike fair that can attract thousands of visitors. Portland, for example, hosts an annual “Pedalpalooza,” a two week bicycle festival with hundreds of events including bike-in movies, family rides, bike-repair workshops and more. Other events could include workshops for kids, short fun races for kids, and route tours lead by experienced cyclists that can guide less experienced cyclists in negotiating safely on city streets.

In addition to bicycle festivals, bike races and criterions are also a good way to attract attention to cycling. Events should have circuits geared toward all levels of riders in order to reach the maximum audience.

11.2.6 Bike to Work, School, and other Locations Days

The City could help promote local “Bike to Work” and “Bike to School” days in addition to national “Bike to Work” day. Additionally, the City could work with local businesses to promote biking to these establishments, possibly with coupons for free or discounted items or services. For example, local movie theaters could offer a discount to those who ride their bikes to the movies during the promotional period.



Schools may wish to create a high-profile contest to encourage students to replace one car trip a week with a bicycle trip.

11.2.7 Nighttime Bicycling Safety Campaign

The Nighttime Bicycling Safety Campaign should strive to promote safer bicycling practices after dark. As a part of this campaign, an effort should be made to increase distribution and use of bicycle lights. In other cities, light campaigns are generally conducted around daylight savings time in the fall when it becomes dark earlier. The City should consult with the local police department to study the existing use of lights by bicyclists at night. Based on these results, the City can then order an appropriate number of lights to be handed out by police as needed. Providing lights to bicyclists may possibly be implemented in combination with another promotional program. This program should also strive to include information on safe nighttime riding habits on other educational and informational bicycling material distributed throughout the City. This includes, but is not limited to, encouraging the use of lights, reflectors, and bright, reflective clothing.

11.2.8 Encourage Bicycling Tourism

Approximately 1.8 million visitors enjoy the city’s beaches, museums, harbor, and nearby Channel Islands National Park annually. Bicycle rentals are already available by beach. The City should work with the tourism industry to explore opportunities with other interest groups and agencies to promote bicycle tourism.

11.2.9 Guaranteed Ride Home Program

The Ventura County Transportation Commission sponsors a Guaranteed Ride Home program in case of emergencies for people working or training for a job within Ventura County. The City should request that the County extend this plan to include bicycle commuters who commute farther than would be reasonable to travel by foot

11.2.10 Information Dissemination Program

The Information Dissemination Program should work to distribute free bicycling materials to the public. This should include producing a bicycle facilities map and website. The City should also work with online mapping services such as Google to develop the improved dissemination of web based bikeway network information. Additionally, the City should adopt an official logo to be used along bicycle routes, on the City's web site and on printed materials.

Action: Create a City website dedicated to bicycling in Ventura. The website should provide maps with current and future bicycling facilities. It should also provide information on bicycling programs within the City, including information on upcoming promotional activities such as a "Bike-to-Work Day", bike rodeos or races. The website should link to local resources such as bicycle clubs, service shops, and accident data, as well as county, state, and federal informational resources. An interactive form to submit general improvement suggestions or requests for repairs should be available. It may also be possible to implement an interactive trip-planner within the City's web site, which could suggest bicycle routes and/or intermodal routes.

Action: Create and distribute a bicycle facilities map, for free, at public locations. The map should also be made available on popular mapping websites such as Google Maps, MapQuest and others.

Action: Develop a Ventura Bikeway System logo for use on signs and other City-sponsored bicycling materials.

11.2.11 Bicycle Mentoring Program

Work with local bicycling organizations to promote a bicycle mentoring program for bicyclists of all ages. This should include neighborhood ride-alongs with schoolchildren and longer tours across the City for less-experienced adult bicyclists. Mentors should teach mentees the rules of the road and safety considerations for bicycling on City streets. Mentors should also offer ride-alongs to assist new commuter cyclists attempting to determine their best riding routes between their home and workplace.

11.2.12 Bicycle Identification Program

The City should work to establish a bicycle identification program to assist local law enforcement with returning lost and stolen bicycles to their rightful owners. Sections 39000-39011 of the California Vehicle Code (CVC) permits a jurisdictional licensing requirement to be established, and the City of Ventura has established a bicycle licensing program; however, this program requires a fee and is underutilized by City residents. Increased resident participation could be achieved with the development and promotion of a free-of-charge web-based bicycle identification program where bicycle owners and/or bicycle shop employees have the ability to log bicycle identification information into a secure database that is searchable by police agencies.

12.0 Funding Strategy

Various funding programs become available on an annual basis. Each of these funding sources has a different deadline throughout the year. Projects should be reviewed regularly and the best candidate project should be submitted with a grant application for each applicable funding source. Many funding sources require lead time to develop the application. Planning and scheduling of staff time and any required City approvals should be considered to ensure that grant deadlines are met.

There are a variety of potential funding sources ranging from local, regional, state, and federal funding programs that will provide funds for infrastructure and program improvements. The following list presents the major funding sources available to Ventura. Additional information regarding funding sources may be found in the Appendix.

12.1 Federal Funding Sources

Federal Surface Transportation Policy and Planning Act of 2009

The Federal Surface Transportation Policy and Planning Act of 2009 is the reauthorization bill for SAFETEA-LU and is the primary source of federal surface transportation funding. This bill is the fourth renewal of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), which set forth goals of improving intermodal transportation. The goals of the Federal Surface Transportation Policy and Planning Act of 2009 include increased total usage of public transportation, intercity passenger rail services, and non-motorized transportation on an annual basis. This Federal act will be reauthorized sometime during the next 2-3 years and will likely include funding for bicycle projects.

Specific non-transportation funding programs which may provide assistance in implementing the recommended bikeway network include Federal Lands Highway Funds, the Transportation, Community and System Preservation Program, Recreational Trails Program, and the Land and Water Conservation Fund.

Federal Lands Highway Funds

Federal Lands Highway Funds may be used to finance bicycle and pedestrian facilities in conjunction with roads and parkways at the discretion of the State to which the funds are given. Projects must be transportation-related and tied to a plan adopted by the State and Metropolitan Planning Organization. The funds may be used for planning and construction. At the time of this writing the reauthorization of the program has not been approved but is expected to provide similar funding and policies as the current plan. This program is expected to be reauthorized as part of the Federal Surface Transportation Policy and Planning Act of 2009.

Transportation, Community and System Preservation Program

The Transportation, Community and System Preservation Program is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve such relationships. States, metropolitan planning organizations, local governments, and tribal governments are eligible for discretionary grants to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that:

- Improve the efficiency of the transportation system of the United States.
- Reduce environmental impacts of transportation.
- Reduce the need for costly future public infrastructure investments.
- Ensure efficient access to jobs, services, and centers of trade.

- Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals.

This program is part of the current SAFETEA-LU plan, which expires September 30, 2009. It is expected to be renewed with similar goals and available funding

Recreational Trails Program

The Recreational Trails Program (RTP) provides funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). Federal transportation funds benefit recreation including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. The RTP funds are distributed to the State, which ultimately has the power to distribute the funds to the city.

The application deadline for RTP funding is in October.

Land and Water Conservation Fund

The Land and Water Conservation Fund (LWCF) program provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program is intended to create and maintain a nationwide legacy of high quality recreation areas and facilities and to stimulate non-federal investments in the protection and maintenance of recreation resources across the United States.

The application deadline is in March for local agencies, and applicants must fund the entire project, and will be reimbursed for 50% of costs. Property acquired or developed under the program must be retained in perpetuity for public recreational use.

Rivers, Trails, and Conservation Assistance

The National Park Service (NPS) program provides technical assistance (direct staff involvement) at the request of citizens, community groups and governments to establish and restore greenways, rivers, trails, watersheds and open space.

12.2 State Funding Sources

Transportation Development Act

The Transportation Development Act (TDA) provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales and transit performance.

Habitat Conservation Fund

The Habitat Conservation Fund (HCF) Program allocates approximately \$2 million per year to the California Department of Parks and Recreation for grants to cities, counties, and districts to protect fish, wildlife, and native plant resources, to acquire or develop wildlife corridors and trails, and to provide for

nature interpretation and other programs which bring urban residents into park and wildlife areas. The HCF Program sunsets in FY 2019/2020.

Bicycle Transportation Account (BTA)

The Bicycle Transportation Account (BTA) provides state funds for city and county projects that improve safety and convenience for bicycle commuters. All projects must conform to Chapter 1000 of the Highway Design Manual. The BTA will pay a maximum of 90% for a project, and funding may not exceed 25% of the total amount given to the BTA for the fiscal year (the program had \$7.2 million for 2008).

Safe Routes to School

Safe Routes to School is an international movement that has taken hold in communities throughout the United States. The concept is to increase the number of children who walk or bicycle to school by funding projects that remove the barriers that currently prevent them from doing so. Those barriers include lack of infrastructure, unsafe infrastructure, lack of programs that promote walking and bicycling through education/encouragement programs aimed at children, parents, and the community.

There are two separate and distinct Safe Routes to School programs. One is the State-legislated Program referred to as SR2S and the other is the Federal Program referred to as SRTS. The SR2S Program is extended indefinitely by AB 57. The state program requires 10% local match for projects, and only infrastructure projects are eligible. The federal program is set to expire on September 30, 2009, but is expected to be renewed with similar provisions in the next Surface Transportation Policy Act.

State Transportation Improvement Program (STIP)

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal by December 15th (odd years). Caltrans prepare the Interregional Transportation Improvement Plan (ITIP) and regional agencies prepare Regional Transportation Improvement Plans (RTIPs). Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years). Cities should work through their Regional Transportation Planning Agency, County Transportation Commission, or Metropolitan Planning Organization to nominate projects for inclusion in the STIP.

Community Based Transportation Planning (CBTP)

This Program is primarily used to seed planning activities that encourage smart growth and livable communities. It helps communities develop concepts or plans that promote efficient land use-transportation infrastructure investments, which address sustainable growth while maintaining community value and integrity. The CBTP grant program is competitive. The CBTP grant funds 80% of project cost, requiring 20% from the local grantee. CBTP grant funded projects should include innovative public and stakeholder participation in the planning and decision-making process. Each project should be a smart growth - livable community demonstration approach to collaborative planning. Completed CBTP products should contribute to positive local planning practice by influencing and integrating those products into the larger

regional or blueprint plan. CBTP projects should also set an example, and provide best practice planning solutions for communities statewide.

Transportation Development Act Article 3

The TDA provides funds as a percentage of the state sales tax for local transportation, as well as pedestrian and bicycle improvements. TDA funds may be used for the construction of paved trails, bridges, bike lanes and bike routes. Funds cannot be used for landscaping. The funds are distributed by local transportation agencies, such as the Ventura County Transportation Commission in Ventura County.

Tire-Derived Product Grant Program

The California Integrated Waste Management Board (CIWMB) offers the Tire-Derived Product (TDP) Grant Program to promote markets for recycled-content products derived from waste tires generated in California and decrease the adverse environmental impacts created by unlawful disposal and stockpiling of waste tires. The program offers a several categories of projects it funds. Most important to a bicycling program would be the program's funding for tire-derived product sidewalks and pathways.

12.3 Local and Regional Funding Sources

At present, the city's primary source of funds for bikeways and trails are from gas tax, Air Quality Mitigation development fees (AQM), general fund allocations, park dedication fees, and grants. City gas tax and general funds can be allocated for specific projects or used as matching monies for grants offered by other agencies.

As the development or redevelopment process continues in Ventura, projects will be conditioned to install bikeways as part of their required street improvements or continue to dedicate linear parks/bikeways.

Mello Roos

Bike paths, lanes, and pedestrian facilities can be funded as part of a local assessment or benefit district. Defining the boundaries of the benefit district may be difficult unless the facility is part of a larger parks and recreation or public infrastructure program with broad community benefits and support.

Ventura County Air Pollution Control District (VCAPCD)

AB 434 funds are available for clean air transportation projects. These funds are distributed through the regional Air Pollution Control District.

Other Sources of Labor and Funds

Cost savings can be achieved by using alternative sources of labor such as community volunteer service and trail/bicycle groups. The California Conservation Corps (CCC) may offer an opportunity for State-funded implementation of the trail system with workers available for constructing trails and planting. CCC field crews are capable of trail maintenance and construction of low and moderate technical skill levels, with specialized trail crews to complete more highly skilled work. The CCC may require the project sponsor to pay for a portion of the work performed by CCC crews.

The private sector (clubs, landowners and individuals) can be an important source of funding and support for trails, landscaping and other amenities. The Bicycle Master Plan offers opportunities for granting easements or rights of way with tax advantages; for bicycling clubs, companies, land-owners or individuals

to make gifts of money or materials for bridges, bikeway sections, benches, etc.; or for work parties (scouting groups, other youth groups).

A number of foundations may also have money available for bikeway development. Contributions could be used in meeting the matching grant requirements of other funding sources.

Bikes Belong Coalition

The Bikes Belong Grants Program strives to put more people on bicycles more often by funding important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths, lanes, and routes, as well as bike parks, mountain bike trails, BMX facilities, and large-scale bicycle advocacy initiatives.

Local Bike Clubs and Advocacy Groups

There are several local bike clubs that have expressed a

Citizen Involvement

The City of Ventura can enlist the help of local citizens to implement the Select System of Bikeways. Active citizen organizations can help construct the bikeways/trails or perform periodic clean up and maintenance. Involving potential users in the design and provision of the Select system of Bikeways can reduce public costs and assure that the bikeways are important to the community, thus assisting in safety and maintenance.

Use of professional volunteers for specific projects may be considered as a separate additional method of financing. Local professionals such as architects, landscape architects, engineers, and developers may be prevailed upon to donate their services to design or develop specific facilities.

13.0 Implementation Strategy

The City should implement improvements to the City's bicycle facilities infrastructure and encourage the use and recognition of use of a bicycle as a viable transportation mode by institutionalizing bicycle transportation planning into all aspects of City government. In order to accomplish this goal, it will be important to designate a bicycle coordinator, identify bicycling representatives from each City department, and work with an ongoing Bicycle Focus Group consisting of the City's bicycle coordinator, City representatives, and members of local bicycling organizations. All of these entities will be responsible for working together to ensure that a sound project implementation process will be provided to complete the recommendations and action items identified in the Bicycle Master Plan.

Chapter 7 of this plan provides a near term (5-year) set of recommended projects. Many of these projects such as the Class III routes can be implemented without significant costs. The Class I and Class II projects will require funding through grants or will be combined with pavement rehabilitation projects to provide effective use of local funds. Other recommendations in this document that are programmatic in nature, such as updating the Municipal Code related to minimum bike parking standards, can and will be done with existing staffing within the near term period. Education programs will need to be completed with partnerships with the community, bicycle advocacy groups, the School District, and County Public Health in order to be implemented in an effective manner and low cost to the City.

13.1 Bicycle Coordinator

The City will designate a bicycle coordinator. This position may require at a minimum a few hours per week to as much as a full-time position. The minimum effort can be done with existing staffing and a full time position would need additional funding. A full-time or part-time position could be filled by hiring a new City employee or by procuring specialized consultant contract services. The coordinator will be responsible for overseeing that the interests of the Bicycle Master Plan are implemented throughout the City's departments and department sections, and for training City staff and consultants to implement the Bicycle Master Plan. Additionally, the coordinator will be in charge of organizing a Bicycle Focus Group for the City and will serve as the representative for the City on County bicycle committees. The more specific responsibilities of the bicycle coordinator will include:



- A. Plan and manage new programs in the areas of bicycling accommodations, safety, educational materials, enforcement materials, courses, and recreation.
- B. Assist in development of City and County bicycle facility plans.
- C. Develop bicycle safety and promotional information through printed materials, videos, TV spots, press releases, interviews, and promotional activities.
- D. Develop (or prepare) printed materials such as quarterly newsletters, maps showing bicycle routes and safety information, in addition to answering inquiries from citizens.
- E. Arrange for special displays at events including conferences, workshops, and other public and technical gatherings; and prepare informational presentations.
- F. Review and update the City's Bicycle Master Plan.

- G. Serve as principal contact with Federal, state and local agencies, the press, citizen organizations, and individuals on matters relating to bicycles.
- H. Coordinate and maintain bicycle program budget and forecast budgetary needs.
- I. Coordinate the review of bicycle facilities projects for conformity with design standards, the City's General Plan, and environmental processing requirements.
- J. Review legislative requirements and recommended changes in state law to facilitate maximum utilization of the bicycle for transportation purposes.
- K. Maintain current knowledge of sources of funding for implementing the Bicycle Master Plan.
- L. Work with appropriate departments to fully integrate bicycle projects in programming decisions.
- M. Serve as primary bicycle program liaison to all City departments.
- N. Work with appropriate City departments to develop priorities for special studies in areas such as:
 - 1. cause of Collisions
 - 2. locations of Collisions
 - 3. effectiveness of new facility designs
 - 4. needs analyses
 - 5. barrier removal analyses
 - 6. origin and destination surveys
- O. Monitor bicycle use, provide recommendations for system improvement and develop usage data.
- P. Ensure that important bicycling-related elements from the Bicycle Master Plan be included in updates to the City's General Plan and any area plans that are derived from the General Plan.
- Q. Prepare an annual report to be presented annually to the City Council on the achievements of the Plan and priorities for the upcoming year.

Prior to the establishment of a part-time or full-time bicycle coordinator position, the City's designated bicycle coordinator, or possibly a specialized consultant, should maintain primary responsibility for the implementation of the recommended bikeway system presented in this Bicycle Master Plan. Once the part-time or full-time bicycle coordinator position is established, the designated bicycle coordinator shall then assume responsibility for all aspects of implementing the Bicycle Master Plan.

13.2 City Department Bicycling Representatives

A bicycling representative should be selected to represent each City department and section. This person should be interested in bicycling and willing to champion the idea of improving bicycling conditions in the City. Each department's representative should receive training from the City's bicycle coordinator and attend bicycling-related classes and seminars within their respective areas of expertise and responsibility. Each person should be responsible for reviewing all bicycling-related materials within their department or section, and for ensuring implementation of the Bicycle Master Plan goals and objectives as they relate to the responsibilities of their section. Furthermore, each department's representative should coordinate with other departments and sections for help in implementing the goals and objectives that fall outside of their areas of expertise, and be a member of the City's Bicycle Focus Group. Each representative should also work toward institutionalizing bicycle transportation considerations into all aspects of City government.

13.3 Bicycle Focus Group

The City should maintain a Bicycle Focus Group (BFG) consisting of members of bicycling-related organizations, bicycling representatives from each City department and section, and the bicycle coordinator. With members of bicycling-related organizations on the BFG, the BFG will be available to mobilize the bicycling community to assist with the implementation of programs contained within the Bicycle Master Plan. The BFG's responsibilities should include reviewing updates to the Bicycle Master Plan, suggesting operational improvements to the City's bikeway system, assisting with the development of public awareness campaigns, helping with bicyclist education efforts, and supporting bicycling initiatives such as bike fairs and races which promote bicycling. The primary benefit of establishing and maintaining a BFG will be developing improved coordination between City departments and sections.

13.4 Bicycle Master Plan Implementation Process

An effective project implementation process for completing all aspects of this Bicycle Master Plan will need to be coordinated through all appropriate departments and sections within the City. The responsibilities for each City department and section playing a primary role in implementing the recommendations of the Bicycle Master Plan are provided as follows:

Public Works Department

The Public Works Department is responsible for providing a wide variety of programs, services, and activities which improve quality of life for City residents. The Department is responsible for ensuring the implementation of the following items:

Review recommendations for shower and changing facilities and install them in public locations wherever feasible. [Chapter 8]

Improve access and knowledge of the bicycle hotline and website to submit minor accidents that occur on trails and bikeways that are not reported to police. [Chapter 10]

Work with the school district to review and implement bicycle education programs for schoolchildren. This should include distributing written educational materials, implementing a Safe Routes to School program, and working to ensure that children have access to helmets. [Chapter 11]

Work with community organizations and bicycle advocacy groups to implement an adult bicyclist education program geared toward adult bicyclists of all skill levels. This program should include working with local bicycling groups to provide training to less experienced riders, distribution of educational materials featuring safety, rights, and responsibilities of bicyclists, and a “Share the Road” campaign. [Chapter 11]

Work with community organizations and bicycle advocacy groups to develop and promote a motorist education program, which distributes educational materials, includes a “Share the Road” campaign, and aims to include bicycle laws in the defensive driving courses and the drivers-license exam. [Chapter 11]

Team up with local businesses and community organizations to host bike fairs and races in an effort to promote bicycling within the City. [Chapter 11]

Promote local “Bike to Work” and “Bike to School” days. Additionally, the City may wish to work with local businesses to promote biking to these establishments, possibly with incentives such as coupons or discounts on services. [Chapter 11]

Work with the tourism industry to explore opportunities with other interest groups and agencies to promote bicycle tourism. [Chapter 11]

Develop or support a community based bicycle clunker and parts program to teach young people how to work on bicycles as part of a summer job. This program ties directly into the bicycle lending program by obtaining broken or otherwise unwanted bicycles, possibly from donations or unclaimed stolen bicycles from the Police Department, and restoring them to working condition. [Chapter 11]

Implement an “Adopt-a-Bikeway” program to allow local business, organizations, and communities to “adopt” a bikeway. The adoption fee should cover the cost of routine maintenance and the program should encourage communities, which have adopted a bikeway to become involved in its maintenance. [Chapter 11]

Develop a bicycle light campaign to distribute lights to bicyclists. This campaign may possibly be implemented as part of another program. [Chapter 11]

Develop an official Ventura bikeway logo for use on the City's website, printed materials and signage.

Transportation Division

The Transportation Division is responsible for engineering crosswalks, driveways, traffic control devices, and is responsible for engineering bikeway facilities as well as maintenance of signs, markings and bike parking facilities. The Division is responsible for ensuring the implementation of the following items:

Design bicycle-detecting loops at signalized intersections. [Chapter 7]

Develop solutions for constrained areas around the bikeway network. [Chapter 7]

Implement recommended signing and striping policies. Special attention should be paid to making sure that all roadway striping projects from the Design Section are reviewed for consideration of improving existing bike lanes or adding new bike lanes. [Chapter 7]

Implement recommended signing and striping procedures for sidewalk management. [Chapter 7]

Improve bicycle accommodations on public transit vehicles by increasing the number of available bike racks on busses and trains. [Chapter 8]

Measure the amount of bicycle-on-transit trips on a regular basis in order to keep track of demand for bicycle accommodations on public transit. [Chapter 8]

Update the City Bicycle Demand Index on a periodic basis. [Chapter 10]

Update the City Bicycle Compatibility Index on a periodic basis. [Chapter 10]

Follow Accident Monitoring recommendations to improve the quality of accident data, increase the levels of reporting, analyze the data, and develop solutions to decrease accidents throughout the City. [Chapter 10]

Develop a strategy, working with the Police Department, local businesses, and members of the community, to reduce bicycle theft. [Chapter 10]

Organize a maintenance program to provide routine maintenance and meet the needs of bicyclists by promptly responding to requests for maintenance. [Chapter 9]

Observe the recommendations made in the Roadway Activities that Affect Bicycling sections to ensure that bicycle facilities are kept safe, well-maintained, and well-preserved. [Chapter 9]

Capital Design Division

The Design Division is responsible for designing new roadways for implementation. The Design Division should consult with the Transportation Division to ensure that bicycle facilities are included on newly designed roadways. The Division is responsible for ensuring the implementation of the following items:

Design new sidewalk paths to be consistent with Caltrans standards for Class I bicycle facilities.

Design roadways for busses and bicycles to co-exist safely as part of the Integration with Public Transit recommendations. [Chapter 8]

Pavement Maintenance Section of the Design Division

The Pavement Maintenance Section maintains 650 lane miles of streets and alleys, 2 million square feet of sidewalks, 350 miles of curbs and gutters, 15,000 road signs, and over 1 million linear feet of street markings by implementing long-term pavement maintenance projects. The Pavement Maintenance Section will be responsible for including bikeway facilities in its long-range planning efforts, as stated in the following items:

Include the addition of recommended Class II and class III bicycle facilities as part of the restriping required by scheduled maintenance. [Chapter 7]

Instruct maintenance crews to adhere to the recommendations listed under Roadway Maintenance Activities that Affect Bicycling. [Chapter 9]

Parks Division

The Parks Department is in charge of the design and maintenance of City parks and linear paths. Paths along linear parks are especially important to bicyclists as the lengthy trails can serve both recreational and utilitarian purposes. The Parks Division is responsible for ensuring the implementation of the following bicycling-related items:

Maintain existing sidewalk paths in a manner that provides a clear, clean path of travel.

The division should work with the Transportation Division, Capital Design Division, Ventura County Watershed Protection District, the County of Ventura and the State of California to negotiate joint use of rights of way along Barrancas, the Santa Clara and Ventura Rivers, the coastline, and in County unincorporated areas wherever such joint-use would not conflict with the activities of these jurisdictions. The joint-use could be administered through an agreement in which the City would take responsibility for and assume all costs of constructing, maintaining, and policing of bikeways located within the rights of way of these jurisdictions.

Community Development Department

The Community Development Department implements a variety of programs to assist in the development of the City's economic future and foster a better quality of life. The Community Development Department (CD) is responsible for planning and zoning, economic development and housing and redevelopment for the City of Ventura. Our department works to ensure that new construction and additions to existing structures meet the policies and guidelines that have been established for public safety, zoning and development. CD also works with various City commissions that help guide and advise the City Council regarding growth in the City. Many projects that come before the City for review are presented to one or more commissions or committees for recommendations to the City Council. The department is also involved with special events, regional planning, and open space. The Community Development Department is responsible for ensuring implementation of the following items:

In the long term, as land develops, the Community Development Department should continue to secure easements from private landowners. There are areas of the recommended bikeway network that are owned by quasi-public and private agencies (churches, schools, businesses, etc.), which could help complete the recommended bikeway network if public access is permitted.

Review new developments to ensure that adequate bicycle parking is provisioned in plans, as suggested in the Bicycle Parking Recommendations and that the required bicycle parking facilities that are required by the Municipal Code continue to be provided by development. [Chapter 8]

Develop incentives for designers to include shower and changing facilities in new projects.
[Chapter 8]

Review new developments to ensure that appropriate driveway sight distance provides adequate visibility to see bicyclists. [Chapter 9]

13.5 Implementation Priorities

Because there many capital improvement projects identified in this plan to improve bicycling in the City there should be a rational approach to prioritize staff and community efforts. The City Transportation Manager has the authority to set priorities for implementation of specific projects as needs arise. However, in order to plan in an orderly manner for implementation of this Plan and ensure that the needs of the community are being met, the following shall occur:

1. Annually, the Bicycle Coordinator shall meet with the Bicycle Focus Group and representatives from the Police Department, parks division and street/sign/signal maintenance sections to recommend priorities for the upcoming year. The following criteria should be used as a basis for setting the priority recommendations:
 - a. Bicycle Safety – Projects or programs that improve safety at a location that has a demonstrated collision history or would significantly decrease or remove a serious safety concerns. (20 pts)
 - b. High Use Demand – Areas of high demonstrated demand based on bicycle counts or high latent demand based on socioeconomic data, land use, and population density. (15 Pts)
 - c. Access or proximity to schools or youth gathering facilities. (15 pts)
 - d. Grant funding availability. (15)
 - e. Closes a gap in an existing key bike route or path. (15 pts)
 - f. Significant improvement to bicycle compatibility index within a community area as demonstrated in the City’s Bicycle Compatibility Index model (10 pts)
 - g. Provides a bicycle facility along a high traffic volume corridor. (10 pts)
 - h. Is located in a highly visible location that will increase bicycle acceptance and culture change. (10 pts)
2. The City Transportation Manager will review the recommended priorities and consider their incorporation into the proposed Capital Improvement Project Plan and Operations budget as funding allows. The recommended priorities do not preempt the ability of the Transportation Manager to change priorities or funding as new significant safety or liability issues become apparent or grant funding becomes available.

13.6 Bottom Line to Successful Implementation

This Bicycle Master Plan is nothing more than a placeholder on a dusty bookshelf if bicycling improvement thought processes are not integrated into day-to-day activities within the City. Actions to Institutionalize Bicycling Considerations must be integrated into all aspects of City government. Institutionalizing Bicycling Considerations within all City Departments is a key component for this Bicycle Master Plan to be successful.

With any project, activity or day-to-day task that could in any way mildly impact bicycling conditions within the City, each City elected official and each City staff member must ask himself or herself:

“How can I make conditions better for bicycling?”

And each City elected official and each City staff member must then take action to make an improvement.

APPENDIX A

**City Council Adoption
Resolution 2011-019**

RESOLUTION NO. 2011-019

**A RESOLUTION OF THE COUNCIL OF THE
CITY OF SAN BUENAVENTURA ADOPTING
THE 2011 BICYCLE MASTER PLAN DATED
MARCH 2011**

WHEREAS, bicycles provide an important role in providing a viable transportation alternative to the Citizens of the City of San Buenaventura; and

WHEREAS, the City Council supports programs which will promote and improve bicycle safety and increased bicycle usage; and

WHEREAS, the Bicycle Master Plan ("Plan") is consistent with the goals of the City's 2005 General Plan; and

WHEREAS, the Plan will promote bicycle safety within the City; and

WHEREAS, the Plan has a statutory exemption from the California Environmental Quality Act (CEQA) per California Public Resources Code Section 21083.3 (a); and

WHEREAS, the City of San Buenaventura Bicycle Master Plan complies with the California State Bikeways Laws and Plan requirements (Section 891.2 of the Streets and Highways Code); and

WHEREAS, the Plan is required for eligibility for funding by the State of California Bicycle Transportation Act (BTA).

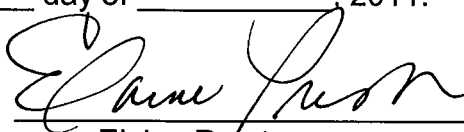
BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN BUENAVENTURA AS FOLLOWS:

SECTION 1. The City Council hereby adopts the City of San Buenaventura Bicycle Master Plan.

SECTION 2. The City Council hereby authorizes the City Manager, or his designee, to execute, in the name of the City of San Buenaventura, all necessary documents to implement and carry out the purpose of this resolution.

SECTION 3: This Resolution will become effective immediately upon adoption.

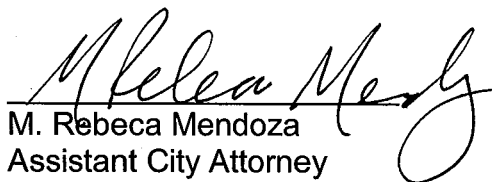
PASSED AND ADOPTED this 2nd day of MAY, 2011.



Elaine Preston
Acting City Clerk

APPROVED AS TO FORM
Ariel Pierre Calonne, City Attorney

By:



M. Rebeca Mendoza
Assistant City Attorney

STATE OF CALIFORNIA)
COUNTY OF VENTURA) ss
CITY OF SAN BUENAVENTURA)

I, Sara A. Carver, Deputy City Clerk of the City of San Buenaventura, California, certify that the foregoing Resolution was passed and adopted by the City Council of the City of San Buenaventura at a regular meeting on May 2, 2011, by the following vote:

AYES: Councilmembers Brennan, Weir, Morehouse, Andrews, Monahan, Deputy Mayor Tracy and Mayor Fulton.

NOES: None.

ABSENT: None.

WITNESS WHEREOF, I have set my hand and affixed the seal of the City of San Buenaventura on May 3, 2011.


Deputy City Clerk



Select Language ▾

Google Translate

Active Transportation

Active Transportation Plan

The City of Ventura has been awarded funds to prepare an innovative, yet practical Active Transportation Plan (ATP), incorporating bicycle and pedestrian mobility, Suggested Routes to School (SRTS), and Complete Streets components, to lead an ambitious path toward increasing mobility options for all City residents, especially our disadvantaged communities. Building on our already engaged active transportation culture, community participation will be the driving force behind this endeavor. The Plan outcomes will feed directly into the City's General Plan update, memorializing active transportation-driven concepts, goals, objectives, and policies as a blueprint for future generations. This Plan will also integrate people-centered healthy lifestyle choices into our Circulation Element roadway network, revamp street cross-sections, and reassess our Traffic Mitigation Program to adapt to change as the City, and our population



Hello 🙌. How can we help you?

This non-infrastructure project will create an Active Transportation Plan for the incorporation into the Mobility Plan. The 2021 General Plan as part of Circulation Element policies, preparation of a Mobility Plan will be a necessary component to

reduce Vehicle Miles Travelled and will also play a part in determining Greenhouse Gas (GHG) reduction strategies for the Climate Action Plan.

Components of the plan will include but will not be limited to the following:

- Mode Share which will review the estimated number of existing bicycle/pedestrian trips currently being made throughout the City and the estimated increase in the number of bicycle/pedestrian trips resulting from the implementation of the plan.
- Description and inventory of existing and proposed bicycle/pedestrian facilities throughout the City.
- Safety analysis of the number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians and a goal for reductions after implementation of the plan.
- Community engagement with a series of workshops and an outreach campaign to gain community input on bicycle and pedestrian facilities.
- Implementation plan and a priority list of projects and programs proposed in the plan including a timeline for implementation.
- Description of future financial needs for the projects and programs identified in the plan that will include the potential sources of funding.

Related Documents

Reference Links

- [2007 Daily Traffic Data](#)
 - [2017 Bicycle Friendly Community Report Card](#)
 - [2019 Places for Bikes Scorecard](#)
 - [Adopted 2011 Bicycle Master Plan](#)
 - [Final SSARP Study](#)
 - [Grant Application Form](#)
 - [Plan Scope of Services](#)
 - [School Area Guidelines](#)
-
- [2005 General Plan](#)
 - [2017-2021 Pavement Maintenance Plan](#)
 - [Adopted 2020-2026 Capital Improvement Plan \(CIP\)](#)

- GIS Map Resources
- Sidewalk Maintenance



Chapter 6

Transportation and Mobility

Please see the next page.

Please see the next page.

6 TRANSPORTATION AND MOBILITY

INTRODUCTION

This chapter summarizes the transportation and mobility context for Ventura County. It is organized into the following sections:

- Roadways and Functional Classifications (Section 6.1)
- Level of Service and Vehicle Miles of Travel (Section 6.2)
- Active Transportation (Section 6.3)
- Transit Services (Section 6.4)
- Goods Movement (Section 6.5)
- Aviation Facilities (Section 6.6)
- Transportation Demand and System Management (Section 6.7)
- Programmed Transportation Improvements (Section 6.8)

The County will use the information in this Chapter to determine what modifications to the transportation network and local mobility regulations may be required to comply with the California Complete Streets Act of 2008 (AB 1358). As specified in the Act, Complete Streets are those that are designed and constructed to serve all users of streets, roads, and highways, regardless of age and physical ability, including pedestrians, bicyclists, motorists, and transit riders. Potential network modifications may include the formal integration of sidewalks, bike lanes, safe-crossing areas, medians, curb extensions, etc.

SECTION 6.1 ROADWAY AND FUNCTIONAL CLASSIFICATIONS

Introduction

Roads and highways within Ventura County consist of an interconnected network of federal and state highways, as well as county and city roads. The connections between these roadway systems play an important role in facilitating local, inter-county, and interstate travel. This section describes the ownership and intended function of roadway infrastructure in Ventura County.

Ventura County uses the following functional classification system. A map of roadways by functional classification is provided in Figure 6-1.

- **Freeways.** Freeways are primarily used for intercity, regional, and interstate travel. Access points are restricted to on and off ramp locations, with interchanges located typically at least one mile apart. These roadways are under Caltrans jurisdiction.

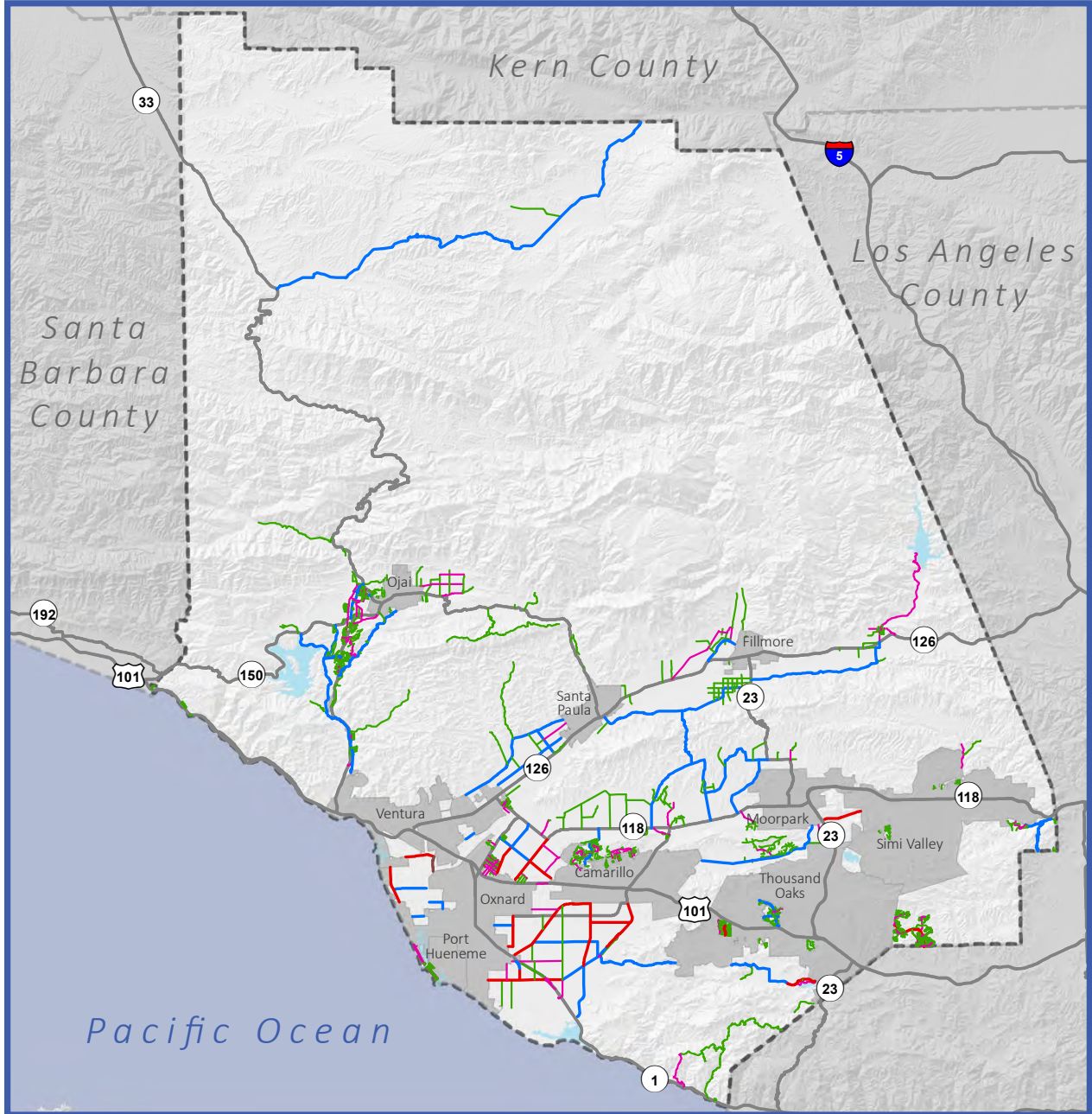
- **Expressways.** Expressways also serve inter-city and inter-county travel, and do not provide local access or service road intersections. However, unlike freeways, interchanges on expressways can be as close as 0.5 miles apart. These roadways are under Caltrans jurisdiction.
- **Conventional State Highways.** A conventional state highway refers to a roadway with limited control of access, which may be divided or have grade separations at intersections. Abutting property owners have access rights. These roadways are under Caltrans jurisdiction.
- **Primary/Secondary Arterials.** Unlike freeways and expressways, arterials serve the neighboring areas. Arterials can include at-grade intersections with other major roadways. By connecting the major activity centers and highest traffic volume corridors, arterials help to provide a network of continuous routes, facilitating both local and regional travel.
- **Major/Minor Collectors.** The main purpose of collectors is to provide local access to the overall roadway network. Collectors channel traffic from local roadways into the arterial network. Intersections are permitted with all public roadways.
- **Local.** Local roadways provide direct access to the abutting land and primarily facilitate local travel. Local roadways are not intended for long distance travel, and are often designed to discourage through traffic. There are no restrictions on intersections or public access.

In addition to the seven classifications listed above, Ventura County also uses the general term “thoroughfare” to describe roads that are part of the Regional Road Network. The Regional Road Network consists of roads classified as Primary (6 lanes or more), Secondary (4 lanes) or Collector (2 lanes), as well as freeways, expressways and conventional state highways. A map of the Regional Network is shown in Figure 6-2. This network should not be construed as being synonymous with Ventura County Transportation Commission’s (VCTC) Congestion Management Program (CMP) network.

Roads and freeways are assigned functional classifications according to federal standards. The County’s classifications generally correspond to one or more federal classifications as such:

- Freeways: Federally classified as Principal Arterials (PA) i.e., Other Freeway and Expressways;
- Expressways: Federally classified as either Principal Arterials (PA) i.e., Other Freeway and Expressways or, Other Principal Arterials (OPA);
- Arterials: Federally classified as either Other Principal Arterials (OPA) or Minor Arterials (MA);
- Collectors: Federally classified as either Major Collector (MJC) or Minor Collector (MNC); and,
- Local: Some local roads are federally classified as Major or Minor Collectors.

These federal classifications are significant, since only roadways classified as Principal Arterials (PA), Other Principal Arterial (OPA), Minor Arterials (MA), or Major Collectors (MJC) are eligible for federal funds.




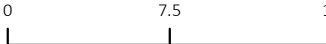


Figure 6-1:
Ventura County Roadway Functional Classification


Map Date: November 14, 2016

Source: Ventura County, 2016; California Department of Transportation, 2007; USGS, 2013.

0 7.5 15 Miles



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Street Class

- Freeways and Expressways
- Primary
- Secondary
- Collector
- Minor
- Local

- Water Bodies
- Cities

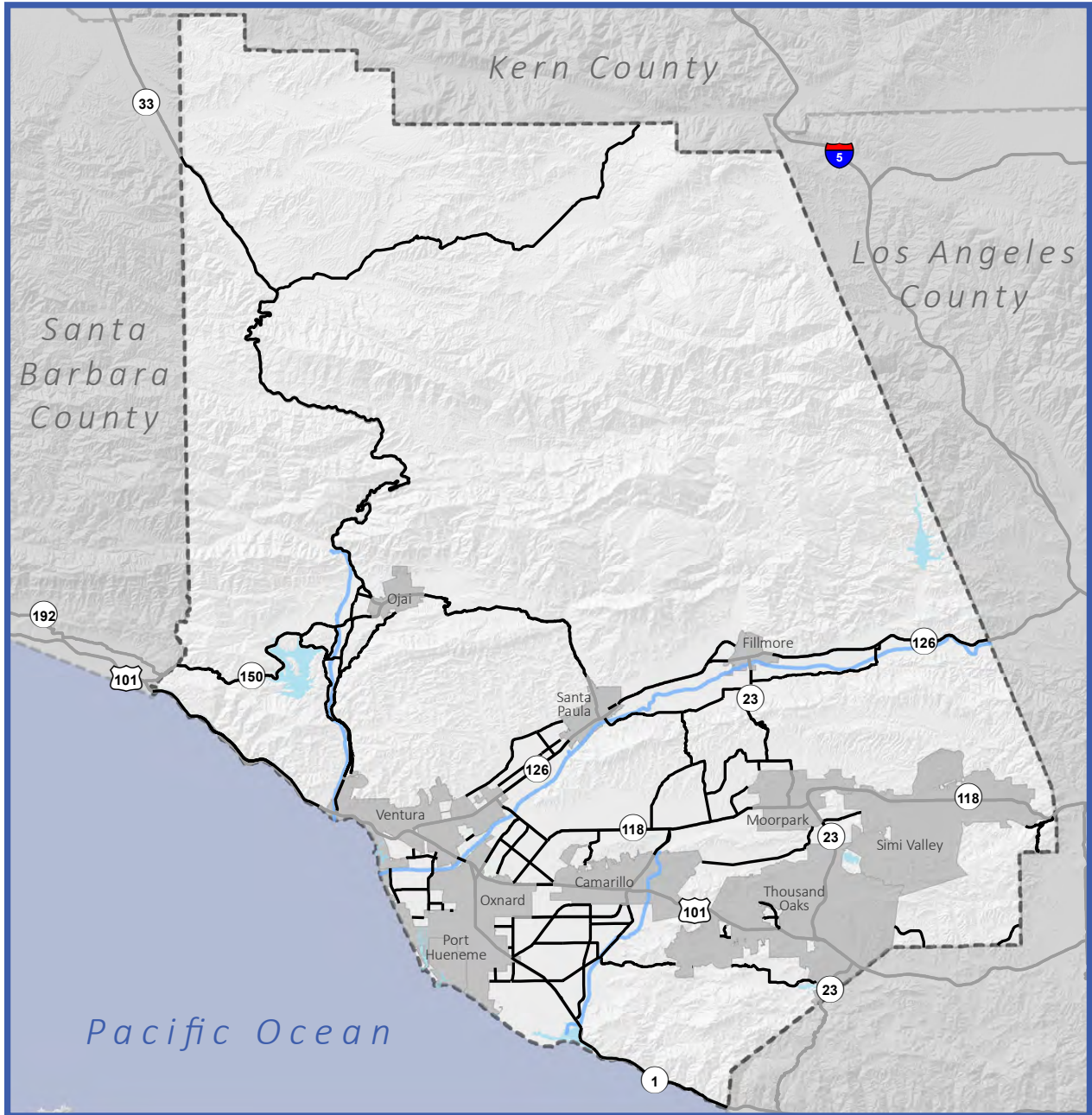
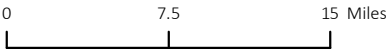


Figure 6-2:
Ventura County Road Network

Map Date: November 08, 2016

Source: Ventura County, 2016; California Department of Transportation, 2007; USGS, 2013.



- Major County Roadways
- Other Major Roadways
- Major Waterways
- Water Bodies
- Cities

Major Findings

- Ventura County is well connected to adjacent communities to the east, specifically Los Angeles County. Roadway connections to the north and west of Ventura County are limited by the mountain range in the Los Padres National Forest. Ventura County’s connection to neighboring communities is primarily via US 101, SR-1, SR-118, SR-150, and SR-126, all of which serve as the system’s primary backbones.
- Based on state roadway designations, there are a number of corridors in Ventura County that are eligible for leveraging numerous state and federal transportation funding programs. Of the local roadways located in the unincorporated regions of the county, 215 miles are eligible for federal aid.

Existing Setting

Ventura County is served by an extensive network of freeways, arterials, and local roads. The network is well connected to the adjacent communities to the east and Los Angeles County. There is limited roadway connectivity to Kern County to the north. Although limited, the primary connections to Santa Barbara County to the west are US 101 and SR-150. Roadways in the southern part of the county provide access to the local communities and the major freeways of the Los Angeles area.

Roadway Designations

In addition to functional classifications, there are also state and federal roadway designations that define specific distinctions for certain roadways. Designations define the broader functionality of a given highway facility, specify planning and design requirements, and define whether a given facility is eligible for certain federal and state highway funding programs. The Ventura County roadway network includes:

- **Congestion Management Program System.** Per state statutes (Government Code sections 65088-65089.1), the CMP network is composed of the state highway system and local roadways of regional significance as defined by the Ventura County Transportation Commission (VCTC). The CMP requires systematic monitoring of congestion on the CMP network and a process for mitigating impacts to the CMP network resulting from local agency land use decisions.
- **California Freeway Expressway System.** A comprehensive statewide system of access-controlled freeways and expressways identified for their importance to the future development of the State of California (State Highway Code 250-252, 257).
- **California Scenic Highway System.** Portions of the state highway system designated to establish the state's responsibility for the protection and enhancement of California's natural scenic beauty. These roadways, together with the adjacent scenic corridors, require special scenic conservation treatment (State Highway Code 260).
- **Interregional Road System (IRRS).** A system of roadways that provide interregional access to all economic centers in the state. IRRS routes are eligible for state discretionary funding for routes located outside the boundaries of urbanized areas of over 50,000 population (Census) except as necessary to provide connections for continuation of the routes within those urban areas. Some roadways on the designated IRRS system are identified as “High Emphasis Routes” due to their critical importance to both interregional and state travel.

- **High Emphasis Route (State Designation).** High Emphasis Routes are a subset of the IRRS Routes; non-urbanized portions of these routes connect urban areas. IRRS Routes are established by Streets and Highways Code, Sections 164.10-164.20.
- **Focus Route (State Designation).** Focus Routes are a subset of High Emphasis Routes that are the highest priority for completion/maintenance. These routes are in non-urbanized areas and will complete a statewide system.
- **National Highway System (Federal Designation).** A network of highways important to the nation's economy, defense, and mobility.
- **Surface Transportation Assistance Act Routes (STAA – Federal Designation).** Act passed in 1982 that allows large trucks to operate on the interstate and certain primary routes collectively called the National Network. These routes, referred to as STAA routes, are designed to accommodate STAA-sized vehicles (48 to 53 feet from kingpin to rear-axle) specifically providing larger turn radii than typically provided on local roads.
- **Strategic Highway Network (STRAHNET – Federal Designation).** A network of highways that are important to the nation's strategic defense policy and that provide defense access, continuity and emergency capabilities for defense purposes. It is a subsystem of the National Highway NetworkSystem.¹
- **National Highway Freight Network (NHFN – Federal Designation).** Per the FAST-Act, the NHFN strategically directs Federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. The NHFN includes the following subsystems of roadways:
 - **Primary Highway Freight System (PHFS):** This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. PHFS-designated roadways in Ventura County include Hueneme Road (Port to Las Posas), Las Posas Road (Heueneme to US 101), Ventura Road (Hueneme to Channel Islands), Channel Islands Boulevard (Ventura to Victoria), and Victoria Ave (Channel Islands to US 101).
 - **Other Interstate portions not on the PHFS:** These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities.
 - **Critical Rural Freight Corridors (CRFCs):** These are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
 - **Critical Urban Freight Corridors (CUFCs):** These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

¹ The National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility. The NHS includes the following subsystem of roadways: Interstate, Other Principal Arterials, Strategic Highway Network (STRAHNET), Major Strategic Highway Network Connectors, and Intermodal Connectors.

Roadway Network Inventory

Of the 542.8 miles of the local County-owned and -maintained roadways within the unincorporated areas, 214 miles are federally classified and therefore eligible for federal aid. Figure 6-3 shows the federally classified roadways in Ventura County, including both unincorporated areas and within cities. Table 6-1 provides a complete inventory of centerline roadway miles (i.e., miles of roadway irrespective of the number of travel lanes) by jurisdiction within Ventura County. There are 268.7 total state highway centerline miles within the county, with 174.7 miles traversing unincorporated areas. As shown in Table 6-2, 247.2 miles of the County’s roads are federally classified. The complete list of federally classified, County-owned and -maintained roadway segments are listed in Table 6-3. The local County roadways of regional significance that have been designated as part of the state CMP are listed in Table 6-4.

TABLE 6-1 ROADWAY INVENTORY 2014 Ventura County	
Jurisdiction	Centerline Miles
City Roadways	1,876.9
City of Camarillo	202.6
City of Fillmore	37.8
City of Moorpark	88.7
City of Ojai	42.3
City of Oxnard	392.2
City of Port Hueneme	48.6
City of Santa Paula	55.5
City of Simi Valley	320.4
City of Thousand Oaks	383.1
City of Ventura	305.9
Unincorporated County Roadways	542.8
State Highways	268.7
State Highways Unincorporated Areas	174.7
State Highways Incorporated Areas	94.0
State Park Service	56.0
US Navy	58.0
National Park Service	74.5
US Forest Service	106.5
TOTAL	2,983.3

Sources: Highway Performance Monitoring System, 2014. Unincorporated Miles: County of Ventura Roadway Inventory, 2016. State Highway Miles by Unincorporated vs. Incorporated, Kimley-Horn.

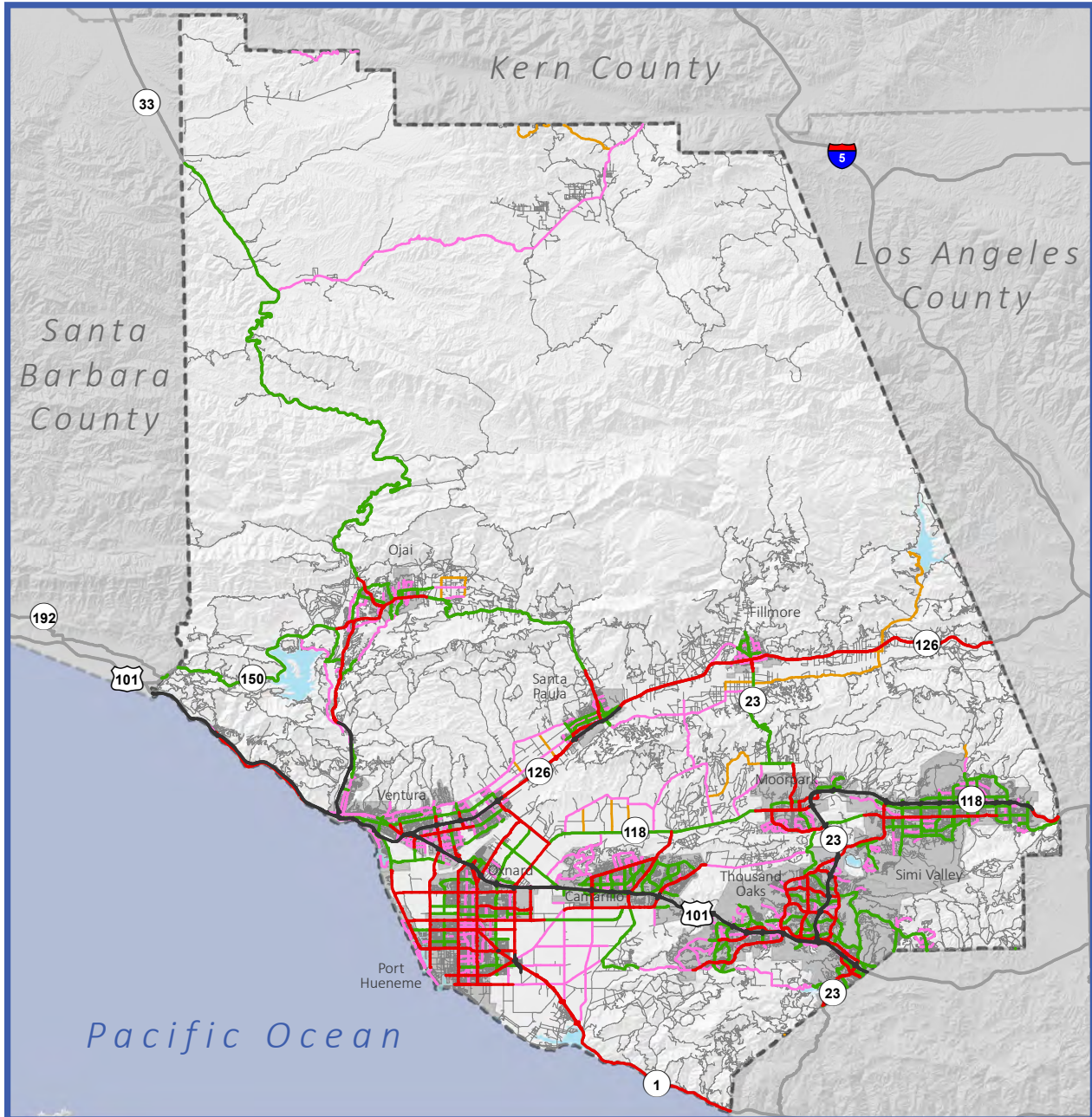


Figure 6-3:
Federal Highway Classifications

Map Date: November 17, 2016

Source: Ventura County, 2016; California Department of Transportation, 2016; USGS, 2013.

Disclaimer: Designations are unofficial. See California Road System maps for official functional classifications.



Functional Classification

- 2 - Other Fwy or Expwy
- 3 - Other Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- 7 - Local

Water Bodies

Cities

TABLE 6-2 FEDERALLY CLASSIFIED, NON-STATE HIGHWAY UNINCORPORATED COUNTY ROADWAYS BY TYPE Ventura County	
Federal Highway Classification	Maintained Miles
Minor Arterial (MA)	37.1
Other Principal Arterial (OPA)	14.8
Major Collector (MJC)	162.1
Minor Collector (MNC)	33.3
Total Classified	247.3
Total Eligible for Federal Aid	213.9

Source: County of Ventura Road Inventory, 2016.

TABLE 6-3 FEDERALLY CLASSIFIED UNINCORPORATED COUNTY ROADWAYS Ventura County				
Rd Name	Limits	Maintained Miles	Federal Functional Classification	Planning
Aggen Rd	LA Av SR 118 - La Loma Av	1.80	MNC	Las Posas
Amber Dr	161w Beverly Dr - E Loop Dr	0.20	MJC	Camarillo
Avocado Pl	30n - 355n Crestview Av	0.06	MJC	Camarillo
Avocado Pl	1368n Crestview Av - Calle Aurora	1.12	MJC	Camarillo
Balcom Canyon Rd	SR 118 - South Mountain Rd	7.34	MJC	Las Posas / Santa Paula / Fillmore
Bardsdale Ave	Sespe St - SR 23	1.24	MJC	Fillmore
Beardsley Rd	190w Ramona Dr - Ramona Dr	0.04	MJC	Camarillo
Beardsley Rd	Central Av - 413n Wright Rd	1.20	MJC	Camarillo / Oxnard
Bennett Rd	Tapo Cyn Rd - North End	0.61	MNC	Simi Valley
Berylwood Rd	Aggen Rd - Bradley Rd	1.43	MJC	Las Posas
Bradley Rd	SR 118 - Balcom Cyn Rd	4.54	MJC	Las Posas
Briggs Rd	30s Faulkner Rd - Foothill Rd	1.44	MNC	Santa Paula
Bristol Rd	W R/W UPRR - 170w Montgomery	0.60	MA	Ventura
Broadway	Stockton Rd - SR 23	1.10	MA	Moorpark / Las Posas
Burnham Rd	Santa Ana Rd - SR 150	1.96	MA	Ojai
Calle Arroyo	Calle Yucca - Camino Dos Rios	0.92	MJC	Thousand Oaks
Calle Aurora	CDS - Valley Vista Dr	0.58	MJC	Camarillo
Calle Yucca	124s Cl Sequoia - North End	2.00	MJC	Thousand Oaks
Camino Concordia	Ramona Dr - Calle Aurora	0.69	MJC	Camarillo
Camino Dos Rios	CDS - 67w Lynn Rd	0.81	MA	Thousand Oaks
Camino Manzanas	Camino Flores - 48w Lynn Rd	0.57	MJC	Thousand Oaks
Canada Larga Rd	Ventura Av - SR 33	0.11	MJC	Ventura
Carne Rd	SR 150 - Thacher Rd	1.15	MNC	Ojai
Casitas Vista Rd	53w Ventura Av - Santa Ana Rd	0.66	MJC	Ventura / Ojai
Center School Rd	Fairway Dr - SR 118	1.05	MJC	Camarillo / Las Posas

**TABLE 6-3
FEDERALLY CLASSIFIED UNINCORPORATED COUNTY ROADWAYS
Ventura County**

Rd Name	Limits	Maintained Miles	Federal Functional Classification	Planning
Central Ave	Vineyard Av SR 232 - 2,374e Beardsley Rd	3.49	MA	Oxnard / Camarillo
Channel Islands Blvd	1345w Rice Av - Rice Av	0.25	OPA	Oxnard
Channel Islands Blvd	Ocean Dr - School E prop line	0.13	MJC	Oxnard
Conifer Street	Medea Creek Ln - Smoke Tree Av	0.76	MJC	Oak Park
Corsicana Dr	CDS - Rose Av	0.80	MJC	Oxnard
Country Club Dr	Creek Rd - 210n Oak Dr	0.24	MA	Ojai
Creek Rd	SR 33 - 2070 e Country Club Dr	5.20	MJC	Ojai
Del Norte Rd	795s El Toro Rd - 743n Rancho	0.49	MJC	Ojai
Doris Ave	100e Victoria -77w Patterson	0.72	MA	Oxnard
Doubletree Rd	Kanan Rd - 76s Oak Springs Dr	1.09	MJC	Oak Park
El Roblar Dr	Rice Rd - SR 33	0.97	MA	Ojai
Etting Rd	1488e Olds Rd - CDS	0.17	MA	Oxnard
Etting Rd	180w Dodge Rd - Wood Rd	2.30	MJC	Oxnard
Fairview Rd	SR 33 - 408w Fairview Crt	1.16	MA	Ojai
Fairway Court	153n Ramona Dr - Fairway Dr	0.05	MJC	Camarillo
Fairway Dr	Vly Vista Dr -CDS	1.22	MJC	Camarillo
Fifth Street West	1805e Harbor - 1320w Victoria	0.63	OPA	Oxnard
Foothill Rd	1,166e Petit Av – Wells Rd	1.23	MA	Santa Paula / Ventura
Foothill Rd	Wells Rd - 30w Peck Rd	5.91	MJC	Santa Paula / Ventura
Gerald Dr	336w Jenny Dr - Wendy Dr	0.34	MJC	Thousand Oaks
Gonzales Rd	Harbor Blvd - 465w Victoria Av	1.78	OPA	Oxnard
Grand Ave	McNell Rd – McAndrew Rd	0.75	MJC	Ojai
Grand Ave	279w Orange Rd - McNell Rd	1.58	MA	Ojai
Grimes Canyon Rd	LA Ave SR 118 - Brdway	3.66	MJC	Moorpark / Las Posas
Guiberson Rd	SR 23 - Torrey Rd	7.04	MNC	Fillmore / Piru
Harbor Blvd	Santa Ana Ave – 170n Albacore Wy	0.12	MJC	Oxnard
Harbor Blvd	250e Playa Ct – 30w Playa Ct	0.05	MJC	Oxnard
Harbor Blvd	754n Edison Canal - 2,898s Olivas Pk	1.99	OPA	Oxnard / Ventura
Howe Rd	Telegraph Rd SR 126 -Torrey Rd	0.65	MNC	Piru
Hueneme Rd	37e Edison Dr - Olds Rd	1.01	OPA	Oxnard / Camarillo
Hueneme Rd	Olds Rd – Laguna Rd	5.28	MJC	Oxnard / Camarillo
Jenny Dr	Gerald Dr - 40s Old Conejo Rd	0.73	MJC	Thousand Oaks
Kanan Rd	LA Co Line - 80e Lindero Cyn	2.50	MA	Oak Park
Katherine Rd	N R/W UPRR - SSusana Pass Rd	1.06	MJC	Simi Valley
La Loma Ave	Center Rd - Aggen Rd	3.93	MJC	Las Posas
La Luna Ave	SR 150 - SR 33	2.03	MA	Ojai
La Vista Ave	LA Av SR 118 - Center Rd	0.63	MJC	Las Posas
Laguna Rd	Pleasant Valley Rd - 2,300e Las Posas Rd	3.41	MJC	Camarillo / Oxnard
Lake Sherwood Dr	Potrero Rd E - Potrero Rd E	1.51	MJC	Thousand Oaks

**TABLE 6-3
FEDERALLY CLASSIFIED UNINCORPORATED COUNTY ROADWAYS
Ventura County**

Rd Name	Limits	Maintained Miles	Federal Functional Classification	Planning
Larmier Ave	Sunset Av - SR 33	0.36	MJC	Ojai
Las Posas Rd	122e SR 1 Offramp - Pleasant Valley Rd	6.31	MJC	Camarillo
Lesser Dr	130w Jenny Dr - Dena Dr	0.29	MJC	Thousand Oaks
Lewis Rd	Laguna Rd - 174s Pleasant Vly Rd	3.54	MA	Camarillo
Lindero Canyon Rd	63n Kanan Rd - Napoleon Ave	1.20	MJC	Oak Park / Thousand Oaks
Lockwood Valley Rd	SR 33 - Kern County Line	26.47	MJC	North Half
Loma Dr	142s Lemon Dr - E Loop Dr	0.26	MJC	Camarillo
Lomita Ave	Rice Rd - SR 33	1.42	MJC	Ojai
Loop Dr East	914n Las Posas Rd - N Loop Dr	0.50	MJC	Camarillo
Loop Dr North	Mission Dr - E Loop Dr	0.69	MJC	Camarillo
Loop Dr West	93s Lemon Dr - N Loop Dr	0.61	MJC	Camarillo
Main Street	SR 126 - 970n Orchard St	0.99	MNC	Piru
McAndrew Rd	Reeves Rd - Thacher Rd	1.04	MNC	Ojai
Michael Dr	CDS - 130e Virginia Dr	0.59	MJC	Thousand Oaks
Mission Dr	140s Catalina Dr - N Loop Dr	0.71	MJC	Camarillo
Moorpark Rd	Santa Rosa Rd - 108s Tierra Rejada Rd	1.37	MA	Moorpark / Camarillo / Thousand Oaks
Oak Hills Dr	Sunnycrest Dr - Kanan Rd	0.85	MJC	Oak Park
Ocean Dr	Sawtelle Av - San Nicolas Av	0.87	MJC	Oxnard
Ocean Dr	90s Santa Cruz Av - North end	1.26	MJC	Oxnard
Old Telegraph Rd	SR 126 - 431w C St/Goodenough	2.05	MJC	Fillmore
Olds Rd	Hueneme Rd - 668s Etting Rd	0.87	MJC	Oxnard
Olivas Park Dr	2330w Telephone - 385w Palma	0.79	OPA	Ventura
Olivas Park Dr	15e Palma Dr - 205w Victoria	0.67	OPA	Ventura
Olive Rd	Telegraph Rd - Foothill Rd	0.76	MNC	Santa Paula
Patterson Rd	20n Teal Club Rd -20s Doris Av	0.38	MA	Oxnard
Piru Canyon Rd	970n Orchard St - MP 6.26	5.84	MNC	Piru
Pleasant Valley Rd	120e SR1 NB offramp - Wood Rd	3.71	MJC	Camarillo / Oxnard
Pleasant Valley Rd	Wood Rd – Las Posas Rd	1.52	OPA	Camarillo / Oxnard
Potrero Rd East	3605e Wendy Dr - 55e Lake Sherwood Dr	6.13	MJC	Thousand Oaks
Potrero Rd West	Old Hueneme Rd - 727w Via Acosta	4.66	MA	Camarillo
Price Rd	LA Av SR 118 - La Loma Av	1.81	MNC	Las Posas
Ramona Dr	CDS - 238s Mariano St	0.60	MJC	Camarillo
Reeves Rd	SR 150 - McAndrew Rd	1.16	MJC	Ojai
Rice Ave	Channel Islands Bl - E Ffst St SR 34	1.61	OPA	Oxnard
Rice Rd	Arcata Rd - Fairview Rd	2.69	MJC	Ojai
Rimrock Rd (N)	Rimrock Rd (W) -702e Saddle Tr	0.39	MJC	Thousand Oaks
Riverside Ave	Sespe St - SR 23	1.50	MNC	Fillmore
Rose Ave	Collins St - SR 118	3.12	MA	Oxnard
San Nicolas Ave	Ocean Dr - Roosevelt Blvd	0.13	MJC	Oxnard
Santa Ana Ave	Ocean Dr - 20w Harbor Blvd	0.04	MJC	Oxnard

**TABLE 6-3
FEDERALLY CLASSIFIED UNINCORPORATED COUNTY ROADWAYS
Ventura County**

Rd Name	Limits	Maintained Miles	Federal Functional Classification	Planning
Santa Ana Blvd	Santa Ana Rd -SR 33	0.96	MA	Ojai
Santa Ana Rd	Casitas Vista Rd - SR 150	5.81	MJC	Ojai
Santa Clara Ave	905s Eucalyptus - SR 118	2.74	OPA	Oxnard
Santa Rosa Rd	517w Hilltop Ln - 50e Marvella	5.64	MJC	Camarillo
Santa Susana Pass Rd	N R/W UPRR - 68e Lilac Ln	1.54	MA	Simi Valley
Sespe Street	South Mtn Rd - Riverside Av	0.98	MJC	Fillmore
Simon Way	Vineyard Av SR 232 - Rose Av	0.79	MJC	Oxnard
South Mountain Rd	437s Santa Clara St - South Mountain Rd	0.27	MA	Santa Paula / Fillmore
South Mountain Rd	South Mountain Rd – Sespe St	6.64	MJC	Santa Paula / Fillmore
Spring Street	840s Grande V- Larmier Av	0.48	MJC	Ojai
Springville Rd	5490w - 2346w Central Av	0.60	MJC	Camarillo
Stockton Rd	Balcom Cyn Rd - BRdway	4.40	MNC	Las Posas
Stroube Street	51e Vineyard SR 232 - 40w Rose	0.86	MJC	Oxnard
Sunnycrest Dr East	Oak Hills Dr - 76s Oak Spring Dr	0.78	MJC	Oak Park
Tapo Canyon Rd	4103s Bennett Rd - Bennett Rd	0.78	MJC	Simi Valley
Telegraph Rd	W R/W Franklin Bar - 291w Country View Ct	4.19	MJC	Santa Paula / Ventura
Thacher Rd	Carne Rd - McAndrew Rd	1.33	MNC	Ojai
Tico Rd	SR 150 - Lomita Av	0.97	MJC	Ojai
Tierra Rejada Rd	760e SR 23 - 253w Llevarancho	2.00	MA	Moorpark
Torrey Rd	Guiberson Rd - Telegraph Rd SR 126	1.12	MNC	Piru
Valley Vista Dr	291n Vista Del Mar -Fairway Dr	0.47	MJC	Camarillo
Valley Vista Dr	519n Encino Av -460s V Del Mar	0.13	MJC	Camarillo
Ventura Ave	265n Dakota Dr - SR 33	1.78	MA	Ventura
Ventura Ave	SR 33 – 82s Casitas Vista Rd	1.64	MJC	Ventura
Victoria Ave	247s Riverbridge - 119s Olivas Pk	0.78	OPA	Ventura / Oxnard
Villanova Rd	SR 33 - SR 33	1.52	MJC	Ojai
Walnut Ave	LA Av SR 118 - La Loma Av	1.35	MNC	Las Posas
Wendy Dr	55n Borchard Rd - 120s Lois Av	0.53	MA	Thousand Oaks
Wood Rd	Navalair Rd - Pleasant Vly	5.08	MJC	Camarillo / Oxnard
Woodland Ave	Rice Rd - Ventura Av SR 33	0.24	MJC	Ojai
Wooley Rd East	25e Rose Av - Rice Av	1.00	OPA	Oxnard

Source: Ventura County Rd Inventory, 2016.

**TABLE 6-4
CMP NETWORK ROADWAYS
UNINCORPORATED VENTURA COUNTY**

Rd Name	From	To
Central Ave	Vineyard Ave (SR-232)	2374 e/o Beardsley Rd
Channel Islands Blvd	1345 w/o Rice Ave	Rice Ave
Harbor Blvd	754 n/o Edison Canal	2898 s/o Olivas Park Dr
Hueneme Rd	37 e/o Edison Dr	Las Posas Rd
Las Posas Rd	SR-1	Pleasant Valley Rd
Moorpark Rd	Santa Rosa Rd	Tierra Rejada Rd
Olivas Park Dr	2330 w/o Telephone Rd	385 w/o Palma Dr
Olivas Park Dr	15 e/o Palma Dr	2015 w/o Victoria Ave
Pleasant Valley Rd	120 e/o SR 1 NB Offramp	Las Posas Rd
Rice Ave	Channel Islands Blvd	E. Fifth Street (SR 34)
Rice Ave	Hueneme Rd	0.60mi n/o Hueneme Rd
Santa Clara Ave	905 s/o Eucalypus Dr	SR 118
Santa Rosa Rd	517 w/o Hilltop Lane	Moorpark Rd
Telegraph Rd	w/o Franklin Barranca (Ventura)	291 w/o Country View Court (Santa Paula)
Tierra Rejada Rd	760 e/o SR 23	253 w/o Llevarancho Rd
Victoria Ave	247 s/o River Bridge (Santa Clara River)	119 s/o Olivas Park Dr

**Rds and Limits shown above are within unincorporated area of the county only.*

Source: Ventura County Transportation Commission, Congestion Management Program, 2009.

State Highway Network

The vast majority of traffic, in terms of volumes and miles travelled, within unincorporated Ventura County takes place on state highways. Given that the state highway network forms the primary backbone of the Ventura County network, the state highway system within Ventura County is described in detail below.

The southern portion of Ventura County is served primarily by U.S. Highway 101, traversing the county from east to west and directly serving the cities of Thousand Oaks, Camarillo, Oxnard, and Ventura. Additionally, eight state routes traverse the county (1, 23, 33, 34, 118, 126, 150, and 232). State highways are identified on Figure 6-4 and scenic state highways are shown on Figure 6-5.

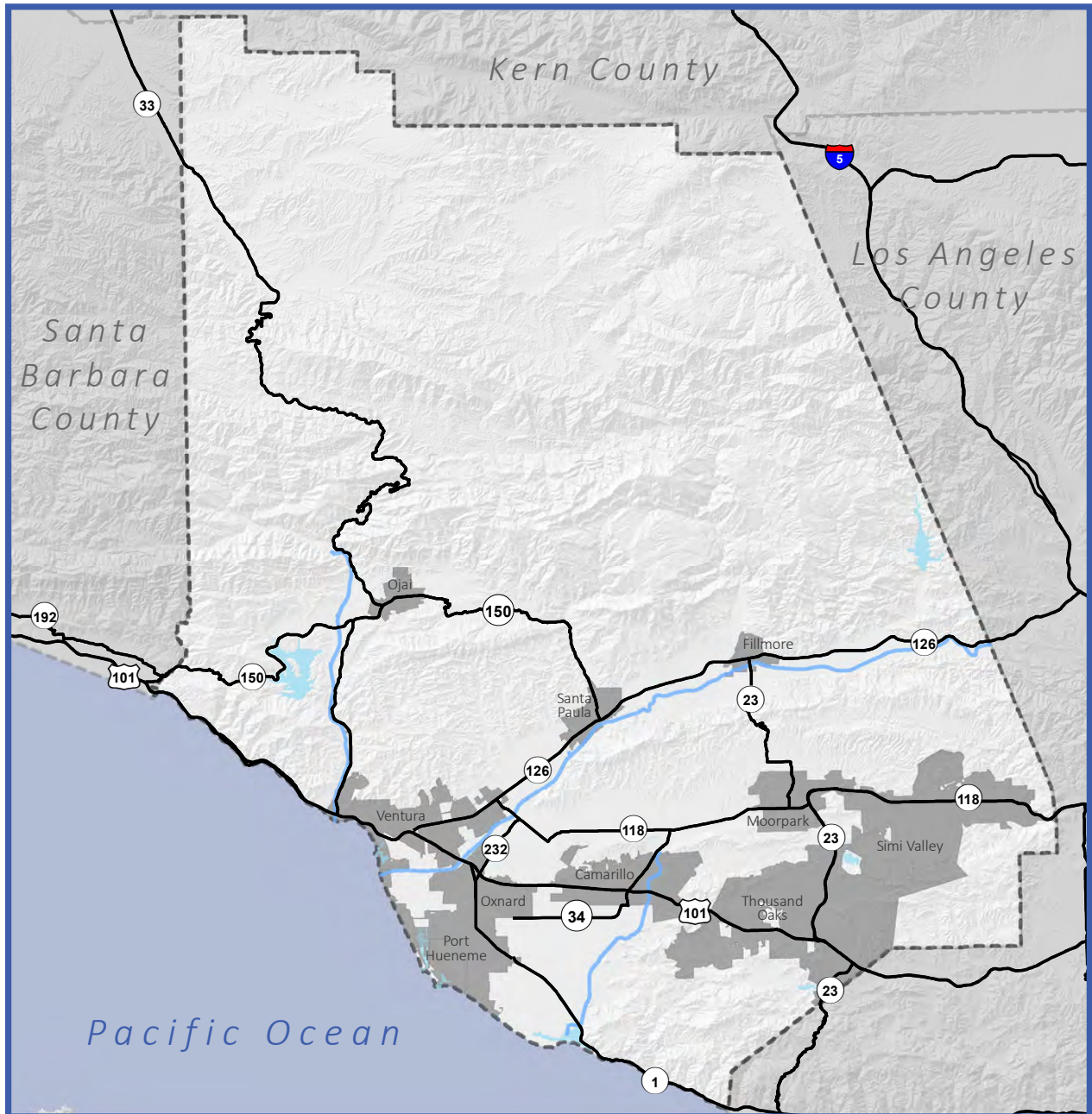
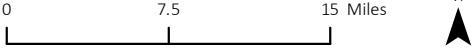
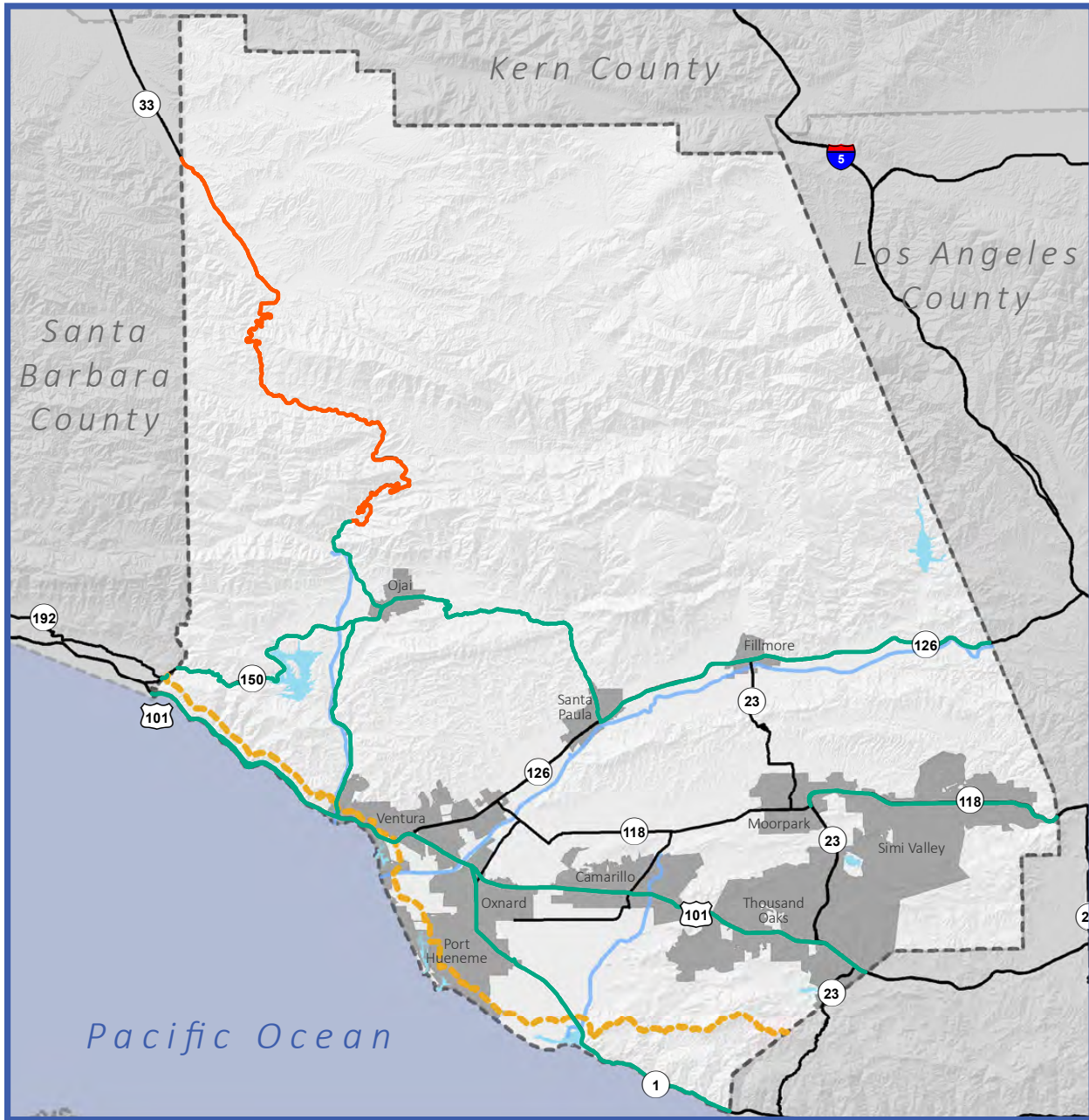


Figure 6-4:
State Highway System

Map Date: November 08, 2016
Source: Ventura County, 2016; California Department of Transportation, 2007; USGS, 2013.



- Major Roadways
- Major Waterways
- Water Bodies
- Cities



Ventura County
2040
GENERAL PLAN

**Figure 6-5
Scenic State Highways**

Map Date: July 19, 2016

Source: Ventura County, 2016; California Department of Transportation, 2007; USGS, 2013.

0 7.5 15 Miles

N

Scenic Highway Status

- Official State
- Eligible State
- - - Coastal Zone
- Major Roadways
- Major Waterways
- Water Bodies
- Cities

Freeway and Highway Description

Table 6-5 shows the various classifications and highway designations for each state route within Ventura County. The remainder of this section discusses the existing context and plans for each route.

TABLE 6-5 STATE HIGHWAY DESIGNATIONS Ventura County									
Facility	County Functional Classification	Freeway and Expressway System	Scenic Highway	IRRS	High Emphasis Route	Focus Route	National Highway System	STAA	STRAHNET
US 101 ¹	Other Freeway or Expressway	✓		✓	✓	✓	✓	✓	✓
SR-1	Minor Arterial, Other Principal Arterial, Other Freeway or Expressway, Major Collector	✓					✓		
SR-23*	Minor Arterial, Extension of a Rural Minor Arterial into an Urban Area.								
SR-33	Rural Minor Arterial, Extension of a Rural Minor Arterial into an Urban Area		✓					✓	
SR-34	Extension of a Rural Minor Arterial into an Urban Area							✓	
SR-118	Other Principal Arterial, Minor Arterial, Other Freeway or Expressway	✓					✓	✓	
SR-126	Other Freeway or Expressway, Other Principal Arterial	✓					✓	✓	
SR-150 ²	Minor Arterial, Extension of Minor Arterial into an Urban Area								
SR-232	Other Principal Arterial	✓							

¹ US 101 is a federal facility maintained by the State of California.

² Indicated roadways carry none of the “special designations” denoted in Table 6-5

US 101

U.S. Highway 101 (US 101) is federally classified as Expressways/Other Freeways and is maintained by the state. It is the major east-west freeway facility serving southern Ventura County and passes directly

through much of the urbanized areas of the county. The freeway enters Ventura County from Los Angeles County in the southeast and Santa Barbara County in the west, traversing the county for a total of 43.6 miles. US 101 from Oxnard through Ventura County to downtown Los Angeles is identified as part of the Southwest Passage Multi-Modal Corridor for goods movement between Los Angeles and Houston. It is also designated as part of the STAA National Network for goods movement. The westernmost portion of US 101 in Ventura County is open to bicycle travel on the shoulder, as well as a short portion near the Los Angeles County line. The only High Occupancy Vehicle (HOV) lane on US 101 in Ventura County is a six-mile segment from Mobil Pier Road to the Santa Barbara County line.

State Route 1

State Route 1 (SR-1) traverses Ventura County from the southeast to the northwest, from the Los Angeles County line to the Santa Barbara County line. It generally follows the coast, only turning inland between Naval Air Station Point Mugu and the City of Ventura. SR-1 is considered to be a Freeway/Expressway as it traverses Ventura County.

State Route 23

State Route 23 (SR-23) enters Ventura County from Los Angeles County as Westlake Boulevard in the City of Thousand Oaks. SR-23 is primarily a conventional highway through Ventura County, from Carlisle Road to US 101, and from SR-118 to SR-126. Between US 101 and SR-118 it is a multi-lane highway. From Westlake Blvd in Thousand Oaks to its terminus at SR-126 in the City of Fillmore, SR-23 is within incorporated cities except for a 1.5-mile segment from Read Road to Tierra Rejada Road and a 8.6-mile segment from the Moorpark city limits to the Santa Clara River.

State Route 33

State Route 33 (SR-33) is classified as a rural minor arterial except for the sections that run from US 101 to Shell Road and from Creek Road to Fairview Avenue. These two sections are classified as an extension of a rural minor arterial into an urban area. Between the junctions at SR-150 and US 101, SR-33 is classified as a terminal access route, as part of the STAA Network. SR-33 is also considered a State Scenic Highway, a National Scenic Byway, and US Forest Service Scenic Highway (the portion in Los Padres National Forest).

State Route 34

State Route 34 (SR-34) is classified as a conventional highway throughout its length in Ventura County, which is from Oxnard Boulevard in Oxnard to SR-118 north of Camarillo. SR-34 is also classified as a STAA/Terminal Access Route. The majority of the route is considered an extension of rural minor arterial into an urban area, with the remainder classified as MA (minor arterial).

State Route 118

State Route 118 (SR-118) enters Ventura County from Los Angeles County at Rocky Peak Park and terminates at the junction with State Route 126 (SR-126) in the City of Ventura near Saticoy. It is considered to be a conventional highway throughout its length in Ventura County and has a truck designation of STAA/Terminal Access Route. The portion of the highway west of its intersection with SR-23 is open to bicycle travel.

State Route 126

State Route 126 (SR-126) enters Ventura County from Los Angeles County east of Piru and terminating at US 101 in the City of Ventura. SR-126 was adopted as a freeway by the California Highway Commission in 1958, but this designation was rescinded in 1974. Nevertheless SR-126 is still included in the Freeway and Expressway system. SR-126 is currently an access-controlled freeway from US 101 in Ventura through the City of Santa Paula, and a conventional highway from that point to the Los Angeles County line. It is also eligible for inclusion into the State of California's Scenic Highway system from SR-150 to its interchange with I-5 in Los Angeles County, and has a truck designation of STAA/Terminal Access Route.

State Route 150

State Route 150 (SR-150) traverses 34.40 miles through Ventura County, from Santa Barbara County near US 101 to SR-126 in the City of Santa Paula. It is classified as a conventional highway, primarily serving Interregional/Commuter/Recreational travel. Like SR-126, it is eligible for California Scenic Highway System designation.

State Route 232

State Route 232 (SR-232) is a short connector linking SR-118 and US 101 in Oxnard. Its total length is 4.11 miles. It is federally classified as an Other Primary Arterial (OPA).

Regulatory Setting**Federal*****Fixing America's Surface Transportation (FAST) Act (FY 2016 – FY 2021)***

The FAST Act provides federal funding for surface transportation programs and transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure. FAST continues the previous transportation bill's streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

Surface Transportation Assistance Act

In 1982 the U.S. Congress, as part of the Surface Transportation Assistance Act of 1982 (STAA), for the first time allowed motor carrier semi-trailers to be up to 53 feet long (and over, as grandfathered in this legislation). In the same Act, Congress created rules for operation of trailers 48 to 53 feet in length and lifted prior restrictions on the overall combination length of highway tractors and semi-trailers. Instead, it imposed a restriction on the dimension between the kingpin on the trailer and the center of the rear axle on the trailer. This dimension is called the kingpin to rear axle length (KPR). KPR dimension is limited to 40 feet on a multi-axle trailer and 38 feet on a single axle trailer when the trailer is 53 feet long and operated in combination with a highway tractor or truck. There is no KPR limitation when the trailer is 48 feet long. The completion of all financially constrained capital improvements will not

compromise progress for Ventura County attaining and/or maintaining federal air quality health based standards.

State

The California Complete Streets Act of 2008

This law requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people, and disabled people, as well as motorists. It complements existing State policy, which directs Caltrans to “fully consider the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products.” Any substantive revision of the circulation element in the general plan requires that it include complete streets provisions.

The California Scenic Highway Program

This is a state designation indicating that a highway is located in an area of outstanding natural beauty. California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment.

The State has adopted legislation (Division 1, Chapter 2, Article 2.5 of the Streets and Highways Code) governing the application of the designation "State Scenic Highway." A roadway may be eligible for designation, but in order to receive that designation the local jurisdiction must follow a formal process. County Scenic Highways can also achieve State recognition by following the same process. This program is administered by the California Department of Transportation (Caltrans). There are many state and county highways eligible for official designation as “scenic” through the State of California Transportation Department (Caltrans) California Scenic Highway Program (see Figure 6-5).

Sustainable Community Strategy (SB 375)

As a companion document to the RTP, a Sustainable Community Strategy (SCS) is now required in California per SB 375 Sustainable Communities and Climate Protection Act of 2008. This law added a requirement that California's 18 Metropolitan Planning Organizations (MPOs), including SCAG, align three major components within the regional transportation planning process— land use planning, transportation planning and funding, and State housing mandates – in order to reduce climate change emissions from cars and light trucks, such as greenhouse gasses (GHG). An SCS must be based on plausible planning assumptions; consider adopted general plans and spheres of influence; and consider natural resources and farmland. It must be internally consistent with the transportation and financing elements of the RTP and consistent with the adopted Regional Housing Needs Allocation. Finally, an SCS must be able to achieve the GHG reduction target established by the California Air Resources Board. SB 375 requires a greater level of land use planning coordination between local agencies (i.e., Ventura County) and MPOs (i.e., SCAG) to meet the GHG targets established for Ventura County.

Regional

Regional Transportation Plan

As the Metropolitan Planning Organization for Ventura County, the Southern California Association of Governments (SCAG) developed and adopted the Regional Transportation Plan (RTP). The RTP complies with State and Federal transportation planning requirements required of urbanized counties for a comprehensive and long-range transportation plan. The RTP is a financially constrained multi-modal plan that identifies regional transportation improvements needed to improve system maintenance and operations and to improve mobility and accessibility countywide. The completion of all financially constrained capital improvements will not compromise progress for Ventura County attaining and/or maintaining federal air quality health based standards. Federal and state transportation funding is contingent upon local agency compliance with the RTP.

Local

Ventura County Comprehensive Transportation Plan

The Ventura County Comprehensive Transportation Plan (August 2013) is a long range policy document created by VCTC, in coordination with its member agencies (i.e., the County and all incorporated cities of the county). As part of a substantial public outreach effort, VCTC collaborated with community members, residents and other key stakeholders to create a framework for future regional transportation decisions in Ventura County. The plan also identifies the core existing conditions and funding sources from federal, state, regional, and local levels. It should be noted the creation of this transportation plan was not mandated by either the state or federal government, and it carries no regulatory authority.

Congestion Management Program

The Congestion Management Program (CMP) is the State mandated program (Government Code 65089) aimed at reducing congestion on highways and roads in California. The CMP establishes a designated roadway network of regional significance, roadway service standards, multi-modal performance measures and a land use analysis element to identify and mitigate multi-jurisdictional transportation impacts resulting from local land use decisions. Federal, state and local transportation funding is contingent upon local agency compliance with the CMP. The Ventura County Transportation Commission (VCTC) is the designated Congestion Management Agency for Ventura County. As part of the state CMP, VCTC also implements the Federal Congestion Management Process mandated by Fixing America's Surface Transportation (FAST) Act.

2011 Initial Study Assessment Guidelines

The Initial Study Assessment Guidelines include criteria for evaluation of environmental impacts for transportation and circulation. These can be found in Section 27, Transportation & Circulation.

Key Terms

California Department of Transportation (Caltrans). Caltrans provides management, support, and planning oversight for state highway facilities throughout the state.

Centerline Miles refers to miles of roadway irrespective of the number of travel lanes.

Functional Classification is the system by which roadways are grouped. Each functional classification represents an intended usage of the roadway, which helps to determine the type of access, capacity need, and speed at which the roadway is expected to operate.

Regional Road Network - consists of roads classified as Primary (6 lanes or more), Secondary (4 lanes) or Collector (2 lanes), as well as freeways, expressways and conventional state highways.

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SECTION 6.2 LEVEL OF SERVICE AND VEHICLE MILES OF TRAVEL

Introduction

This section describes the roadway infrastructure and circulation conditions in Ventura County. The fundamental objective of a roadway system is to provide access and mobility for all users including motorists, transit, pedestrians and bicyclists. If roads are not planned near areas of development, the road system may not provide adequate access. If roads are not planned with sufficient capacity to serve development, the road system will fail to provide adequate mobility since motorists would experience long delays and restricted access.

Major Findings

- LOS D is the minimum acceptable level of service for all County-maintained thoroughfares and federal/state highways in Ventura County, with a few exceptions. Currently, there are two portions of arterial roadways that exceed this standard: Harbor Boulevard between Oxnard and Ventura and Wendy Drive in Casa Conejo are operating at LOS E. Additionally, seven highway segments are operating at unacceptable conditions, including portions of SR-33, SR-23, SR-34, SR118, and US 101. One highway segment on SR-33 is operating at LOS F.
- Of the roadways selected for analysis, 83% of County roadways in the unincorporated areas of the county operate at an LOS of C or better, and 76% of state highway roadways in the unincorporated areas operate at LOS C or better.
- Of the total 2,983 maintained miles in Ventura County, 24 percent traverse unincorporated areas of the county. These unincorporated roadways carry approximately 21 percent of Ventura County's total vehicle miles traveled (VMT) on a daily basis. The majority of VMT in Ventura County occurs within the incorporated areas, both on local roads and state highways.
- The top three causes for collisions on roadways in unincorporated areas are improper turning maneuvers, unsafe travel speeds, and driving under the influence. The most prominent collision types are "hit object" and rear-end collisions. Approximately 64 percent of all collisions occur during daylight hours.

Existing Setting

County Roadway Inventory and Daily Vehicle Miles of Travel

Daily vehicle miles of travel (DVMT) is a general but robust measure of vehicle activity. It measures the extent of utilization a transportation network experiences by motorists. Although it is not a good indicator of congestion, it is an indicator of overall vehicle activity. DVMT is commonly applied on a per-household or per-capita basis and is a primary input for regional air quality analyses and for developing safety and accident rates. Pursuant to SB 743, DVMT is the basis for transportation impact identification and mitigation under the California Environmental Quality Act (CEQA). Despite changes in how traffic impacts are defined and measured under CEQA as a result of SB 743, local jurisdictions may continue to retain congestion based standards/metrics, such as LOS, in their General Plans.

Daily vehicle miles of travel estimates are developed annually by Caltrans and reported for Ventura County per the Federal Highway Performance Monitoring System (HPMS). DVMT is computed by multiplying a given roadway’s traffic volume by its centerline segment length. To estimate countywide DVMT, the HPMS program uses a sample-based method that combines daily traffic counts stratified by functional classification of roadway by volume groups to produce sample-based geographic estimates of DVMT. HPMS DVMT estimates are considered “ground truth” by the 1990 Federal Clean Act Amendments (November 15, 1990). HPMS DVMT estimates are used to validate baseline travel demand models and to track modeled VMT forecasts over time. HPMS DVMT estimates are reported for each county by local jurisdiction, state highway use, and other state/federal land roadways (e.g., State Parks, US Bureau of Land Management, US Forest Service, US Fish and Wildlife Service).

Table 6-6 lists the latest VMT estimates for Ventura County. The majority of the vehicles miles of travel in Ventura County occurs on roadways that traverse incorporated areas, with roughly 21 percent of the mileage occurring within unincorporated areas.

TABLE 6-6 ROADWAY INVENTORY Ventura County 2014	
Jurisdiction	Daily VMT
Total Local Roadways	8,790,200
Unincorporated Area County Roadways	1,315,660
Incorporated Area Roadways	7,474,540
Total VMT on State Highways	9,846,110
Unincorporated Area State Highways	2,531,062
Incorporated Area State Highways	7,315,048
State Park Service	5,040
National Park Service	5,220
U.S. Navy	37,380
U.S. Forest Service	3,190
Ventura County Total	18,687,140
Total VMT in Incorporated Areas	14,789,588
Total VMT in Unincorporated Areas	3,846,722
Total Other VMT (Other State/Federal)	50,830

Source: Highway Performance Monitoring System, 2014

Source: Caltrans, California Public Road Data – 2014, November 2015

Source: State Highway Miles by Unincorporated vs. Incorporated: Kimley-Horn

Roadway Traffic Volumes and Level of Service

Level of Service (LOS) is used to rate a roadway segment’s traffic flow characteristics, and acts as an indicator of roadway performance, relative to locally established standards for quality of service. LOS can assist in determining when roadway capacity improvements are needed, using a scale of A through F, as described in Table 6-7.

TABLE 6-7 LEVEL OF SERVICE DESCRIPTIONS Ventura County	
LOS	Traffic Conditions
"A"	Free uninterrupted low volume flow at high speeds with no restriction on maneuverability (lane changing) and with little or no delays.
"B"	Stable flow with some restrictions to operating speed occurring.
"C"	Stable flow but with speed and maneuverability restricted by higher traffic volumes. Satisfactory operating speed for urban locations with some delays at signals.
"D"	Approaching unstable flow with tolerable operating speeds subject to considerable and sudden variation, little freedom to maneuver and with major delays at signals.
"E"	Unstable flow with volume at or near capacity, lower operating speeds and major delays and stoppages.
"F"	Forced flow operation with low speeds and stoppages for long periods due to congestion. Volumes below capacity.

The County of Ventura has established minimum acceptable Level of Service (LOS) for road segments and intersections that comprise the Regional Road Network, as shown in Table 6-8. Individual intersection operations are not specifically addressed as part of the General Plan. However, based on the most recent information from the VCTC Congestion Management Plan (2009), all of the County-owned intersections are currently operating at acceptable conditions.

TABLE 6-8 MINIMUM ACCEPTABLE LEVEL OF SERVICE Unincorporated Ventura County	
Minimum LOS	Description
C	All County-maintained local roads
D	All County thoroughfares and Federal highways and State highways in the unincorporated area of the county, except as provided below.
E	<ol style="list-style-type: none"> 1. State Route 33 between the end of the Ojai freeway and the City of Ojai. 2. State Route 118 between Santa Clara Avenue and the City of Moorpark. 3. State Route 34 (Somis Road) north of the City of Camarillo. 4. Santa Rosa Road between Camarillo city limit line and Thousand Oaks city limit line. 5. Moorpark Road north of Santa Rosa Road to Moorpark city limits line.
Varies	The LOS prescribed by the applicable city for all State highways, city thoroughfares, and city maintained local roads located within that city, if the city has formally adopted General Plan policies, ordinances, or a reciprocal agreement with the County, pertaining to development in the city that would individually or cumulatively affect the LOS of State highways, County thoroughfares and County-maintained local roads in the unincorporated area of the county.
	County LOS standards are applicable for any city that has not adopted its own standards or has not executed a reciprocal agreement with the County pertaining to impacts to County roads.
According to the County’s General Plan, at any intersection between two roads, each of which has a prescribed minimum acceptable LOS, the less stringent LOS of the two shall be the minimum acceptable LOS of that intersection (Goals, Policies & Programs 4.2.2).	

Existing Level of Service – Unincorporated County Roadways

County thoroughfares and conventional State highways in the unincorporated area are classified as Class I, II, or III roadways. Class I roadways are rural two-lane or multi-lane roads of essentially level terrain, where the road section has been improved to meet current road standard criteria; Class II roadways are rural two-lane roads, of essentially level and slightly rolling terrain, where the road section does not meet current road standard criteria; and Class III roadways are rural two-lane roads, of mountainous terrain or sharply curving alignment, where the road section does not meet current road standard criteria; The ADT and LOS thresholds for Class I, II and III roadways are shown in Table 6-9.

Table 6-10 presents the local County roadway LOS results under existing conditions, based on 2015 traffic counts. Three arterial segments were found to be operating below the minimum LOS (see shaded cells). These segments are located on Harbor Boulevard north of Gonzales Road, on Santa Rosa Road west of Moorpark Road, and on Santa Rosa Road east of E Las Posas Road; all are operating at LOS E. Of the roadways selected for analysis, 83 percent of segments operate at LOS C or better, 12 percent operate at LOS D, 4 percent at LOS E or worse, and 1 percent do not have an LOS score.

TABLE 6-9 ADT/LOS THRESHOLDS County Maintained Roads and Conventional State Highways					
Class I			Class II	Class III	LOS
2 Lanes	4 Lanes	6 Lanes	2 Lanes	2 Lanes	
2,400	19,000	29,000	1,500	350	A
5,600	28,000	42,000	3,900	2,000	B
10,000	38,000	57,000	7,000	3,300	C
16,000	47,000	70,000	11,000	5,900	D
27,000	58,000	87,000	21,000	16,000	E

Source: County of Ventura, 2007

TABLE 6-10 LEVEL OF SERVICE Unincorporated County Roadways						
Road	Location	Road Class	Lanes	Count	LOS	Part of Regional Network
				Day: 2015 VPD		
Aggen Road	n/o L.A. Ave (SR118)	II	2	600	A	
Balcom Canyon Road	s/o South Mountain Rd	II	2	2,000	B	✓
	n/o L.A. Ave (SR118)	II	2	2,800	B	✓
Bardsdale Avenue	e/o Sespe St	I	2	1,500	A	
Beardsley Road	n/o Central Ave	I	2	2,500	B	
Bennett Road	n/o Tapo Canyon Rd	III	2	1,100	B	
Box Canyon Road	s/o Santa Susana Pass Rd	III	2	4,000	D	✓
Bradley Road	N/O L.A. Ave (SR118)	II	2	2,500	B	✓
Bridge Rd	e/o SR-150	II	2	200	A	
Briggs Road	s/o Telegraph Rd	I	2	3,600	B	✓
	n/o Telegraph Rd	I	2	1,300	A	✓
Bristol Road	w/o Montgomery Ave	I	2	10,300	D	✓
Broadway	w/o Grimes Cyn Rd (SR23)	II	2	2,600	B	
Burnham Road	s/o Baldwin Rd (SR150)	II	2	2,200	B	✓
	e/o Santa Ana Rd	II	2	1,900	B	✓
Calle Yucca	n/o Camino Manzanas	I	2	1,800	A	✓
Camino Dos Rios	w/o Lynn Rd	I	2	3,100	B	✓
Canada Larga Road	e/o Ventura Ave	II	2	2,700	B	
Carne Road	n/o Ojai Ave (SR150)	II	2	800	A	
Casitas Vista Road	w/o Ojai Fwy (SR33)	III	2	2,500	C	
Cawelti Road	w/o Lewis Rd	I	2	1,900	A	✓
Center School Road	s/o L.A. Ave (SR118)	II	2	1,800	B	✓



TABLE 6-10 LEVEL OF SERVICE Unincorporated County Roadways						
Road	Location	Road Class	Lanes	Count	LOS	Part of Regional Network
				Day: 2015 VPD		
Center Street (Piru)	w/o Telegraph Rd (SR126)	II	2	900	A	
Central Avenue	w/o Ventura Fwy (US101)	I	2	14,400	D	✓
	w/o Santa Clara Ave	I	2	9,300	C	✓
	e/o Vineyard Ave (SR232)	I	2	9,400	C	✓
Channel Islands Blvd	w/o Rice Ave	I	2	11,000	D	✓
Clubhouse Drive	n/o L. A. Ave (SR-118) (SBT)	II	2	600	A	
Creek Road	e/o Country Club Dr	III	2	2,600	C	✓
	e/o Ventura Ave (SR33)	III	2	3,000	C	✓
Deer Creek Road	n/o Pacific Coast Hwy (SR1)	III	2	300	A	
Deerhill Road	n/o Kanan Rd	I	4	5,700	A	
Del Norte Road	s/o Rancho Dr	II	2	400	A	
Del Norte Road	n/o El Toro Rd	III	2	400	B	
Donlon Road	n/o La Cumbre Rd	II	2	1,700	B	
Doris Avenue	e/o Victoria Ave	I	2	4,300	B	✓
El Roblar Drive	w/o Maricopa Hwy (SR33)	I	2	7,900	C	✓
Etting Road	e/o Dodge Rd	I	2	2,700	B	
Etting Road	w/o Dodge Rd	II	2	2,600	B	
Fairview Road	e/o Maricopa Hwy (SR33)	II	2	800	A	
Fairway Drive	n/o Valley Vista Dr	II	2	3,200	B	✓
Fifth Street West	e/o Harbor Blvd	I	2	5,100	B	✓
Foothill Road	w/o Peck Rd	I	2	1,600	A	✓
	w/o Briggs Rd	II	2	1,900	B	✓
	e/o Wells Rd	II	2	2,400	B	✓
	e/o Saticoy Ave	II	2	4,100	C	✓
Gonzales Road	e/o Harbor Blvd	I	2	4,100	B	✓
Grand Avenue	e/o Fordyce Rd	II	2	2,000	B	
	w/o Fordyce Rd	II	2	2,000	B	
Grimes Canyon Road	n/o L.A. Ave (SR118)	II	2	2,800	B	✓
Guiberson Road	e/o Chambersburg Rd (SR23)	I	2	900	A	
Harbor Blvd	n/o Gonzales Rd	I	2	19,900	E	
	s/o Gonzales Rd	n/a	n/a	n/a	n/a	
Hitch Blvd	s/o L.A. Ave (SR118)	II	2	2,500	B	
Howe Road	e/o Torrey Rd	I	2	500	A	✓
Hueneme Road	e/o Las Posas Rd	I	2	11,200	D	✓

TABLE 6-10 LEVEL OF SERVICE Unincorporated County Roadways						
Road	Location	Road Class	Lanes	Count	LOS	Part of Regional Network
				Day: 2015 VPD		
	e/o Nauman Rd	I	2	10,500	D	✓
	e/o Wood Rd	I	2	10,400	D	✓
	w/o Olds Rd	I	2	12,300	D	✓
Kanan Road	e/o Lindero Canyon Rd	I	4	14,100	A	✓
	e/o Hollytree Dr / Oak Hills Dr	I	4	13,600	A	
	s/o Tamarind St	I	4	21,200	B	
L A Ave (SR-118)	e/o Clubhouse Dr (WBT)	I	2	9,000	C	
L A Ave (SR-118)	w/o Clubhouse Dr (EBT)	I	2	9,600	C	
La Luna Avenue	s/o Lomita Ave	I	2	4,100	B	✓
La Vista Avenue	n/o L.A. Ave (SR118)	II	2	1,000	A	
Laguna Road	e/o Pleasant Valley Rd	I	2	2,200	A	✓
	n/o Hueneme Rd	I	2	2,100	A	✓
Las Posas Road	n/o E Fifth St (SR34)	I	2	8,400	C	✓
	s/o E Fifth St (SR34)	I	2	8,900	C	✓
	s/o Hueneme Rd	I	2	6,100	C	✓
E Las Posas Road	n/o Santa Rosa Rd	I	2	2,600	B	
Lewis Road	s/o Pleasant Valley Rd	I	4	15,500	A	✓
	n/o Potrero Rd	I	2	9,500	C	✓
Lockwood Valley Road	w/o Kern County Line	II	2	800	A	✓
	e/o Maricopa Hwy (SR33)	II	2	400	A	✓
Lomita Avenue	e/o Tico Rd	I	2	4,100	B	
Main Street	n/o Telegraph Rd (SR126)	I	4	4,200	A	
McAndrew Road	n/o Reeves Rd	II	2	500	A	
Moorpark Road	n/o Santa Rosa Rd	I	2	17,100	E	✓
North St - #1 Before	1210' s/o Los Angeles Ave(SR118)	II	2	1,300	A	
North St - #2 Before	300' w/o Dodson St (E)	II	2	1,500	A	
North St - #3 Before	1210' s/o Los Angeles Ave(SR118)	II	2	1,300	A	
	(Saturday & Sunday)					
Old Telegraph Road	w/o Grand Ave	I	2	4,200	B	✓
Olds Road	n/o Hueneme Rd	I	2	1,800	A	
Olivas Park Drive	w/o Victoria Ave	I	2	12,000	D	✓
Panama Drive	s/o Lake Shore Dr	I	2	400	A	



TABLE 6-10 LEVEL OF SERVICE Unincorporated County Roadways						
Road	Location	Road Class	Lanes	Count	LOS	Part of Regional Network
				Day: 2015 VPD		
Pasadena Ave	e/o Sespe St	II	2	300	A	
Patterson Road	s/o Doris Ave	I	2	1,000	A	✓
Piru Canyon Road	n/o Orchard St	II	2	500	A	
Pleasant Valley Road	s/o E Fifth St (SR34)	I	2	15,900	D	✓
	w/o Las Posas Rd	I	2	14,400	D	✓
Potrero Road	e/o Lake Sherwood Dr (E)	I	4	8,600	A	
	w/o Stafford Rd	I	2	3,400	B	
	w/o Hidden Valley Rd	III	2	2,300	C	
	Milepost 2.75	II	2	3,400	B	
	e/o Lewis Rd	II	2	4,800	C	
Price Road	n/o L.A. Ave (SR118)	I	2	600	A	
Rice Road	s/o E Fifth St (SR34)	I	4	31,700	C	
	n/o Channel Islands Blvd	I	4	26,200	B	
	n/o Hueneme Rd	I	4	3,600	A	
Rice Road (Meiners Oaks)	s/o Lomita Ave	III	2	2,100	C	
Riverside Avenue	w/o Chambersburg Rd (SR23)	I	2	700	A	
Rose Avenue	s/o L.A. Ave (SR118)	II	2	8,300	D	✓
	s/o Central Ave	I	4	10,500	A	✓
	n/o Collins St	I	4	18,700	A	✓
Santa Ana Blvd	e/o Ventura River	II	4	2,200	C	
Santa Ana Road	s/o Baldwin Rd (SR150)	III	2	1,000	B	
	s/o Santa Ana Blvd	II	2	1,900	B	
Santa Clara Avenue	n/o Friedrich Rd	I	2	12,900	D	✓
	s/o L.A. Ave (SR118)	I	2	15,400	D	✓
Santa Rosa Road	w/o Moorpark Rd	II	2	19,700	E	✓
	w/o E Las Posas Rd	I	2	16,500	E	✓
Santa Susana Pass Road	e/o Katherine Rd	III	2	4,800	D	✓
Sespe Street	n/o South Mountain Rd	I	2	1,900	A	
	s/o Pasadena Ave	I	2	600	A	
South Mountain Road	e/o Balcom Canyon Rd	III	2	1,900	B	✓
	s/o Santa Clara River	II	2	3,900	B	✓
Stockton Road	e/o Balcom Canyon Rd	III	2	1,200	B	✓
Sturgis Road	w/o Pleasant Valley Rd	I	2	3,800	B	
Tapo Canyon Road	s/o Bennett Rd	III	2	1,700	B	
Telegraph Road	w/o Briggs Rd	I	2	5,000	B	✓

**TABLE 6-10
LEVEL OF SERVICE
Unincorporated County Roadways**

Road	Location	Road Class	Lanes	Count	LOS	Part of Regional Network
				Day: 2015 VPD		
	w/o Hallock Dr	n/a	n/a	n/a	n/a	✓
	w/o Olive Rd	I	2	5,500	B	✓
Tico Road	n/o Ventura Ave (SR150)	II	2	3,100	B	
Tierra Rejada Road	e/o Moorpark Fwy (SR23)	I	4	16,300	A	✓
Torrey Road	s/o Telegraph Rd (SR126)	I	2	500	A	✓
Valley Vista Drive	s/o Calle Aurora	II	2	5,600	C	✓
Ventura Avenue	n/o Canada Larga Rd	II	2	800	A	
	n/o Shell Rd	II	2	6,000	C	
Victoria Avenue	s/o Olivas Park Dr	I	4	44,900	D	✓
Villanova Road	e/o Ventura Ave (SR33)	II	2	2,400	B	
Walnut Avenue	n/o L.A. Ave (SR118)	II	2	400	A	
Wendy Drive	n/o Gerald Dr	II	2	13,100	E	✓
Wood Road	s/o Hueneme Rd	I	2	1,900	A	
	s/o E Fifth St (SR34)	I	2	1,200	A	
Wooley Road	w/o Rice Ave	I	2	9,700	C	
Wright Road	e/o Santa Clara Ave	I	2	1,400	A	
Yerba Buena Road	n/o Pacific Coast Hwy (SR1)	III	2	700	B	

Traffic Count Source: County of Ventura Traffic Counts 2015.

Level of Service Analysis Source: Kimley-Horn & Associates.

Existing Level of Service – State Highways

Based on the volume thresholds provided in Table 6-11 relative to the 2014 published traffic volumes from Caltrans, Table 6-12 provides LOS results for limited access state highways (i.e., freeway/multi-lane highway segments) that traverse unincorporated areas of Ventura County. Unlike freeways, multi-lane highways are not completely access controlled. For the purposes of this analysis, multi-lane highways were classified using the arterial classification system included in Table 6-5. The segments shown consist only those state highway segments in the unincorporated areas of the county.

Seven highways segments are operating at unacceptable conditions, including portions of SR-33, SR-23, SR-34, SR-118, and US 101, as highlighted in Table 6-12. One highway segment on SR-33 is operating at LOS F. Of the roadways selected for analysis, a total of 76 percent of segments operate at LOS C or better, 5 percent operate at LOS D, and 19 percent operate at LOS E or worse.

TABLE 6-11 FREEWAYS ADT/LOS THRESHOLDS Ventura County				
4 Lanes	6 Lanes	8 Lanes	10 Lanes	LOS
31,000	46,000	62,000	77,000	A
48,000	71,000	95,000	119,000	B
68,000	102,000	136,000	169,000	C
82,000	123,000	164,000	205,000	D
88,000	132,000	176,000	220,000	E

Source: Ventura County, 2007.

TABLE 6-12 LOS ON FREEWAY/MULTI-LANE HIGHWAY STATE FACILITIES Unincorporated Area of Ventura County						
Fwy Rte	Post mile	Location Description	Road Class Freeway (F), Arterial (I, II, III)	Lanes	AADT	LOS
1	9.866	Calleguas Creek	I	4	9,600	A
1	10.229	Las Posas Road	F	4	9,600	A
1	11.594	Wood Road	F	4	8,900	A
1	12.785	Hueneme Road	F	4	11,500	A
1	13.59	Nauman Road	F	4	12,000	A
1	27.675	Seacliff Colony, Jct. Rte. 101	F	6	4,500	A
1	28.48	Las Cruces, Jct. Rte. 101; Mobil Oil Pier	F	4	610	A
23	10.164	Moorpark, Tierra Rejada Road	F	6	70,000	B
23	15.54	Happy Camp Road	III	2	7,600	E
23	16.8	Grimes Canyon Road	III	2	6,300	E
23	22.265	Bardsdale Avenue	III	2	6,300	E
23	24.165	Fillmore, Jct. Rte. 126	I	2	9,100	C
33	2.648	Shell Road	F	4	29,500	A
33	4.487	Canada Larga Road	F	4	27,000	A
33	5.635	Casitas Vista Road	F	4	25,500	A
33	8.001	Creek Road	II	2	22,700	F
33	9.04	Santa Ana Boulevard	II	2	20,500	E
33	10.65	Woodland Road	II	2	19,600	E
33	11.21	West Jct. Rte. 150	II	2	20,800	E
33	12.8	Fairview Road/La Luna Avenue	II	2	2,500	B
33	13.35	Los Padres National Forest Boundary	II	2	1,500	A
33	15.441	Matilija Hot Springs Road	II	2	1,300	A
33	17.631	Wheeler Hot Springs	III	2	660	B
33	25.791	Rose Valley Road	III	2	560	B
33	30.219	Sespe Gorge Maintenance Station	III	2	410	B
33	48.5	Lockwood Valley Road	II	2	330	A

TABLE 6-12
LOS ON FREEWAY/MULTI-LANE HIGHWAY STATE FACILITIES
 Unincorporated Area of Ventura County

Fwy Rte	Post mile	Location Description	Road Class Freeway (F), Arterial (I, II, III)	Lanes	AADT	LOS
33	57.508	Ventura/Santa Barbara County Line	III	2	340	A
34	8.43	Pleasant Valley Road, West Junction	I	2	11,700	D
34	8.911	Wood Road	I	2	9,600	C
34	10.433	Las Posas Road, West Junction	I	2	9,300	C
34	12.463	Right Onto Pleasant Valley Road	I	4	7,000	A
34	12.78	Camarillo, Pleasant Valley Road	I	4	14,300	A
34	17.663	Somis, Jct. Rte. 118	II	2	13,600	E
101	19.172	Oxnard, Almond Drive	F	8	134,000	C
101	24.645	Ventura, Victoria Avenue	F	6	125,000	E
101	32.7	Solimar Beach, South Jct. Rte. 1	F	6	66,000	B
101	38.976	Seacliff, North Jct. Rte. 1	F	6	61,000	B
101	43.622	Ventura/Santa Barbara County Line	F	6	65,000	B
118	2.2	Jct. Rte. 232	I	4	35,500	C
118	4.16	Santa Clara Avenue	I	4	24,700	B
118	10.92	Jct. Rte. 34	I	2	11,900	D
118	14.686	Grimes Canyon Road	I	2	18,600	E
118	17.494	Moorpark, West Jct. Rte. 23	F	4	29,000	A
126	8.912	Briggs Road	F	4	50,000	C
126	10.38	Santa Paula, Peck Road	F	4	48,000	B
126	16.73	Sespe Ranch Uc	I	4	31,500	C
126	20.331	Fillmore, West City Limits, Los Serenos Road	I	4	29,000	C
126	29.296	Center Street	I	4	22,500	B
126	36.64	Ventura/Los Angeles County Line	I	4	22,000	B
150	11.27	Santa Ana Road	III	2	2,750	C
150	14.113	Rice Road	II	2	6,300	C
150	14.406	Jct. Rte. 33 South	II	2	10,200	D
150	15.021	Loma Drive	II	2	19,400	F
150	16.076	Ojai, Hermosa Road	II	2	18,800	E
150	19.04	Gorham Road	I	2	6,500	C
150	19.93	Reeves Road	II	2	5,300	C
150	22.481	Happy Valley School Road	II	2	2,900	B
150	31.95	Santa Paula, North City Limit	II	2	3,650	B
232	2.579	Central Avenue	I	4	14,200	A
232	4.11	Jct. Rte. 118	F	4	15,100	A

Safety

Table 6-13 includes a breakdown of the reported traffic collisions from the five most recent available years of accident data from the California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS). The majority of reported collisions in the unincorporated areas of Ventura County are property damage only. Roughly one percent of collisions result in fatalities. Over 60 percent of the collisions were caused by improper turning maneuvers or travelling at an unsafe travel speed. Driving under the influence accounted for approximately 10 percent of the collisions. The number one collision type is “hit object.” Approximately 64 percent of all collisions occur during daylight hours.

TABLE 6-13 BREAKDOWN OF COLLISIONS BASED ON CHARACTERISTICS Ventura County 1/1/2011 – 12/31/2015	
Cause of Accident	
Auto R/W Violation	317
Brakes	1
Driving Under Influence	397
Fell Asleep	0
Following Too Closely	6
Hazardous Parking	6
Impeding Traffic	0
Improper Passing	58
Improper Turning	1,133
Lights	1
Not Stated	2
Other	11
Other Equipment	2
Other Hazardous Movement	7
Other Improper Driving	8
Other Than Driver	71
Other Than Driver or Ped	12
Ped or Other Under Influence	0
Ped R/W Violation	3
Pedestrian Violation	14
Traffic Signals and Signs	91
Unknown	43
Unsafe Lane Change	22
Unsafe Speed	994
Unsafe Starting or Backing	174
Wrong side of Road	99
Total	3,472

TABLE 6-13 BREAKDOWN OF COLLISIONS BASED ON CHARACTERISTICS Ventura County 1/1/2011 – 12/31/2015	
Collision Type	
Broadside	445
Head-On	152
Hit Object	1,299
Not Stated	1
Other	156
Overtaken	212
Rear-End	718
Sideswipe	449
Vehicle-Pedestrian	30
Total	3,472
Time of Day	
Day	2,231
Night	1,239
Unknown	2
Total	3,472
Highest Degree of Injuries	
Complaint of pain	607
Severe Injury	128
Other Visible Injury	443
Fatal	38
Property Damage Only	2,256
Total	3,472

Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS), 2016.

Regulatory Setting

State

California Environmental Quality Act (CEQA) Streamlining (SB 743)

Adopted in 2013, SB 743 changes the metric used to evaluate transportation impact and mitigation under CEQA. However, as of the 2016 baseline of this report, the Office of Planning Research, the State agency tasked with creating implementation guidelines for SB 743, has yet to release the CEQA Guidelines for implementation of SB 743. Without these guidelines and their corresponding VMT methodology and standards, the SB 743 proposed revisions are not currently the basis for traffic impact identification and mitigation. CEQA analysis has centered on Level of Service (LOS), but under SB 743, the primary metric for identifying CEQA impacts and mitigation will be Vehicle Miles of Travel (VMT). The intent of SB 743 is to streamline CEQA guidelines for projects in urban infill locations and high transit priority areas. VMT was chosen as the primary metric to better integrate land use and multimodal transportation choices, to encourage alternative transportation, greater efficiency, and reduced GHG emissions. SB 743 also amended the state congestion management program statutes lifting the sunset clause for the designation of infill opportunity zones, where CMP LOS standards would no longer apply.

Local

2011 Initial Study Assessment Guidelines

The Initial Study Assessment Guidelines include criteria for evaluation of environmental impacts for transportation and circulation related to traffic levels of service. These can be found in Section 27a(1), Transportation & Circulation – Roads and Highways – Level of Service.

Key Terms

Annual Average Daily Traffic (AADT): The total volume of traffic passing a point or segment of a highway facility in both directions for one year divided by the number of days in a year. AADT is typically measured by taking one two-week sample during each of the four seasons (fall, winter, spring, summer) and averaging.

Daily Vehicles Miles of Travel (DVMT): The total vehicle miles of travel recorded over a 24-hour period. Alternatively, total VMT over one year divided by the number of days in a year.

Vehicle Miles of Travel (VMT) refers to the number of roadway miles traveled by motor vehicles.

Highway Capacity Manual (HCM): A publication of the Transportation Research Board (TRB) that contains concepts, guidelines, and procedures for computing the capacity and quality of service of various roadway facilities for all modes of travel (driving, walking, biking, and taking transit).

Level of Service (LOS): A qualitative measure for the travel experience along a roadway. A scale of A to F is used to indicate the level of service, with “A” as the free flow conditions and “F” as the “jammed” conditions.

Statewide Integrated Traffic Records System (SWITRS): A database of vehicular collisions collected and maintained by the California Highway Patrol.

References

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County of Ventura. Ventura County General Plan: Public Facilities and Services Appendix.

<http://vcrma.org/planning/pdf/plans/GENERAL-PLAN-Public-Facilities-Services-Appendix.pdf>

May 8, 2007.

SECTION 6.3 ACTIVE TRANSPORTATION

Introduction

This section describes existing facilities and programs for bicyclists and pedestrians in Ventura County. As stated in the Chapter Introduction, the information summarized below will be evaluated during the course of the General Plan Update to determine to what extent these bicycle and pedestrian facilities address the regulatory requirements of the 2008 California Complete Streets Act. Several of the jurisdictions within Ventura County, including the unincorporated county, have adopted bicycle and pedestrian plans in addition to their general plans. The following plans have been adopted by agencies within Ventura County:

- **Ventura County Transportation Commission (VCTC)**, Ventura Countywide Bicycle Master Plan (2007) (also covers **City of Port Hueneme** and **City of Santa Paula**)
- **City of Camarillo**, Bikeway Master Plan (2008)
- **City of Fillmore**, Bicycle Transportation Plan (2005)
- **City of Moorpark**, Moorpark Master Bicycle Pedestrian Plan (2008)
- **City of Ojai**, Bicycle and Pedestrian Master Plan (1999)
- **City of Oxnard**, Bicycle and Pedestrian Facilities Master Plan (2011)
- **City of Simi Valley**, Bicycle Master Plan (2008)
- **City of Thousand Oaks**, Bicycle Facilities Master Plan (2010)
- **City of Ventura**, Bicycle Master Plan (2011)

Major Findings

- A robust source of funding for local active transportation projects in other jurisdictions is through transportation sales tax measures. At this time, Ventura County does not have such a funding source. Currently, most of Ventura County's funding for transportation comes from state and federal funding sources.
- To maintain competitiveness for Active Transportation Program (ATP) program funds, the County and its local jurisdictions are required to update active transportation plans that are older than five years. The program guidelines prioritize projects that are identified on adopted plans. Jurisdictions that develop Safe Routes to School, bicycle, and pedestrian plans can better compete for state ATP funding.
- The County is focusing on closing gaps in the countywide bikeway network that were identified in the Ventura Countywide Bicycle Master Plan. Improving the connections within the existing network can improve systemwide connectivity. This strategy integrates existing recreational and arterial networks to better serve transit, employment, and activity centers. Developing publicly-accessible bicycle support facilities also improves access and usage of the county's trails and coastal bikeways. VCTC completed a bicycle wayfinding study in April 2017.
- Many of the segments in the unincorporated roadway network do not include sufficient shoulder space to stripe Class II bike paths onto existing paved surfaces. This presents a challenge for closing gaps in the existing bike network.

- The County has jurisdiction of 103 miles of trails and 58 miles of bike lanes in the unincorporated areas.
- The largest mode shares for walking and cycling are in the cities of Port Hueneme (8.1% and 1.4%, respectively) and Ojai (6.4% and 2.2%, respectively). The unincorporated area of the county has a walking and cycling mode split of 3.4% and 0.6%, respectively, which are higher than several of the other incorporated areas.
- According to a 2013 ranking of California counties, Ventura County ranks approximately in the middle in safety for pedestrians and cyclists. The County earned higher ranks for pedestrians over 65 years old and bicyclists under 15 years old.
- There is currently no inventory of County-maintained sidewalks or ADA compliant curb cuts within the unincorporated areas. Development of such an inventory would facilitate future compliance tracking of pedestrian improvements consistent with the ADA and AB 1358.

Existing Setting

This section summarizes existing active transportation commute mode shares (i.e. what percentage of commuters in Ventura County walk, bike or use other active transportation to get to work), the existing and planned bicycle and pedestrian facilities and infrastructure, and how the bicycle and pedestrian network in Ventura County interfaces with other modes to contribute to the larger mobility context.

Journey to Work

The number of Ventura County residents who bike or walk to work is identified in the US Census/American Community Survey. Table 6-14 shows the relative proportion of commuters using active transportation as their primary commute mode for each jurisdiction and provides a comparison to the California statewide average. Overall, the proportion of the labor force in Ventura County that commutes to work by walking or biking is 2.7 percent and 1.1 percent, respectively. The City of Port Hueneme had the highest proportion of workers commuting by walking at 8.1 percent. The City of Ojai had the highest proportion of residents biking to work at 2.2 percent.

TABLE 6-14
JOURNEY TO WORK MODE SPLIT – BICYCLE AND PEDESTRIAN
 Ventura County

Area	Walked		Bicycle		Total Workers
<i>County of Ventura</i>	7,555	2.0%	2,593	0.7%	386,259
County of Ventura (Unincorporated)	1,483	3.4%	284	0.6%	43,943
Camarillo	376	1.2%	73	0.2%	30,797
Fillmore	221	3.7%	17	0.3%	5,926
Moorpark	270	1.5%	22	0.1%	17,604
Ojai	202	6.4%	70	2.2%	3,134
Oxnard	1,111	1.2%	658	0.7%	89,885
Port Hueneme	789	8.1%	136	1.4%	9,790
Santa Paula	140	1.1%	103	0.8%	12,493
Simi Valley	650	1.0%	326	0.5%	62,549
Thousand Oaks	1,290	2.2%	352	0.6%	59,629
Ventura	1,023	2.0%	552	1.1%	50,509
<i>California</i>	<i>451,715</i>	<i>2.7%</i>	<i>182,718</i>	<i>1.1%</i>	<i>16,529,777</i>

Source: American Community Survey – 2014 5-Year Aggregate.

Existing and Planned Pedestrian Facilities

The County of Ventura does not currently have a plan for developing pedestrian facilities at the regional level. As a member jurisdiction of SCAG, Ventura County adopted the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which includes an Active Transportation Plan. The Active Transportation Plan identified goals and objectives supporting pedestrian mobility and access. In addition, as part of its recent work to amend the Ventura County Local Coastal Program (LCP), the Planning Division developed a conceptual trail alignment for the portion of the California Coastal Trail (CCT) that lies within the unincorporated portions of the county. In late 2016, the Ventura County Board of Supervisors approved this conceptual alignment, along with maps, goals, policies, and programs related to the CCT. The California Coastal Commission is scheduled to certify the LCP amendments in spring 2017.

The County's Comprehensive Transportation Plan (CTP) developed by VCTC (2013) identified the need for pedestrian improvements and funding. The CTP found that the bike and pedestrian infrastructure were relatively well developed within the cities, but were not well connected across jurisdictional boundaries. A wayfinding study by VCTC (2017) provides more information about pedestrian and bicycle connectivity and navigational issues in the county.

The existing General Plan outlines goals, policies and programs to guide development in the county. For commercial and industrial development, as well as school sites, the goals, policies and programs are focused on encouraging design that maximizes safe access for pedestrians and cyclists. This helps ensure that new development does not impede pedestrian and cyclist access both to and through sites. For all other discretionary developments requiring review and permitting, the goals and policies call for the provision of non-motorized infrastructure improvements and amenities where it is deemed feasible.

Local area land use/transportation plans that have pedestrian-oriented goals, objectives, and improvements include the following:

- Oxnard Corridor Transportation Improvement Plan – A Livable Oxnard (ongoing)
- Santa Paula Branch Line Recreational Trail Compatibility Survey (2015)²
- Transportation Department Strategic Master Plan, Public Works Agency approved (2013)
- Thousand Oaks Boulevard Specific Plan (2012)
- Santa Clara River Trail Master Plan (2011)
- Fillmore Business Park Master Plan (2008)
- Moorpark College Facilities Master Plan (2005-2015)
- Heritage Valley Parks Specific Plan, Fillmore CA (2002)
- Santa Paula Branch Line Trail Master Plan (1996)

Trails

Pedestrian infrastructure in the county includes 1,009 miles of hiking trails. The County’s share of these trails is 103 miles, most of which are located in the southeastern unincorporated area. While the County has jurisdiction over these 103 miles, it does not necessarily maintain all of them. The other trails in the county fall under the jurisdiction of other agencies, including California Department of Parks and Recreation, Los Angeles County, incorporated cities, and Los Padres National Forest. Figure 6-6 shows the County and non-County trails in or near the county.

Existing and Planned Bikeways

The Ventura Countywide Bicycle Master Plan was adopted in 2007 and established a planning blueprint that provided recommendations for expanding bikeway infrastructure, closing gaps, and encouraging bicycling for recreation and mobility. The plan included an inventory of existing bikeway infrastructure in the county, as well as the Recommended Countywide Bicycle Network consisting of existing facilities and proposed bikeway improvements, including those identified in local plans developed by the cities. Information on bike routes are also available on the VCTC Bikeways app that allows users to view maps on their smartphones. Figure 6-7 shows the existing bikeways in Ventura County.

Beyond the provision of bikeways, there have been other efforts to promote bicycling in the county, including promoting tourism and installing bicycle-supportive infrastructure. The County has a working group that meets quarterly to discuss marketing, public relations, and infrastructure toward making the county a tourist destination for bicyclists. In addition to these efforts, starting in spring 2017, the Ventura County Fire Department is installing sixteen bicycle repair stations throughout the county. The stations have tools and air pumps that bicyclists can use should they need repairs or air in their tires.

² VCTC study that provided an assessment of trails within agricultural settings to provide guidance for how to establish a trail along the Santa Paula Branch Line in Ventura County.

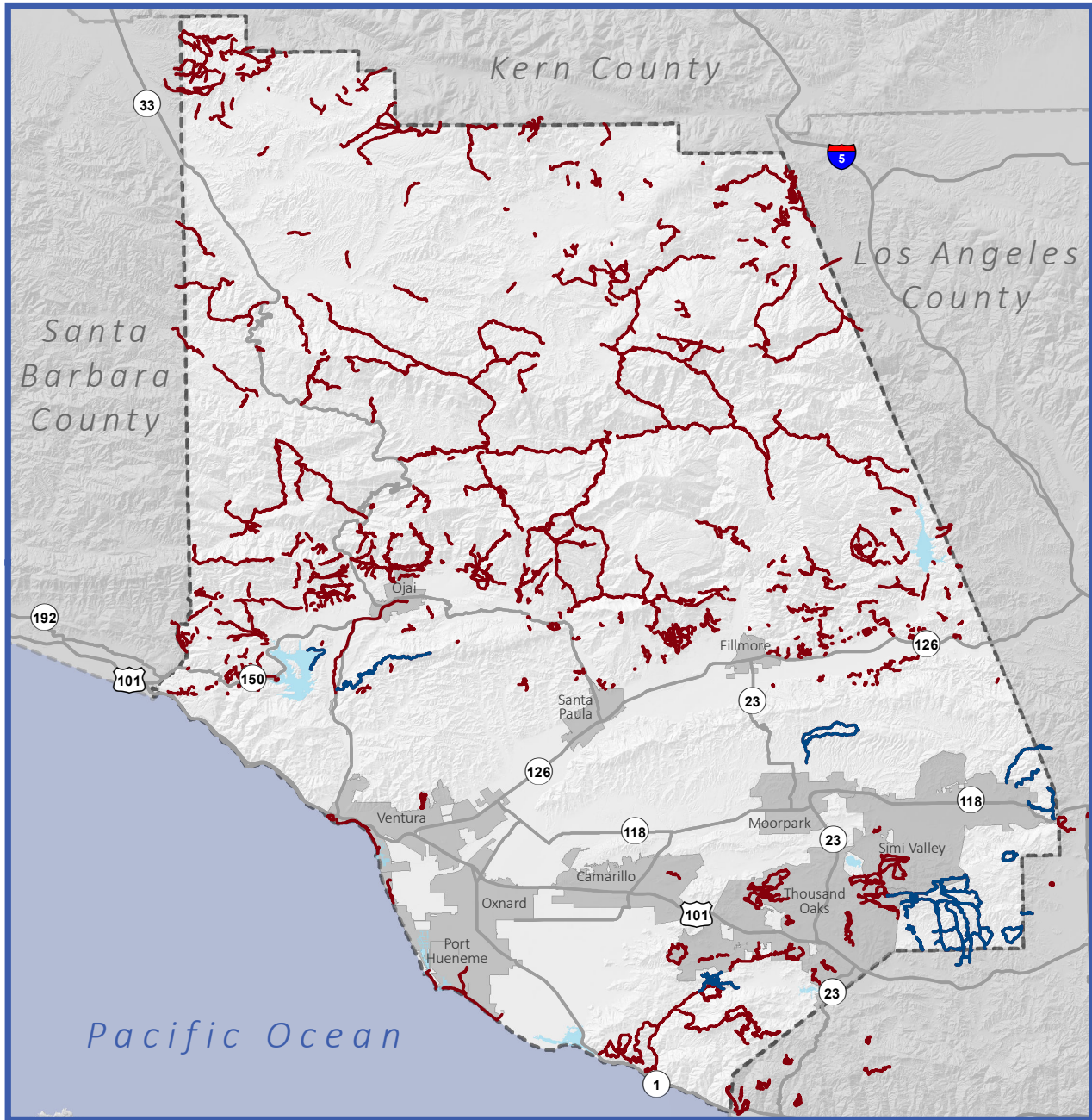
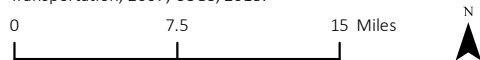


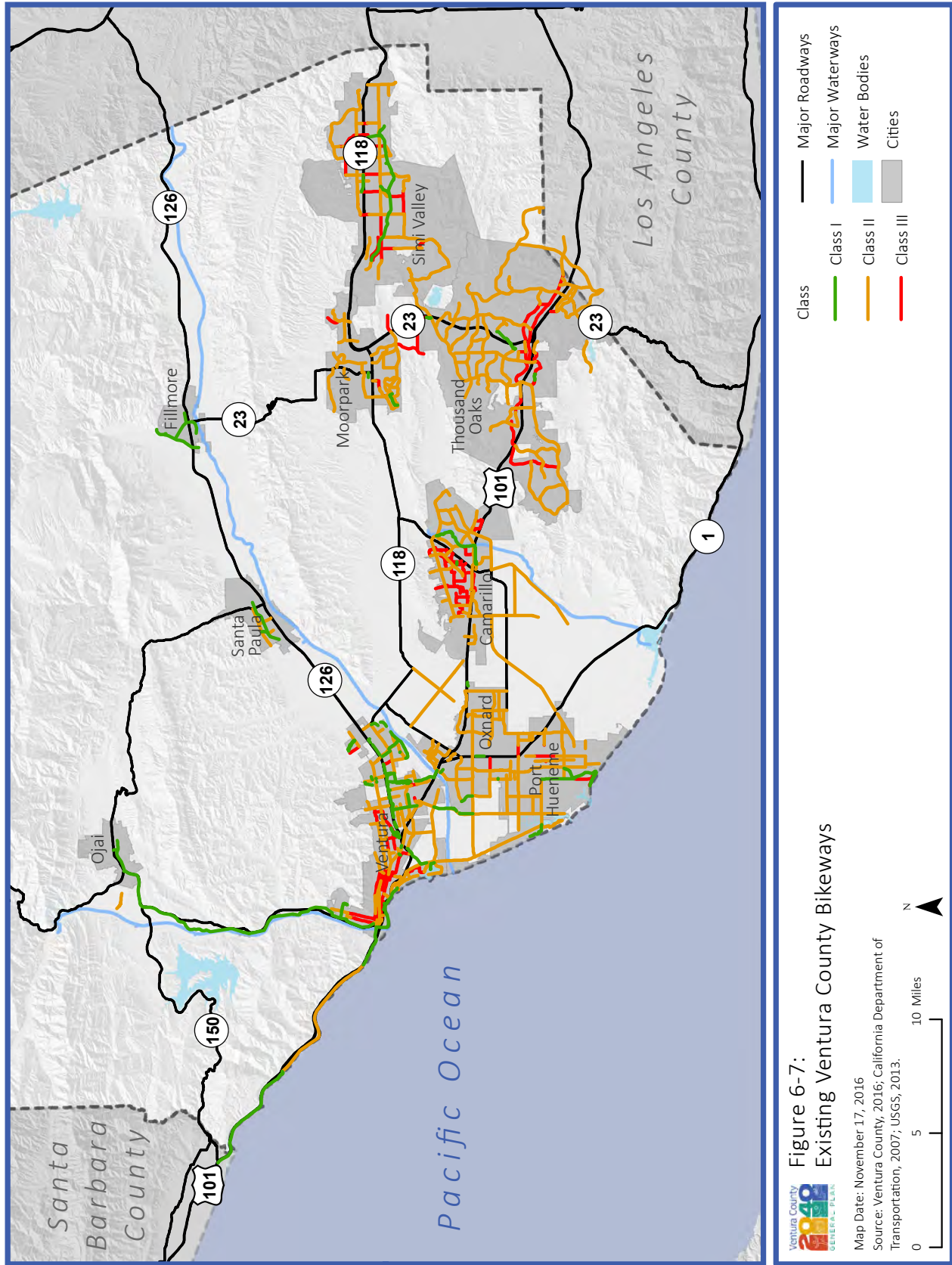
Figure 6-6:
Ventura County Hiking Trails

Map Date: December 29, 2016

Source: Ventura County, 2016; California Department of Transportation, 2007; USGS, 2013.



- County Hiking Trails
- Other Hiking Trails
- Major Roadways
- Water Bodies
- Cities



In total, the County of Ventura maintains 58.2 miles of bike lanes. The County's bike lanes are all either Class II or Class III, with the exception of a 1.56-mile Class I bike lane on Victoria Avenue. A summary of these bike lanes is provided in Table 6-15.

Notable existing intercity bike paths include:

- Victoria Bikeway - This was constructed in the mid-1970s. It is a Class II bikeway from Olivas Park Drive to the beginning of the bridge (.48 miles) over the Santa Clara River. It transitions to a Class I bikeway from the north end of the bridge onward to Gonzales Road (1.29 miles).
- Harbor Boulevard Bike Lane - This Class II coastal facility has been striped along Harbor Boulevard based on the availability of local funding. As a link between projects in Oxnard and Ventura, the County constructed a bicycle bridge over the Santa Clara River to provide safe travel between the two cities.
- Ventura River Parkway Trail – This trail incorporates the Ojai Valley Trail and the Ventura River Trail. It is a 9.5-mile by 50-foot multi-purpose Class I trail utilizing the abandoned Southern Pacific Railroad right-of-way from the City of Ojai to Foster Park. A split-rail fence separates the horses from the pedestrians and bicyclists. One side of the trail is paved with asphalt for bicyclists, and the other with wood chips and gravel, a more suitable roadbed for horses.
- Santa Paula Branch Line Bike Trail –The alignment is generally along the Southern Pacific Railroad right-of-way. The trail is a combination of Class I and Class II trail. The full length of the Santa Paula Branch Line Trail is not yet completed.

Proposed projects in unincorporated areas of the county include:

- Fifth Street (State Route 34) between Camarillo and Oxnard: Class II Bicycle Lanes
- Hueneme Road between Las Posas Road and Oxnard: Class II Bicycle Lanes
- Las Posas Road between Laguna Road and State Route 1: Class II Bicycle Lanes. Project funded. Anticipated completion by summer 2017.
- Moorpark Road Between Santa Rosa Road and Tierra Rejada: Class II Bicycle Lanes
- Santa Ana Road between Ventura River Trail and State Route 150: Class II Bicycle Route. Project funded. Anticipated completion by end of 2017.
- Santa Clara Avenue between Los Angeles Avenue and US 101: Class II Bicycle Lanes. Project under construction. Anticipated completion by spring 2017.
- Completion of the Santa Paula Branch Line Trail (portions not constructed)
- Santa Rosa Road between Camarillo and Moorpark Road: Class II Bicycle Lanes
- SR-1 between Las Posas Road and the Los Angeles County Line: Class II Bicycle Lanes
- Old (former) State Route 1 from the US 101 Junction (North Of Ventura) to South of the Union Pacific Railroad Over-Crossing: Class I Multi-Use Pathway Extension
- State Route 118/Los Angeles Avenue from Moorpark To San Buenaventura: Class I Bicycle Pathway
- State Route 150 between Ojai and Santa Paula: Class III
- Telegraph Road between San Buenaventura (Ventura) and Santa Paula: Class II Bicycle Lanes

TABLE 6-15 UNINCORPORATED COUNTY-MAINTAINED BIKE LANES			
Road Name	Road Limit	Lane Miles	Class Type
Camino Dos Rios	CDS - 67w Lynn Rd	1.62	II
Cawelti Road	Las Posas Rd - Lewis Rd	4.30	II
Central Avenue	Vineyard Av SR 232 - Rose Av	1.56	II
Central Avenue	Santa Clara Av - Beardsley Rd	2.00	II
Central Avenue	Beardsley Rd - 2374e Beardsley Rd	0.90	II
Central Avenue	Rose Av - Santa Clara Av	2.52	II
Harbor Boulevard	754n Edison Canal - Gonzales Rd	1.48	III
Harbor Boulevard	Gonzales Rd - 2898s Olivas Pk	2.50	III
Hueneme Road	Wood Rd - Las Posas Rd	1.84	II
Kanan Road	LA Co Line - Sunnycrest Dr	1.18	II
Kanan Road	Sunnycrest Dr - Deerhill Rd	0.56	II
Kanan Road	Deerhill Rd - Oak Hills Dr	0.92	II
Las Posas Road	Pleasant Valley Rd - Laguna Rd	4.10	II
Lewis Road	Laguna Rd - University Dr	1.32	II
Lewis Road	University Dr - Camarillo St	2.36	II
Lewis Road	Camarillo St - MP 2.83	1.98	II
Lewis Road	MP 2.83 - 174s Pleasant Vly Rd	1.42	II
Lindero Canyon Road	63n Kanan Rd -60s Golden Eagle	0.42	II
Lindero Canyon Road	60s Golden Eagle - Napoleon Av	1.98	II
Lomita Avenue	Rice Rd - La Luna Av	0.54	II
Lomita Avenue	La Luna Av - 1211s Besant Rd	0.34	II
Ocean Drive	Sawtelle Av - Malibu Av	1.52	II
Pleasant Valley Road	120e SR 1 NB Off Ramp - E. Fifth St	5.96	II
Pleasant Valley Road	W Fifth St SR 34 - Wood Rd	1.46	II
Pleasant Valley Road	Wood Rd - 1885e Wood Rd	0.72	II
Pleasant Valley Road	1885e Wood Rd - 1900w Las Posas Rd	1.60	II
Pleasant Valley Road	1900w Las Posas Rd - Las Posas Rd	0.72	II
Potrero Road East	587w Trentwood - 55e Lake Sherwood	3.22	II
Santa Clara Avenue	Friedrich Rd - Central Ave	1.56	II
Santa Clara Avenue	Central Av - SR 118	2.98	II
Victoria Avenue	247s Riverbridge - 119s Olivas Park	1.56	I
Wendy Drive	55n Borchard Rd - 120e Lois Av	1.06	II

Source: Ventura County Public Works Agency.

In the **Road Limit** column the numbers followed by a letter indicate the distance in feet and direction from a road. E.g., "67w Lynn Road" indicates 67 feet west of Lynn Road.

Bicycle-Transit Connections

All buses that operate in Ventura County have bicycle racks that can accommodate two to three bicycles, with the exception of VISTA buses that can carry bicycles in their baggage areas. This service enables riders to access destinations that are difficult to reach solely by bicycle. It also expands the potential service area range of bus stops. Metrolink commuter rail service on the Ventura County Line also allows up to three bicycles kept in designated storage areas on train cars. Additionally, trains that have a designated “Bike Car” can hold up to eight bicycles. Metrolink stations in the County have lockers and/or racks for bicycle parking. Amtrak inter-city rail service that operates through the County allows passengers to bring bicycles onto designated trains; passengers can also check-in their bicycles for a fee.

Bicycle Support Facilities

The County does not currently have publicly-accessible rest areas, showers or changing facilities for bicyclists. The Countywide Bicycle Master Plan identified bike parking and end-of-trip facilities among the recommended improvements. Including these types of bicycle support facilities at end-of-trip destinations, such as transit hubs and other major nodes can encourage greater share of trips by biking. The Ventura County Bicycle Master Plan also recommended that a countywide bicycle parking ordinance be adopted to incentivize the provision of bicycle parking facilities with new development.

Pedestrian and Bicycle Safety

The California Office of Traffic Safety ranks California counties on a variety of traffic safety metrics, including bicycle and pedestrian injuries and fatalities. Of the 58 reporting counties in 2014, the most recent year available, Ventura County ranked:

- 52nd safest for pedestrians
- 55th safest for pedestrians under 15 years old
- 50th safest for pedestrians over 65 years old
- 38th safest for bicyclists
- 31st safest for bicyclists under 15 years old

If Ventura County invests more in bicycle and pedestrian infrastructure, it is likely that more people will choose those modes for day-to-day activity, which will in turn increase the potential for vehicle and pedestrian/bicycle conflicts. Increased education and enforcement are important tools for bicycle and pedestrian safety. The Countywide Bicycle Master Plan includes non-infrastructure improvements as part of the Plan recommendations that identify the need for investments in educational programs that encourage bicycle safety. Additionally, per state law (AB1371, 2013) motorists are required to provide a three-foot buffer in order to safely pass a cyclist.

Pedestrian and Bicycle Performance Standards

As part of the scenario evaluation criteria, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) includes mobility and sustainability performance measures that account for total transit, bicycle, and pedestrian trips. However, there are currently no formally mandated measurement cycles for active transportation in Ventura County, other than for updates to the RTP/SCS (4 year update cycle). The Countywide Bicycle Master Plan utilizes the Federal Highway Administration (FHWA) Bicycle Compatibility Index (BCI) model to evaluate the suitability of roadway segments in unincorporated areas for biking.

Regulatory Setting

State

California Global Warming Solutions Act (AB 32)

This law enacted in 2006 (AB 32) set a statewide mandate to roll back greenhouse gas emissions in California to 1990 levels by 2020. To meet the emission reduction goals of AB 32, the California’s Sustainable Communities and Climate Protection Act, or SB 375, was enacted to direct the State’s metropolitan planning organizations (MPOs) to develop a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its emission reduction targets. The SCS is a component of the Regional Transportation Plan (RTP) that is prepared by the Southern California Association of Governments (SCAG); Ventura County is a one of the six county members that make up the SCAG region. The current RTP/SCS that was adopted in 2016 identified the need to significantly increase the share of active transportation modes such as bicycling and walking in order to achieve the goals of AB32/SB375.

California Active Transportation Program (ATP)

The California Active Transportation Program (ATP) was passed by the State legislature and signed into law in 2013 that consolidates several federal and statewide programs such as the Bicycle Transportation Account (BTA) and the State Safe Routes to School (SR2S). The ATP program provides a source of funding for countywide projects that support programs and infrastructure improvements that encourage walking and biking. Funding is administered by Caltrans through an annual, competitive Call for Projects application process.

Comprehensive Transportation Plan (CTP)

The CTP is a policy-oriented document adopted by VCTC that identifies long-range priorities and needs based on input from member cities and public opinion; the document includes an assessment of federal and state funding sources for transportation improvements, including investments in active transportation.

Fixing America’s Surface Transportation (FAST) Act

This law builds on the theme of its predecessors, providing federal funding assistance for transportation projects, while encouraging a broader scope of performance based planning, including enhanced bicycle and pedestrian connectivity. These specifically include recreational trails, improvements needed to comply with the Americans with Disabilities Act, and Safe Routes to School. It also broadens the definition of bicycle facilities to include intermodal facilities that enhance connections between transportation modes.

The California Complete Streets Act of 2008

This law requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people, and disabled people, as well as motorists. It will complement an existing policy, which directs Caltrans to “fully consider the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products.” Beginning January 2011, any

substantive revision of the circulation element in the general plan of a California local government will include complete streets provisions.

Three Feet for Safety Act (AB1371) (2013)

This act makes it unlawful for a motorist to overtake a person on a bicycle from a passing distance of less than three feet between any part of the motor vehicle and any part of the bicycle or its operator. A violation of the provisions of the act is punishable by a \$35 fine, or \$220 if a motorist collides with a cyclist and causes them bodily harm.

Local

Countywide Bicycle Master Plan (2007)

This Bike plan was adopted in 2007 by the County of Ventura and its 10 incorporated cities and makes recommendations for improving and expanding the existing bikeway network. The Plan identified projects and funding opportunities to close gaps, provide for greater local and regional connectivity, and policies and programs that encourage more residents to bicycle. Projects to complete elements from this plan are managed and funding requested by the individual agencies

2011 Initial Study Assessment Guidelines

The Initial Study Assessment Guidelines include criteria for evaluation of environmental impacts for transportation and circulation. These can be found in Section 27b, Transportation & Circulation – Pedestrian/Bicycle Facilities.

Key Terms

Complete Street is a term for a roadway facility that safely provides adequate access and capacity for all modes and users within the shared right-of-way.

Class I Bikeways are facilities that are fully separated from automobile traffic. These are generally off street trails and are often shared with pedestrians and sometimes equestrian users.

Class II Bikeways are dedicated bicycle space on a facility shared with vehicles. Most commonly, these are marked bicycle lanes or paved shoulders and are wide enough that vehicles can pass cyclists without leaving their lanes.

Class III Bikeways are roadways where bicycles and vehicles share the same lane. These are generally indicated with signage to “share the road” or by painted sharrows. Bicycles are granted full right of access to the street and are considered part of general traffic.

Class IV Bikeways are roadways designed with bicycle friendly features, but without striping, pavement markings, or informational markers indicating preferential or exclusive use for cyclists. These features include wide curb lands and bicycle safe drain gates.

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SECTION 6.4 TRANSIT SERVICE

Introduction

This section describes the existing transit services in Ventura County including bus service and commuter rail. The county is served by seven transit operators that provide fixed-route, inter-city and local bus service and three operators that provide dial-a-ride service. A combination of regional and municipal operators provide fixed-route bus service that operates within and between cities and in unincorporated areas of the county. Several bus routes stop at commuter rail stations that are served by Metrolink and Amtrak – providing transit connections for Ventura County residents and commuters with neighboring counties.

Major Findings

- According to the 2015 American Community Survey (reflecting 2014 totals), 1.4 percent of workers in Ventura County commute to work by transit, compared to a statewide share of 5.2 percent.
- According to the 2015 American Community Survey (reflecting 2014 totals), 9.2 percent of Ventura County households have no vehicle available.
- The 2016 RTP/SCS identified the need to significantly increase the share of trips by transit modes in order to achieve the goals of AB32 and SB375.
- According to the 2015 American Community Survey (reflecting 2014 totals), 11.2 percent of the county’s population were aged 65 years or older, 25.9 percent were under 16 years of age, 11.9 percent were disabled, and 11.1 percent lived below poverty level. These populations are more likely to be dependent on transit for some of their mobility needs. Additionally, the 65 years or older demographic has grown more in Ventura County than any other demographic age group over the past 20 years. This trend is projected to continue in the future.
- Gold Coast Transit District (GCTD) is the largest transit operator in Ventura County in terms of annual passenger boardings and revenue hours of operation (i.e., the hours a bus is in service).
- VCTC Intercity and GCTD provide inter-city bus service throughout the county. GCTD, Thousand Oaks Transit, Valley Express, and the Kanan Shuttle serve unincorporated areas. Municipal transit operators that provide primarily intra-city or community circulation service have connections with the Metrolink and Amtrak commuter rail stations to link Ventura County residents and workers with employment and activity centers in neighboring counties (Los Angeles and Santa Barbara). Additionally, the jointly-funded Coastal Express serves the counties of Ventura and Santa Barbara.
- The Ventura County Short Range Transit Plan (SRTP) from VCTC (2015) identified the following needs and priorities for guiding investments to improve transit service and coverage in the county: 1) improve countywide transit coordination and cooperation to address service gaps and deficiencies; 2) invest in transit facilities to make transfers more convenient; 3) consolidate service providers in east Ventura County to improve productivity and connectivity where market analysis suggest that the areas can support increased levels of transit service; and 4) develop countywide performance metrics to evaluate transit services on a continuous basis in accordance with State reporting and funding requirements.

- GCTD’s top improvement needs are (1) service along Ventura Road; (2) restructured service in south Oxnard; (3) improved service to Naval Base Ventura County; (4) decreased travel time between Oxnard, Ventura, and Ojai; and (5) a seasonal bike bus.
- According to GCTD, service expansion is limited by funding availability and, without additional funding sources (e.g., sales tax), service increases are not viable.

Existing Conditions

Overview

Transit mode shares for commuters in Ventura County were collected from the American Community Survey (ACS). Table 6-16 shows the relative proportion of commuters using transit as their primary commute mode for each jurisdiction and provides a comparison to the California statewide average. Overall, 1.4 percent of the labor force in Ventura County commuted to work by transit. By contrast, more Ventura County residents walk to work (1.9 percent) than take transit, although more take transit than bike to work. Among the county’s cities, Port Hueneme had the highest proportion of workers commuting by transit at 2.2 percent. Santa Paula had the second highest transit commuter population at 2.1 percent. Statewide, the percentage of transit commuters was considerably higher, at 5.2 percent.

TABLE 6-16 JOURNEY TO WORK MODE SPLIT – TRANSIT Ventura County			
Area	Riders	Percent	Total
County of Ventura (Total)	5,521	1.4%	386,259
County of Ventura (Unincorporated)	427	1.0%	43,943
Camarillo	341	1.1%	30,797
Fillmore	83	1.4%	5,926
Moorpark	313	1.8%	17,604
Ojai	13	0.4%	3,134
Oxnard	1,291	1.4%	89,885
Port Hueneme	212	2.2%	9,790
Santa Paula	263	2.1%	12,493
Simi Valley	966	1.5%	62,549
Thousand Oaks	676	1.1%	59,629
Ventura	936	1.9%	50,509
California	859,372	5.2%	16,529,777

Source: American Community Survey – 2014 5-Year Aggregate.

Persons who, due to disability, age, and/or economic status, do not have access to a personal vehicle and rely on public or private transportation services are the primary transit users in the county. According to the 2015 ACS, 11.2 percent of the unincorporated county’s population were aged 65 years or older, 25.9 percent were under 16 years of age, 11.9 percent were disabled, and 11.1 percent lived below poverty level. These populations are more likely to be dependent on transit for some of their mobility needs. According to the US Census and Department of Finance population estimates, the 65 years or older demographic has grown more in Ventura County than any other demographic age group over the past 20 years. This trend is projected to continue in the future. As of 2014, 9.2 percent of Ventura County

households had no vehicle available, and demographic trends suggest private car ownership will decline in the future. This is part of a trend that reflects changing preferences for personal travel. This includes more people opting to ride transit where high quality service is available, including people with other choices (i.e., non-transit-dependents or “choice riders”).

Gold Coast Transit District and VCTC Intercity are the primary providers of public transit service to cities within Ventura County and its unincorporated areas. Gold Coast Transit District is a special purpose transit district that operates fixed route transit service in the cities of Ventura, Oxnard, Port Hueneme, Ojai, and the unincorporated areas of El Rio, Saticoy, Oak View and Mira Monte. Gold Coast Transit District also operates GO ACCESS, which is paratransit (dial-a-ride) service for seniors and people with disabilities. VCTC Intercity is operated by VCTC and provides fixed route transit service between the cities of Oxnard, Ventura, Camarillo, Thousand Oaks, Moorpark, and Simi Valley. In the Heritage Valley, VISTA formerly operated a demand response service that was replaced by the Valley Express Fixed Route and Dial-A-Ride.

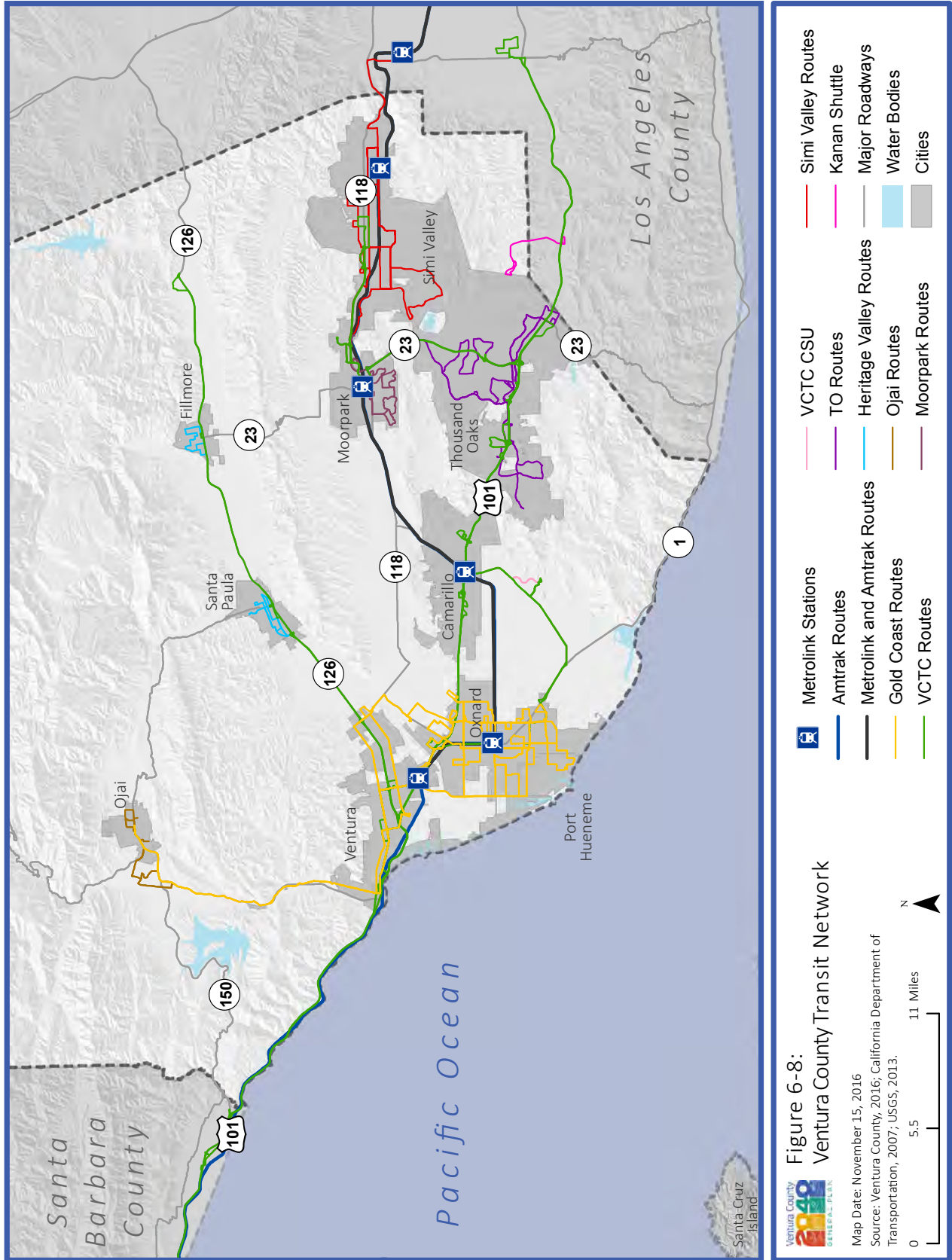
Municipal providers such as Thousand Oaks Transit, Simi Valley Transit, Moorpark City Transit, Camarillo Area Transit, Ojai Trolley, Valley Express, and the Kanan Shuttle operate fixed route bus service, community circulators, and dial-a-ride services within the county. Through a Memorandum of Understanding among the County of Ventura, and the Cities of Camarillo, Moorpark, Simi Valley, and Thousand Oaks, the East County Transit Alliance (ECTA) was formed to coordinate transit services, enhance interconnectivity between incorporated and unincorporated areas, and coordinate senior and ADA dial-a-ride services.

LA Metro operates an inter-county bus route between Thousand Oaks and the San Fernando Valley in Los Angeles County; and the Los Angeles Department of Transportation (LADOT) operates the Commuter Express that connects Ventura County commuters with Downtown Los Angeles.

The county is served by two rail lines, Metrolink and Amtrak. Metrolink is a joint powers authority that operates a commuter rail system serving five counties in Southern California, as well as service south to Oceanside in San Diego County. The Metrolink Ventura County Line serves five stations in Ventura County (East Ventura, Oxnard, Camarillo, Moorpark, and Simi Valley) and seven stations in Los Angeles County (Chatsworth, Northridge, Van Nuys, Burbank-Bob Hope Airport, Downtown Burbank, Glendale, and Los Angeles Union Station). Amtrak operates rail service between San Luis Obispo, Los Angeles, and San Diego on the Pacific Surfliner line. The Pacific Surfliner serves five stations in Ventura County (Ventura, Oxnard, Camarillo, Moorpark, and Simi Valley). Amtrak also operates rail service connecting Los Angeles to Portland and Seattle on the Coast Starlight route. The Coast Starlight serves two stations in Ventura County (Oxnard and Simi Valley).

Greyhound Bus Lines provides regular long distance travel service and stops in Oxnard, Thousand Oaks, and Ventura.

Transit services in Ventura County are shown in Figure 6-8. In addition to those shown in Figure 6-8, there are also social service transportation services in the county. A full listing of these services is shown in Table 6-18.



Transit Services

Transit services operating in Ventura County are summarized in Table 6-16. A summary of the services provided by each transit operator is presented in Table 6-18. Most services operate Monday through Friday during daytime hours, with some operators providing limited weekend service.

TABLE 6-17 SUMMARY OF TRANSIT OPERATORS Ventura County		
Intra-city operations	Inter-city operations	Inter-community operations
Thousand Oaks Transit Simi Valley Transit Moorpark City Transit Camarillo Area Transit Gold Coast Transit District	VCTC Intercity Gold Coast Transit District CONNECT Senior ADA Service	Valley Express Kanan Shuttle Ojai Trolley Gold Coast Transit District

Source: Ventura County Transportation Commission (VCTC), Ventura County Short Range Transit Plan. May 2015.

TABLE 6-18 SUMMARY OF VENTURA COUNTY TRANSIT SERVICES				
Provider/Service	Days and times of operation	Type of service	Frequency of inter-city trips	Service Area
VCTC				
Inter-city service	M-F: 4:30 am – 8:00 pm Sa-Su: 6:45 am – 6:00 pm	Scheduled fixed route	Multiple round trips	Los Angeles, Thousand Oaks, Simi Valley, Moorpark, Camarillo, Oxnard, California State University Channel Islands (CSUCI), Piru, Fillmore, Santa Paula, Ventura, Carpinteria, Santa Barbara, and Goleta
Gold Coast Transit District				
Inter-city service	M-F: 4:45 am – 10:33 pm Sa-Su: 5:15 am – 10:04 pm	Scheduled fixed route	Multiple round trips	Ojai, Oxnard, Port Hueneme, Ventura, and unincorporated areas
Dial-a-ride service (GO ACCESS)	Same as fixed route	Demand responsive		Ojai, Oxnard, Port Hueneme, Ventura, and unincorporated areas
Thousand Oaks Transit				
Intra-city service	M-Sa: 5:00 am – 8:00 pm Su: 8:00 am – 8:00 pm	Scheduled fixed route		Thousand Oaks and unincorporated areas
Inter-city service	M-F: 5:15 am – 8:30 pm	Scheduled fixed route	Multiple round trips	Thousand Oaks, Moorpark Metrolink Station
Dial-a-ride service	M-F: 5:00 am – 8:00 pm Sa-Su: 8:00 am – 8:00 pm	Demand Responsive		Thousand Oaks, Moorpark, Simi Valley, and unincorporated areas

TABLE 6-18 SUMMARY OF VENTURA COUNTY TRANSIT SERVICES				
Provider/Service	Days and times of operation	Type of service	Frequency of inter-city trips	Service Area
East County Transit Alliance (ECTA)				
CONNECT ADA/Senior Dial-A-Ride	Monday through Friday from 6:00 a.m. to 6:00 p.m.	Demand Responsive	Multiple round trips	Thousand Oaks, Moorpark, Simi Valley, and unincorporated areas
Moorpark City Transit				
Intra-city service	M-F: 5:00 am – 8:00 pm Sa: 8:00 am –5:00 pm	Scheduled fixed route		Moorpark
Dial-a-ride service	M-F: 5:00 am – 8:00 pm Sa: 8:00 am –5:00 pm	Demand responsive		Moorpark
Simi Valley Transit				
Intra-city service	M-Sa: 8:00 am – 4:30 pm	Scheduled fixed route		Simi Valley
Inter-city service	M-Sa: 5:50 am – 8:00 pm	Scheduled fixed route	Multiple round trips	Simi Valley, Chatsworth Metrolink Station
Dial-a-ride	M-Sa: 5:50 am – 8:00 pm	Demand Responsive		Simi Valley
Camarillo Area Transit				
Intra-city service	M-F: 8:00 am – 4:30 pm	Scheduled fixed route		Camarillo
Intra-city service (Camarillo Trolley)	Su-Th: 10:00 am – 6:00 pm F-Sa: 10:00 am – 10:00 pm	Fixed route with route deviation		Camarillo
Dial-a-ride	M-F: 6:00 am – 9:00 pm Sa: 8:00 am – 9:00 pm Su: 8:00 am – 5:00 pm	Demand responsive		Camarillo
Ojai Trolley				
Intra-city service	M-F: 5:30 am – 9:30 pm Sa: 6:00 am – 8:30 pm Su: 7:00 am – 8:30 pm	Fixed route with route deviation		City of Ojai and unincorporated areas
Valley Express				
Inter-community service	M-F: 5:40 am – 7:45 pm Sa-Su: 8:00 am – 5:40 pm	Scheduled fixed route		Santa Paula and Fillmore and Piru
Dial-a-ride service	M-F: 5:40 am – 7:45 pm Sa-Su: 8:00 am – 6:00 pm	Demand responsive		Santa Paula, Fillmore, Piru and unincorporated areas
Kanan Shuttle				
Inter-community service	M-F: 6:40 am – 6:20 pm Sa: 8:10 am – 6:20 pm	Scheduled fixed route		Thousand Oaks and unincorporated areas

Source: Ventura County Short Range Transit Plan, 2015.

Operating Data

Bus transit operators in Ventura County carried a combined total of over 5.5 million passengers in FY 2013 – 2014, as shown in Table 6-19. Gold Coast Transit District carried the most passengers and had the

most revenue hours (the hours a bus is in service) among the transit operators in the county. It accounted for 68 percent of total passengers and 62 percent of total revenue hours. Gold Coast Transit District was also the most productive with an average of 19.1 boardings per revenue hour of operations.

TABLE 6-19 OPERATING SUMMARY Ventura County FY 2013 - 2014			
Transit Operator	Passengers	Revenue Hours	Boardings per Revenue Hour
Gold Coast Transit District	3,756,703	196,494	19.1
VCTC Intercity	933,064	55,080	16.9
Simi Valley Transit	357,743	21,709	16.5
Thousand Oaks Transit	197,969	20,284	9.8
Ojai Trolley	105,829	8,171	13.0
Moorpark City Transit	85,880	7,650	11.2
Kanan Shuttle	84,915	5,090	16.7
Camarillo Area Transit	15,494	2,062	7.5
Total	5,537,597	316,540	17.5

Source: Ventura County Short Range Transit Plan, 2015.

Passenger Rail Service

Passenger railroad service includes Amtrak, Metrolink, and Fillmore and Western Railway. Amtrak passenger rail service operates the Coast Starlight between Los Angeles and Seattle, Washington, and several trains between San Diego and Los Angeles and either Santa Barbara or San Luis Obispo. In addition, Metrolink, a five county public transportation agency, operates eight round trip commuter trains daily to various Ventura County locations. The Fillmore and Western Railway operates passenger excursion service between Fillmore and Santa Paula on a track that runs from Montalvo to Piru.

Regulatory Setting

Federal

The Americans with Disabilities Act (ADA)

The ADA legislation prohibits discrimination on the basis of disability. Other Federal laws which affect the design, construction, alteration, and operation of facilities include the Architectural Barriers Act of 1968 (ABA), and the Rehabilitation Act of 1973. These laws apply to all federally funded facilities. The ADA applies to facilities, both public (title II) and private (title III), which are not federally funded. Newly constructed and altered facilities covered by titles II and III of the ADA must be readily accessible to and usable by people with disabilities. In July 1999, the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in Federally-assisted programs is governed by the USDOT regulations (49 CFR part 27) implementing Section 504 of the Rehabilitation Act (29 U.S.C. 794). The Federal Highway Administration (FHWA) has specific ADA policies for statewide planning in 23 CFR 450.210(a)(1) and for metropolitan planning in 23 CFR 450.316(a)(1).

State

Transportation Development Act (TDA)

The Mills-Alquist-Deddeh Act (SB 325) was enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination. Known as the Transportation Development Act (TDA) of 1971, this law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans. TDA established two funding sources; the Local Transportation Fund (LTF), and the State Transit Assistance (STA) fund. Funds are allocated to communities based on population, taxable sales, and transit performance, and are used to address unmet transit needs. Rules and regulations that govern the TDA process are included in the California Public Utilities Code and the California Government Code.

SB 716 (2009) amended the TDA mandate, including specification of how TDA funds are to be used in Ventura County, particularly with respect to use of TDA funds for local street and road needs. As of July 1, 2014, only the cities of Camarillo, Fillmore, Moorpark and Santa Paula are eligible to use TDA funds for streets and roads pursuant to State law. The cities of Port Hueneme, Ojai, and the unincorporated county are part of the Gold Coast Transit District, and along with the cities of Ventura and Oxnard, must use all TDA funds allocated for transit. The cities of Simi Valley and Thousand Oaks, with populations over 100,000, are not eligible to use TDA funds for local streets and roads.

California Global Warming Solutions Act (AB 32)

This law enacted in 2006 (AB 32) set a statewide mandate to reduce greenhouse gas emissions in California to 1990 levels by 2020. To meet the emission reduction goals of AB 32, the California's Sustainable Communities and Climate Protection Act (SB 375) was enacted. SB 375 directs the State's metropolitan planning organizations (MPOs) to develop a Sustainable Communities Strategy (SCS) to demonstrate how the region will meet its emission reduction targets. The SCS is a component of the Regional Transportation Plan (RTP) that is prepared by the Southern California Association of Governments (SCAG); Ventura County is one of the six county members that make up the SCAG region. The 2016 RTP/SCS presents the California Air Resources Board (ARB) required GHG reduction targets for the SCAG region. The per capita GHG emission reduction target from automobiles and light trucks is 8 percent below 2005 per capita emissions levels by 2020 and 13 percent below 2005 per capita emissions levels by 2035. The report indicates that the SCAG region will meet or exceed these targets, lowering greenhouse gas emissions (below 2005 levels) by eight percent by 2020; 18 percent by 2035; and 21 percent by 2040. As reported in the 2016-2040 RTP/SCS Draft Program Environmental Report, implementation of the RTP/SCS would result in an approximate 35 percent decrease in GHG emissions by 2040 in Ventura County.

Local

Gold Coast Transit District (GCTD)

The Gold Coast Transit District (GCTD) is a transit operator that provides fixed route bus and dial-a-ride services to cities and unincorporated areas in west Ventura County. It is a special district whose board is made up of directors from the following: elected officials from the cities of Port Hueneme, Oxnard, Ventura, and Ojai and the County of Ventura.

Consolidated Transportation Service Agency (CTSA)

VCTC is the designated Consolidated Transportation Service Agency (CTSA) that is responsible for improving the coordination and efficiency of transportation provided by social service agencies as mandated by the State.

Unmet Transit Needs

VCTC is the designated RTPA responsible for conducting an annual assessment of possible unmet transit needs in certain areas within Ventura County (those outside the GCTD area). VCTC is required to conduct a public process to identify unmet transit needs that are considered reasonable before TDA funds can be spent for non-transit purposes such as roadway improvements.

2011 Initial Study Assessment Guidelines

The Initial Study Assessment Guidelines include criteria for evaluation of environmental impacts for transportation and circulation related to transit services. These can be found in Section 27c, Transportation & Circulation – Bus Transit, and Section 27d, Transportation & Circulation - Railroads.

Key Terms

Demand-Responsive Service is an origin-to-destination transportation service provided to those who are unable to access the regular fixed-route bus service and is available by reservation.

Fixed-Route Bus Service operates on timetables and follows pre-determined routes, serving specified bus stops and stations.

Fixed-Route Bus Service with Route Deviation operates as fixed-route bus service, but allows for route deviation to better serve passengers. This type of service is typically provided to seniors and persons with disabilities who are unable to access the standard fixed-route service at designated bus service stops.

Intercity Bus Service provides transit connections to two or more cities in a county.

Inter-Community Service provides connections between two communities, and is usually shorter-range than intercity bus service.

Transit-Dependents are persons who, due to disability, age, and/or economic status, do not have access to a vehicle and rely on public or private transportation services.

Revenue Hours of Operation are those hours a transit vehicle is providing service.

References

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SECTION 6.5 GOODS MOVEMENT

Introduction

Goods movement in Ventura County is a key component of the economic vitality and growth of the region. Ventura County's highways, railroads, and ports facilitate the movement of goods throughout the region and state.

Major Findings

- Ventura County has a number of highways and arterials that are designated truck routes according to the Primary Highway Freight System (PHFS). These include Hueneme Road (Port to Las Posas), Las Posas (Hueneme to US 101), Ventura Road (Hueneme to Channel Island), Channel Island Boulevard (Ventura to Victoria), and Victoria Ave (Channel Island to US 101).
- The Port of Hueneme is the only port accommodating commercial freight serving the Central Coast region and is located strategically between San Francisco and the Ports of Los Angeles and Long Beach.
- The Ventura County Railroad (VCRR), a 12-mile rail-line owned by the Port of Hueneme and operated by Genesee and Wyoming Railroad Services, Inc., is an integral corridor for the movement of goods in the industrial areas of south of the City of Oxnard, the Port of Hueneme and the Naval Base Ventura County. The VCRR connects the Union Pacific main rail-line in Oxnard.
- Most freight shipments originate or end within the Los Angeles-Long Beach area (of which the federal Commodity Flow Survey considers Ventura County a part). Outbound and inbound flows with areas outside of the state account for the next highest share of freight shipments.
- US 101, SR-118, and SR-126 carry the vast majority of Surface Transportation Assistance Act of 1982 (STAA) truck traffic in terms of absolute volumes. SR-23 carries the highest percentage of STAA-sized vehicles, relative to the overall traffic on the route, followed by SR-126, SR-118, SR-232, and US 101. On average, STAA-sized trucks make up 4.7 percent of the overall truck traffic on unincorporated segments of state highways.

Existing Setting

Port of Hueneme

The Port of Hueneme in Ventura County is located within the City of Port Hueneme and is surrounded by the City of Oxnard and unincorporated areas. It is a shared use port with the Naval Base Ventura County-Port Hueneme (NBVC) which is the only military deep-water port between San Diego and Seattle. The Port is the only commercial deep-water port located between the Ports of Los Angeles/Long Beach and San Francisco, and it serves as the primary logistics gateway to the central coast region of California. Annually, the Port handles cargo with a value of \$9 billion; in FY 2015, the Port handled over 1.5 million metric tons of cargo made up mostly of agricultural and automobile imports/exports. Port cargo is transported over the surface transportation network on rail and on trucks.

Military operations are an important consideration for transportation to and from the Port. The 2008 NBVC Encroachment Action Plan identified three major corridors that are strategic assets to the NBVC Mobilization mission, known as Mobilization Corridors. The three corridors are:

- Victoria Avenue to US 101;
- South Patterson Road to East Wooley Road to SR-1; and
- East Port Hueneme Road to Lincoln Court to South Rice Avenue to US 101.

The corridors are used for mobilization of troops and equipment to and from the base to strategic locations throughout the U.S., and are also used to transport ordnance from NBVC Port Hueneme to NBVC Point Mugu for storage. The Navy has recommended coordination with local jurisdictions to ensure adequate LOS during mobilization activities (NBVC Joint Land Use Study Background Report, pages 3-38 and 3-39).

Rail

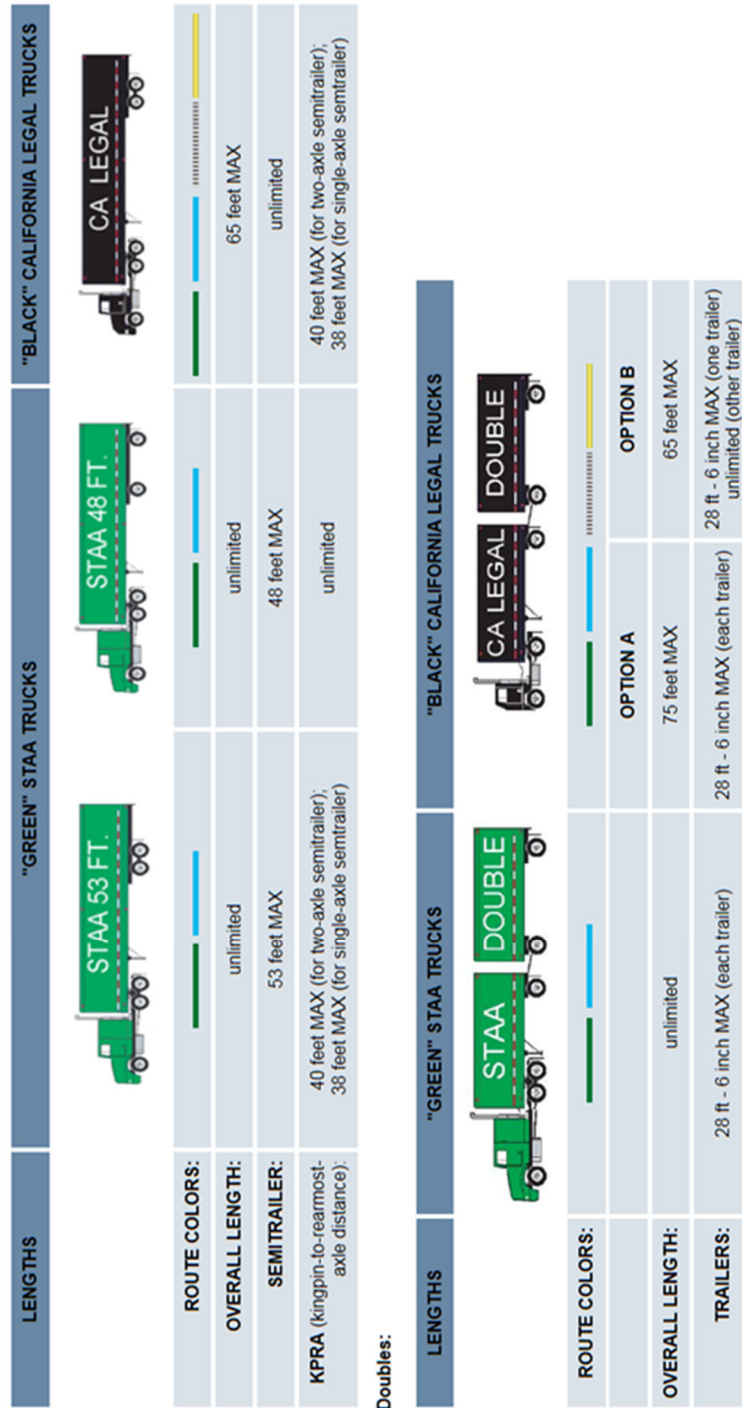
Freight rail serves both the Port of Hueneme and other goods movement industries in the county. The Ventura County Railway (VCRR) is a Class III, short-line railroad with 12 miles of track between NBVC-Port Hueneme, Port Hueneme Harbor, and the industrial areas south of Oxnard. This rail-line is privately owned by the Port of Hueneme. The VCRR connects to the Union Pacific railroad in downtown Oxnard. The Union Pacific Transportation Company provides intra-state and trans-continental rail freight service from its main coast line which runs from the Santa Barbara County line along the coast south through Ventura to Oxnard. The route then continues east through Camarillo, Moorpark, Simi Valley to the Los Angeles County line for a distance of 48.9 miles.

Truck Freight

A number of designated truck routes are located in Ventura County, including both STAA and Primary Highway Freight System (PHFS) routes. STAA routes, include routes that allow large trucks to operate on the national network. The size specifications for different STAA truck types are illustrated in Figure 6-9. These STAA routes are significant both to operations at Port Hueneme and the movement of goods throughout the county. A map of the STAA designated routes within Ventura County is included in Figure 6-10. Additionally, in 2015, the Fixing America's Surface Transportation (FAST) Act established the PHFS, a subset of the national STAA network that designates highway routes considered critical to national freight transportation. Most truck designation applications involve County roads, therefore, the County of Ventura must periodically coordinate with Caltrans to designate additional routes to the PHFS.

Ventura County has 53 centerline miles of highways on the PHFS network that includes US 101, SR-118 and arterial truck routes providing access to the Port. Figure 6-11 shows truck routes designated on local roadways serving Port Hueneme. These routes are located partially in unincorporated area, but primarily within Oxnard.

**FIGURE 6-9
FEDERAL AND CALIFORNIA TRUCK TYPE DESIGNATIONS**



Source: Caltrans Truck Network Map



Figure 6-10
Ventura County Truck Routes

Map Date: November 15, 2016

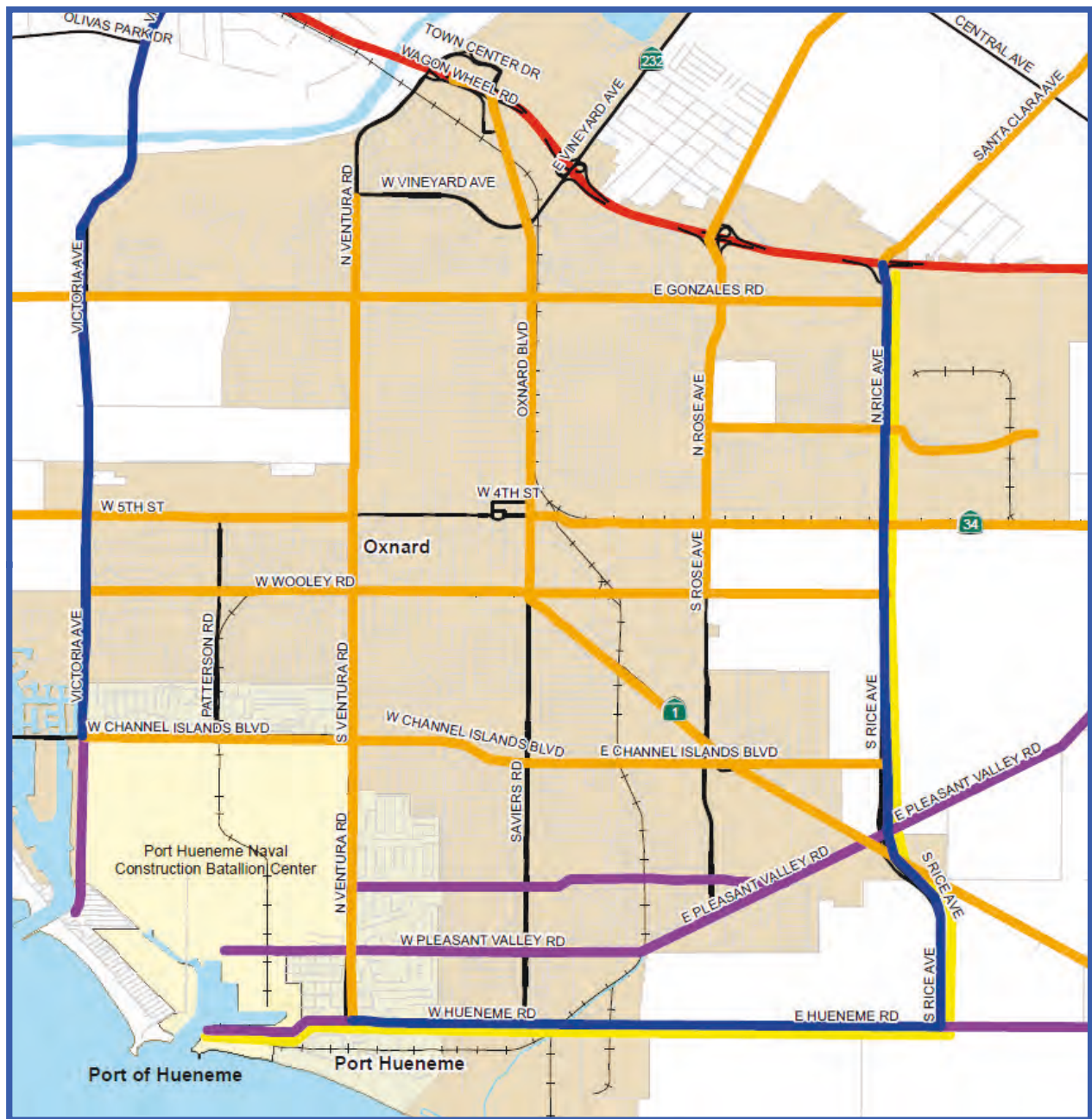
Source: Ventura County, 2016; Caltrans GIS Data Library, 2011; USGS, 2013.



Designation

- National Network
- Terminal Access
- 65' California Legal Route
- California Advisory Route

- Water Bodies
- Cities



Ventura County
2040
GENERAL PLAN

Figure 6-11
Primary Highway Freight System
Routes Serving Port Hueneme

Source: Figure reproduced from original in Ventura County CMP, Chapter 2, 2009

Freeways	Primary Port Access
Major Roads	City of Oxnard Commercial Vehicle Route
Secondary Roads	Other Truck Routes
Main Railroads	City of Port Hueneme Commercial Vehicle Route

0 1 2 Miles

N

US 101, SR-118 and SR-126 carry the vast majority of STAA-sized truck traffic (i.e., 5+ axles) in terms of absolute volumes. SR-23 carries the highest percentage of STAA-sized vehicles, relative to the overall traffic on the route, followed by SR-126, SR-118, SR-232, and US 101. Table 6-20 includes a breakdown of the truck travel along different segments of the highway system. The breakdown of truck volumes on state highways in Ventura County are shown in Table 6-21. The truck volumes were found based on a straight average of the volumes and the number unincorporated road segments. The percentage of STAA-sized trucks was weighted by the proportion of total vehicles carried on each segment.

TABLE 6-20 TRUCK TRAVEL ON STATE HIGHWAYS Ventura County									
Route	Post Mile	Description	AADT		Truck %	Truck AADT by axle			
			All Veh	Truck		2	3	4	5+
1	9.866	Calleguas Creek	9,600	625	6.52	386	129	73	37
1	21.25	Oxnard, Jct. Rte. 101	4,500	402	8.91	232	41	37	92
1	27.675	Seacliff Colony, Jct. Rte. 101	610	57	9.34	30	6	8	13
1	28.48	Las Cruces, Jct. Rte. 101; Mobil Oil Pier	610	86	14.1	43	7	26	10
23	16.8	Grimes Canyon Road	6,300	1,263	20.05	281	92	47	843
33	R4.046	Ventura, Ventura Avenue	27,000	868	3.21	658	130	38	42
33	11.2	West Jct. Rte. 150, Baldwin Road	20,800	807	3.88	317	289	121	80
33	11.961	El Roblar Drive	3,700	108	2.93	44	22	3	39
33	13.35	Los Padres National Forest Boundary	1,500	68	4.47	19	15	4	30
33	30.219	Sespe Gorge Maint. Station	410	35	8.65	5	4	1	25
34	17.663	Somis, Jct. Rte. 118, Los Angeles Avenue	13,600	1,928	14.18	660	221	202	845
101	R43.622	Ventura/Santa Barbara County Line	65,000	4,551	7	1,866	364	182	2,139
118	2.2	Jct. Rte. 232, Vineyard Avenue	35,500	4,188	11.8	1,367	548	261	2,012
118	2.2	Jct. Rte. 232, Vineyard Avenue	24,700	2,887	11.69	889	552	270	1,176
118	10.92	Jct. Rte. 34, Somis Road	11,900	3,059	25.71	784	503	238	1,534
118	10.92	Jct. Rte. 34, Somis Road	18,600	2,115	11.37	433	291	131	1,260
118	14.686	Grimes Canyon Road	20,200	2,296	11.37	470	315	142	1,369
126	R30.8	Piru	22,000	3,538	16.08	1,600	173	75	1,690

TABLE 6-20 TRUCK TRAVEL ON STATE HIGHWAYS Ventura County									
Route	Post Mile	Description	AADT		Truck %	Truck AADT by axle			
			All Veh	Truck		2	3	4	5+
150	0	Santa Barbara/Ventura County Line	2,750	55	2	31	12	6	6
150	R14.406	Jct. Rte. 33 South, Ventura Avenue	10,200	197	1.93	102	53	34	8
150	R14.406	Jct. Rte. 33 South, Ventura Avenue	19,400	363	1.87	139	59	22	143
232	R4.11	Jct. Rte. 118, Los Angeles Avenue	15,100	1,650	10.93	581	286	82	701

Source: Caltrans Annual Average Daily Truck Traffic on California State Highways, 2014.

TABLE 6-21 BREAKDOWN OF TRUCK TRAVEL ON HIGHWAYS Ventura County				
Facility	Avg. 5+ Axles (STAA-sized Trucks)	Avg. Trucks	Avg. Total Vehicles	Wt. Avg. % STAA-sized Trucks
SR 1	38	293	3,064	1.0%
SR 23	843	818	7,633	13.4%
SR 33	43	844	12,600	0.4%
SR 34	845	979	18,033	6.2%
US 101	2,139	594	17,167	3.3%
SR 118	1,470	328	8,667	5.4%
SR 126	1,690	70	1,870	7.7%
SR 150	52	677	5,170	0.4%
SR 232	701	2,171	26,337	4.6%

Source: Caltrans Annual Average Daily Truck Traffic on California State Highways, 2014.

Every five years (in years ending in "2" and "7"), the U.S. Census Bureau and the U.S. Bureau of Transportation Statistics (BTS) collaborate to conduct the Commodity Flow Survey (CFS) as part of the Economic Census. The CFS produces data on the movement of goods in the United States, including information on commodities shipped, their value, weight, and mode of transportation. It also includes origin and destination data for shipments of commodities from manufacturing, mining, wholesale, and selected retail and services establishments. For purposes of statistical analysis, the CFS includes Ventura County as part of the designated Los Angeles-Long Beach area. Table 6-22 shows the destinations for freight shipments to the Los Angeles area by mode. The majority of freight shipments that originate in the Los Angeles-Long Beach area have a destination within the same area; outside of the area, the majority of remaining freight shipments are arriving from areas of the state outside of CFS designated areas, and out of state. The truck mode accounts for the majority of freight shipments.

TABLE 6-22 FREIGHT SHIPMENTS BY ORIGIN AND MODE To the Los Angeles-Long Beach Area, 2012								
Origin	Total shipments (1,000 tons)							% by origin
	Mode						Total	
	Air	Multiple modes	Pipeline	Rail	Truck	Water		
Los Angeles-Long Beach	193	6,090	43,757	2,270	222,870	649	275,829	73.4%
Bay Area		104		655	6,411		7,170	1.9%
San Diego	10				2,078		2,088	0.6%
Fresno-Madera		8			1,054		1,062	0.3%
Sacramento					923		923	0.2%
Remainder of California	12			722	12,948		13,682	3.6%
Outside of California	333	14,560	322	23,372	34,314	2,038	74,939	19.9%
Total	548	20,762	44,079	27,019	280,598	2,687	375,693	100.0%
Mode %	0.1%	5.5%	11.7%	7.2%	74.7%	0.7%	100.0%	

Source: U.S. Census Bureau/Bureau of Transportation Statistics, 2012 Commodity Flow Survey, February 2015.

Table 6-23 shows the destinations for freight shipments from the Los Angeles-Long Beach area by mode. The majority of freight shipments that originate in the Los Angeles-Long Beach area have a destination within the same area; outside of the area, the majority of remaining freight shipments are destined for the San Diego area, and out of state. The truck mode accounts for the majority of freight shipments.

TABLE 6-23 FREIGHT SHIPMENTS BY DESTINATION AND MODE From the Los Angeles Area, 2012								
Destination	Total shipments (1,000 tons)							% by dest.
	Mode						Total	
	Air	Multiple modes	Pipeline	Rail	Truck	Water		
Los Angeles-Long Beach	193	6,090	43,757	2,270	222,870	649	275,829	78.5%
San Diego		200	716		9,940		10,856	3.1%
Bay Area	13	548	1,072	208	5,613		7,454	2.1%
Sacramento					2,015		2,015	0.6%
Fresno-Madera				99	1,524		1,623	0.5%
Remainder of California	1	103		1,017	8,605		9,726	2.8%
Outside of California	304	4,271	1,538	4,224	33,597	3	43,937	12.5%
Total	511	11,212	47,083	7,818	284,164	652	351,440	100.0%
Mode %	0.1%	3.2%	13.4%	2.2%	80.9%	0.2%	100%	

Source: U.S. Census Bureau/Bureau of Transportation Statistics, 2012 Commodity Flow Survey, February 2015.

Pipelines

Major pipelines within Ventura County carry crude oil and natural gas, generally along highways and railroad lines. Major oil companies, such as Shell, Equilon, Venoco and Southern California Edison, own these pipelines, and ownership changes from time to time. Most oil companies which have operations in

Ventura County have pipelines located within their oil/gas lease areas, but do not operate major transporting pipelines. Four Corners Pipeline Company, a subsidiary of ARCO, is a private pipeline company regulated by the Public Utilities Commission that transports crude oil through their own lines and connects to other pipelines as needed. Four Corners Pipeline Company operates only their own pipeline facilities, and does not own any crude oil. There is also an existing Southern California Edison fuel line originating within the Oxnard Harbor District which connects to the Ormond Beach Generating Station. Oil and Gas transport lines have been mapped on the County's Geographic Information System to allow improved response to spills in the event of pipeline system failure or a seismic event. Although available to emergency responders and planners, GIS information on the location of these transport lines is proprietary and contact must first be made with the California State Fire Marshall to gain access to this information.

Regulatory Setting

Federal

Fixing America's Surface Transportation (FAST) Act

This law builds on the theme of its predecessors, providing federal funding assistance for transportation projects, while encouraging a broader scope of performance based planning. FAST established the Primary Highway Freight System (PHFS) that is a designated network of highways considered critical to national freight transportation. FAST has provided funding assistance to the County of Ventura through its Federal Transportation Improvement Program.

Surface Transportation Assistance Act Routes (STAA – Federal Designation)

Act passed in 1982 that allows large trucks to operate on the interstate and certain primary routes collectively called the National Network. These routes, referred to as STAA routes, provide larger turning radius than most local roads can accommodate.

State

California Global Warming Solutions Act (AB 32)

This law enacted in 2006 (AB 32) set a statewide mandate to roll back greenhouse gas emissions in California to 1990 levels by 2020. To meet the emission reduction goals of AB 32, the California's Sustainable Communities and Climate Protection Act, or SB 375, was enacted to direct the State's metropolitan planning organizations (MPOs) to develop a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its emission reduction targets. The SCS is a component of the Regional Transportation Plan (RTP) that is prepared by the Southern California Association of Governments (SCAG); Ventura County is a one of the six county members that make up the SCAG region. The current RTP/SCS that was adopted in 2016 identified over \$70 billion in investments to improve the regional goods movement system within the six-county SCAG Region which includes Ventura County.

Regional

Multi-County Goods Movement Action Plan (MCGMAP)

Given the prevalence of goods movement in the county and the region, VCTC participated in the development of a Multi-County Goods Movement Action Plan (MCGMAP) in 2007. The MCGMAP identified strategies to address regional goods movement issues and coordinate planning/programming objectives as they relate to goods movement. The 2016 RTP/SCS also identified over \$70 billion in investments needed to improve the regional goods movement system. The Goods Movement component in the RTP identified related improvements such as the development of truck facilities such as truck-only lanes; improving mainline rail capacity; expanding intermodal facilities; improving port infrastructure; introducing zero emissions freight technologies; and constructing grade separations at roadway crossings.

Local

2011 Initial Study Assessment Guidelines

The Initial Study Assessment Guidelines include criteria for evaluation of environmental impacts for transportation and circulation related to goods movement. These can be found in Section 27a, Transportation & Circulation – Roads and Highways, Section 27d, Transportation & Circulation - Railroads, and Section 27e, Transportation & Circulation – Harbor Facilities. Key Terms

Terminal Access Route. Terminal Access" routes are routes where STAA-sized trucks may exit off the interstate and travel onto State and local routes. T-Signs are posted on the State and local Terminal Access routes at decision points. These sections of roadway are suitable for operation by vehicles of the size specified by the STAA and used to access terminals.

Service Access Route. Service Access Routes, denoted by S-Signs, are routes where STAA-sized trucks may exit the interstate onto a local road, for one mile only, for food, fuel, lodging, or repair.

California Legal Route. A non-STAA route designated for trucks

KPRA. King-pin to Rear Axle expressed in distance (feet).

References

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California Department of Transportation. California Truck Network Map. <http://www.dot.ca.gov/trafficops/trucks/truck-network-map.html>, June 22, 2016

Federal Highway Administration (FHWA), <http://ops.fhwa.dot.gov/freight/infrastructure/nfn/index.htm>, June 2, 2016.

Port of Hueneme, <http://www.portofhueneme.org/>, June 2, 2016.

Southern California Association of Governments (SCAG). 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS), adopted April 7, 2016.

Los Angeles Metropolitan Transportation Authority (Metro). Multi-County Goods Movement Action Plan (MCGMAP), 2007.

U.S. Census Bureau/Bureau of Transportation Statistics, 2012 Commodity Flow Survey, February 2015.

Ventura County Transportation Commission. Focusing on Freight.

<http://www.goventura.org/sites/default/files/VCTC-Ox%20Harbor%20Meeting.pdf>. November 2, 2012.

SECTION 6.6 AVIATION FACILITIES AND SERVICE

Introduction

Ventura County is home to four airports: Santa Paula Airport, Camarillo Airport, Oxnard Airport, and Naval Base Ventura County. Although Oxnard Airport had regularly scheduled commercial service to Los Angeles International Airport (LAX) as recently as 2010, there are currently no scheduled passenger services to any of the four airports in Ventura County.

Major Findings

- Ventura County's aviation system consists of two publicly-owned airports, one privately-owned airport, and a federally-operated Naval Air Station and runway. The privately-owned airport allows public use. Airports in adjacent Los Angeles and Santa Barbara Counties provide commercial passenger services.
- The County directly owns two airports, Camarillo Airport and Oxnard Airport.
- County land use policies can have impacts on all four of the airports.

Existing Setting

Public-Use Airports

Ventura County's aviation system includes three airports that are open for use by the general public: Camarillo Airport, Oxnard Airport; and Santa Paula Airport. Table 6-24 lists these airports and their characteristics.

Camarillo Airport

Camarillo Airport is owned by Ventura County and is situated three miles to the west of downtown Camarillo. It has one 6,013 foot asphalt/concrete runway and a separate 200 foot helicopter training pad. The site was formerly the home of Oxnard Air Force Base, which was closed in 1969 and acquired by Ventura County seven years later. The airport covers 654 acres and is home to 462 aircraft, the majority of which are single-engine. Aircraft operations and development are considered by the Ventura County Airport Comprehensive Land Use Plan. Camarillo Airport is also home to facilities for both the Ventura County Fire Department, Ventura County Sheriff's Department Aviation Unit, Animal Services, Agriculture Commissioner, and the District Attorney.

Camarillo Airport is classified in the *National Plan of Integrated Airport Systems (NPIAS)* as a general aviation reliever for the Los Angeles metropolitan area. Reliever airports provide an alternative to general aviation users in major metropolitan areas. In 2013, there were an estimated 148,020 annual aircraft take offs and landings at the airport.

Oxnard Airport

Owned by Ventura County since 1934, Oxnard Airport is a former Army Air Corps facility situated one mile west of downtown Oxnard. As the last commercial passenger service ended in 2010, the airport is

now home to only general aviation, although the County is actively looking to restore airline service. The single asphalt runway is just under 6,000 feet in length and sees an average of 205 aircraft operations per day. There are 169 aircraft based at Oxnard, the majority of which are single-engine. According to FAA Airport Facilities Data, there were 59,495 aircraft operations at the Oxnard Airport in 2013. Aircraft operations and development are considered by the Ventura County Airport Comprehensive Land Use Plan.

Santa Paula Airport

Santa Paula Airport is the only privately-owned airport in Ventura County. It is owned and operated by the Santa Paula Airport Association. The airport has a 2,665 ft. asphalt runway that sees an average of 265 operations a day. Of the 309 aircraft based at Santa Paula, over 95 percent are single-engine. Aircraft operations and development are considered by the Ventura County Airport Comprehensive Land Use Plan.

Santa Paula Airport is classified in the *National Plan of Integrated Airport Systems (NPIAS)* as a general aviation airport. The airport includes airport-related businesses, including a café and a flight school, as well as five maintenance facilities. Fueling is available at the airport via the self-serve fuel island. Virtually all of the estimated 52,400 annual aircraft operations at the airport involve general aviation aircraft. The airport is licensed by the State of California for daytime operations. Helicopters also operate out of this facility.

Naval Base Ventura County

Naval Base Ventura County (NBVC) is the result of the merger in 2000 between the former Naval Air Station Point Mugu and Naval Construction Battalion Center Port Hueneme. San Nicolas Island, located 60-miles off the Ventura County coast, became part of NBVC in 2004. In addition to the 11,100-foot and 5,500-foot asphalt runways at NBVC-Point Mugu, the base also includes the 36,000-square mile Point Mugu Sea Range (PMSR) centered on San Nicolas Island. The sea and air space within the PMSR is restricted to civilian aircraft and vessels during certain times. Aircraft operations and development are considered by the Ventura County Airport Comprehensive Land Use Plan adopted in July 2000.³

NBVC-Point Mugu serves a variety of based and transient aircraft. The based military aircraft fleet generally consists of approximately 75 aircraft. Point Mugu maintains an air traffic control center, which controls all aircraft in southern Ventura County. The air traffic control center provides service seven days a week. Mugu Approach Control provides flight following service to approximately 125,000 aircraft per year.

Per the 2015 Air Installations Compatible Use Zone (AICUZ) Study, NBVC-Point Mugu had 29,493 average total annual flight operations (CY2009-2013). The AICUZ projects 39,500 total annual operations in CY2020. Hours of operation of the airfield are normally between 7 a.m. and 11 p.m. daily

³ Note that the existing ACLUP is based on the 1992 Air Installations Compatible Use Zone (AICUZ) Study for the former NAS Point Mugu. With release of the updated 2015 AICUZ Study for NBVC Point Mugu, the ACLUP is due for an update per State law. For reference, see the following documents:

- NBVC AICUZ (2015), available at http://www.cnrc.navy.mil/content/dam/cnrc/cnrcsw/NBVC/pdfs/FINAL_NBVC%20Point%20Mugu%20AICUZ%20Study_December%202015.pdf
- NBVC Joint Land Use Study (SEPT 2015), available at <http://www.nbvcljus.org>

and closed on Christmas and New Year’s Day. Utilization of the airfield is very low in the early morning and evening hours. Peak hours vary from day to day, depending on changing mission requirements. The least active day is Sunday.

Channel Islands Air National Guard Base

The California Air National Guard 146 Tactical Airlift Wing officially dedicated a new 208-acre installation in September of 1990. This property is north of NBVC-Point Mugu, at the intersection of Hueneme and Naval Air Roads. This Wing began relocating their C-130 aircraft to this site from Van Nuys Airport in 1989. The Wing uses the NBVC-Point Mugu runway via a 2,500-foot taxiway. The Air National Guard Base utilizes the runways and taxiways at NBVC-Point Magu and is not a separate airport.

The mission of this unit is training for other assigned units once a month with various two-week active duty obligations. This results in over 1,500 personnel during training activities on the base. The Wing operates under the Air Force Mobility Command (AMC). Normal activities average 30 take offs and landings per day between 8 a.m. and 10 p.m. Monday through Friday, with an additional five return flights on weekends. Flight activity increases when the unit performs Fire Support Missions in conjunction with the U.S. Forest Service or the California Department of Forestry.

TABLE 6-24 VENTURA COUNTY AIRPORTS 2016														
Airport Name	Owner	Location	Facilities							Services				
		Community	Based Aircraft ¹	Runways	Longest Runway (ft)	Surface	Lighted	Helicopter Landing Area	Control Tower	Airline Service ²	AVGas	Jet Fuel	Maintenance	Automobile Rentals
Public Use—Publicly Owned														
Camarillo	County	Camarillo	462	1	6013	Asphalt	Yes	Yes	✓	—	✓	✓	✓	✓
Oxnard	County	Oxnard	169	1	5953	Asphalt	Yes	Yes	✓	—	✓	✓	✓	✓
Public Use—Privately Owned														
Santa Paula	Private	Santa Paula	309	1	2,65	Asphalt	No	—	—	—	✓	—	✓	✓

¹ FAA 5010 Forms

² Including Air Taxi

Source: Airport Land Use Commission of Ventura County-Airport Comprehensive Land Use Plan.

Regulatory Setting

Federal

Federal Aviation Regulations (FARs)

FARs are rules established by the Federal Aviation Administration (FAA) governing all civilian and to a lesser extent military aviation activities in the United States. FARs are designed to promote aviation safety. They are approved through a formal federal rulemaking process and address a wide variety of aviation activities, including aircraft design, flight procedures, pilot training requirements, and airport design. FARs concerning aircraft flight generally preempt any state or local regulations.

State

California Code of Regulations, Section 3533 (Title 21, Article 2)

This law grants an exemption to personal-use airports in unincorporated areas and agricultural airports from obtaining an airport permit from the State of California. Aircraft operations at these airports must still comply with applicable federal aeronautical requirements and local jurisdiction land use permit requirements.

California Code of Regulations, Section 3542

This section establishes required airport design standards.

Local

Ventura County Airport Land Use Commission Airport Comprehensive Land Use Plan

Adopted in July 2000, The Airport Comprehensive Land Use Plan (ALUP) for Ventura County is intended to protect and promote the safety and welfare of residents near the military and public use airports in the county, as well as airport users, while promoting the continued operation of those airports. Specifically the plan seeks to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents and to ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

2011 Initial Study Assessment Guidelines

The Initial Study Assessment Guidelines include criteria for evaluation of environmental impacts for transportation and circulation related to aviation. These can be found in Section 27e, Transportation and Circulation – Airports.

Key Terms

General aviation refers to any civil aviation that is not a scheduled air service or service for hire. Most airports provide general aviation services exclusively.

References

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SECTION 6.7 TRANSPORTATION DEMAND AND SYSTEM MANAGEMENT

Introduction

Transportation Demand Management (TDM) programs are strategies designed to reduce the demand for the automobile as a mode of travel. Encouraging the use of alternative transportation modes reduces vehicle demand on the existing roadway system and improves the overall system efficiency. TDM strategies can help reduce or delay the need for capacity increasing projects on County roadways.

Similar to TDM strategies, Transportation System Management (TSM) strategies seek to optimize use of the existing transportation system. TSM aims at improving operations or increasing system capacity without constructing new roads or requiring major widening of existing roads or intersections. TSM includes a suite of operational strategies for optimizing system performance through active management. TSM strategies counter the default reactive strategy of waiting until system deficiencies are evident and/or adding capacity.

This section describes the TSM/TDM programs and projects in Ventura County that are designed to manage congestion by optimizing system operations and use of capacity and promoting travel alternatives to incentivize Ventura County residents and commuters to consider modes other than single occupancy driving.

Major Findings

- VCTC provides TDM resources to encourage alternative modes of transportation for county residents and commuters. Online resources on www.goVentura.com provide users with information on joining a vanpool or carpool, taking transit, and biking to work. The website also has links to smart phone apps that provide mobile access to transit and bike information.
- The three TSM strategies that are most applicable to unincorporated Ventura County are: 1) Pavement Management Systems; 2) Intelligent Transportation Systems; and, 3) Parking Management (including park-and-ride lots).
- To maximize the efficiency of the existing transportation system, field deployment of the following Intelligent Transportation System (ITS) service packages are most applicable to the unincorporated areas of the county: Safety; Traveler Information Systems; Incident Management; Advanced Public Transit Systems; and, Traffic Management.
- Combined, the County of Ventura and its cities are responsible for maintaining approximately 2,420 centerline miles of local roads and arterials. Caltrans and other state/federal agencies maintains their own facilities. The County is responsible for the approximately 543 miles located in unincorporated areas, which represents 22 percent of the total local roadways within the county.
- Preservation of the existing transportation system and infrastructure condition can be considered a key component of TSM. This includes the pavement condition of County maintained roadways. Currently, there is a funding shortfall of \$438 million projected over the next 10 years that is needed to maintain public roadways in Ventura County at current conditions; over the next 30 years, the shortfall is expected to grow to \$2.2 billion.

- Of the 22 park-and-ride-lots serving the regional transportation network in Ventura County, one is located in the unincorporated area.

Existing Setting

Transportation Demand Management

Daily work commutes are a major cause of traffic congestion and represent the most well understood trip type in terms of origin and destinations. For these reasons, the commute trip is typically targeted for demand management strategies. Typical “supply-side” strategies include: providing safe and efficient commuter-oriented transit services; providing Class I and Class II bike lane facilities connecting residential areas to major employment sites; and providing park-and-ride lots to facilitate carpooling/ridesharing. Typical “demand-side” strategies include: employer-based incentives for carpooling or using alternative forms of transportation to work and establishing rideshare programs (such as rideshare match lists) to help promote/facilitate ridesharing by interested individuals.

TDM strategies in Ventura County are primarily focused on information/education and include, but are not limited to the following:

- Ventura County Transportation Commission (VCTC) provides rideshare resources online at www.goventura.org. The web site includes information for commuters on organizing a carpool or joining a vanpool. The web site also has information on biking to work and using bus and commuter rail services. Users can register online with VCTC Commuter Services to receive a customized “RideGuide” that includes rideshare information tailored to the individuals home and work locations and work schedule. The Guaranteed Ride Home Program provides registered commuters that take transit, carpool or vanpool with a free taxi ride or rental car in the event of an emergency.
- The VCTC web site (www.goventura.org) has links to free smartphone applications that provide real-time transit information and maps of County bike routes.
- VCTC is one of five regional transportation planning agencies in Southern California that participate in *CommuteSmart.info*, a web site that provides ride matching services using a database of thousands of registered users interested in carpooling or vanpooling.
- The Southern California 511 traveler information system is operated by LA SAFE in partnership with the Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority (OCTA) and VCTC. The 511 system provides the public with multi-modal traveler information on freeway travel times and speeds, road construction, incidents, bus and train schedules and real-time arrivals, carpool/vanpool information, bicycle information, and weather. Traveler information for the five county region of Los Angeles, Ventura, Orange, Riverside, and San Bernardino is disseminated to the public through an interactive telephone service (511), website (go511.com) and smartphone app.
- Employers in Ventura County participate voluntarily in the Transportation Outreach Program to reduce vehicle trips to improve air pollution and reduce congestion. The Program is administered by the Ventura County Air Pollution Control District (VCAPCD).

Policies and programs supporting TDM are documented in the VCTC’s Congestion Management Program (CMP). Seven out of the ten cities in Ventura County have adopted a local TDM ordinance. A

local TDM ordinance provides standards and guidelines that encourages local development to provide amenities and services that support alternative modes such as transit, carpooling, vanpooling, bicycling and walking.

Transportation System Management

TSM includes operational strategies that yield optimal benefits from the existing system through active management. These strategies include traffic signal timing management, pavement management, and intelligent transportation systems (ITS), as described below.

Pavement Management System

Pavement management is the process of planning the maintenance and repair of a network of roadways in order to optimize pavement conditions over the entire network. Keeping roadways safe and functional is a concern for all system users (motorists, transit riders, bicyclists and pedestrians) and pavement quality is a key safety and functional consideration. A pavement management system (PMS) provides a tool for rating the pavement condition of a roadway, establishing a consistent maintenance and repair schedule, and evaluating the effectiveness of maintenance strategies. It can identify pavements that are headed for rapid decline so that preventative maintenance can be applied in a timely fashion. In December 2015, the County adopted a Multi-Year Pavement Plan (FY 2016-2020) to serve as its PMS for finding cost-effective strategies for providing, evaluating, and maintaining pavement in serviceable condition. The County's pavement management program is based on information obtained through field evaluations of pavement conditions and utilizing the Metropolitan Transportation Commission pavement management program and software called StreetSaver. This program has been used by the County for over 20 years and has been the key resource for all previous Plans approved by the Board of Supervisors.

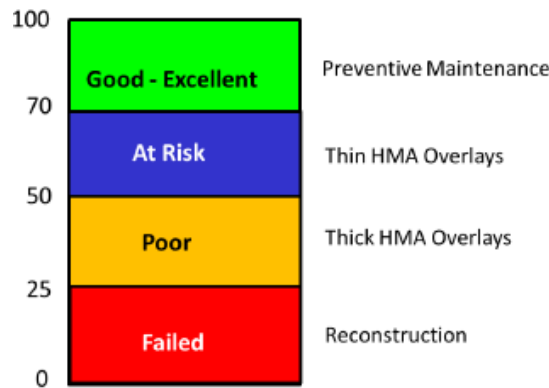
The County of Ventura and its cities are responsible for maintaining approximately 2,420 centerline miles of local roads and arterials. Caltrans and other state/federal agencies maintain their own facilities. The County is responsible for the 542.78 miles located in unincorporated areas, which represents 22 percent of the total local roadways within the county.

Roadways are severely impacted by the weight and frequency of traffic and inclement weather conditions. The movement of goods by freight trucks and construction equipment transportation in particular will significantly lower pavement life and accelerate the need for maintenance, rehabilitation and replacement. For Ventura County's roadway system to adequately serve people and the movement of goods, a substantial investment in transportation infrastructure to keep the system in good repair is required. The Ventura County Comprehensive Transportation Plan (CTP) projects a \$438 million funding shortfall over the next ten years to maintain public roadways in Ventura County at current conditions; over the next 30 years, the shortfall is expected to grow to \$2.2 billion

A typical local two-lane roadway costs approximately \$600,000 per mile to construct. The expected pavement life for a roadway is roughly 20 years if no preventative maintenance is applied during the useful life of that road. A pavement management system is a decision-making process that helps public works personnel make cost-effective decisions concerning the maintenance and rehabilitation of their jurisdiction's pavement. It provides a tool for rating a roadway's pavement condition, establishing a consistent maintenance and repair schedule, and evaluating the effectiveness of ongoing maintenance strategies.

Figure 6-12 illustrates that good to excellent pavements (PCI>70) are best suited for pavement preservation techniques, (e.g., preventive maintenance treatments). As pavements deteriorate, treatments that address structural adequacy are required. Between a PCI of 25 to 69, hot mix asphalt (HMA) overlays are usually applied at varying thicknesses. This may be accompanied by milling or recycling techniques. Finally, when the pavement has failed (PCI<25), reconstruction is typically required. If a pavement section has a PCI between 90 and 100, no treatment is applied. Photos are provided to visually relate ranges of PCI values. Based on the Pavement Condition Index (PCI), a PCI of 70-100 reflects “good” pavement condition; a PCI score of 25-69 reflects “at risk” pavement condition; and a PCI between 0-24 reflects “poor” pavement condition.

**FIGURE 6-12
PAVEMENT PCI**



According to the Ventura County’s Multi-Year Pavement Plan (2016-2020), the roadway network had a weighted PCI average of 74 as of October 2015. Overall, 70 percent of the roadway network had a PCI of 70 or greater (“Good”).

Intelligent Transportation Systems (ITS)

Intelligent Transportation System (ITS) strategies can be used as a component of a TSM program to improve roadway efficiencies. They consist of automated and electronic technologies that are used to improve operations and traveler information on a transportation network. ITS technologies encompass data collection, surveillance, real-time traveler information, demand-responsive roadway operations, individual vehicular operations, and fulfilling emergency response needs. They can help address recurring and incident-related congestion, facilitate inter-agency communication, prioritize transit and emergency responder access, and provide valuable data for planning.

A number of ITS device types are currently deployed on SR-23, SR-118, and US 101 that are operated and maintained by Caltrans. ITS field devices such as closed-circuit television (CCTV) cameras and roadway sensors provide the tools for agencies to monitor travel conditions and to collect traffic data on roadways. The traffic data and video images transmitted back to the traffic management center (TMC) provides the inputs for TMC operators to detect and verify congestion and incidents. Travel advisories and alternatives routes can then be disseminated to the public using changeable message signs (CMS) or broadcasted widely through the regional 511 system. The TMC may also initiate active traffic management measures such as signal timing plans or ramp metering to enable the freeway or arterial system to better manage demand.

ITS applications in unincorporated areas typically focus on the following five ITS service packages: 1) Safety; 2) Traveler Information Systems; 3) Incident Management Systems; 4) Advanced Public Transit Systems; and, 5) Traffic Management Systems. Below is a list of ITS improvements/strategies that fall within the five ITS service packages that are applicable to the unincorporated areas of the county.

Safety

- Rectangular Rapid Flashing Beacon (RRFB) pedestrian crossings
- Advance advisory systems
- On-board bus surveillance cameras

Traveler Information Systems

- Multimodal Regional Traveler Information System & Trip Planning Software
- En-route Traveler Information Systems - mobile message signs (where visual impact preclude variable message signs) at major junctures – located at junctures of state highways within the county
- Transit Dynamic Routing and Scheduling System
- Electronic traveler information (websites, kiosks, HAR, Social Media/511 systems);
- Real time transit system communication systems (bus GPS units and time of arrival information boards at bus shelters and primary transit stops)
- Trucks and recreational vehicle advisory signs/signals

Incident Management Systems

- Installation of CCTV monitors in known accident hot spots
- Installation of Smart Call-Boxes along hazardous corridors and in areas known to have poor cellular coverage
- Coordinated emergency response systems such as emergency vehicle tracking using automated vehicle location (AVL) technology, computer aided dispatch (CAD), and other complementary systems
- Emergency Vehicle Preemption on key corridors

Advanced Public Transit Systems

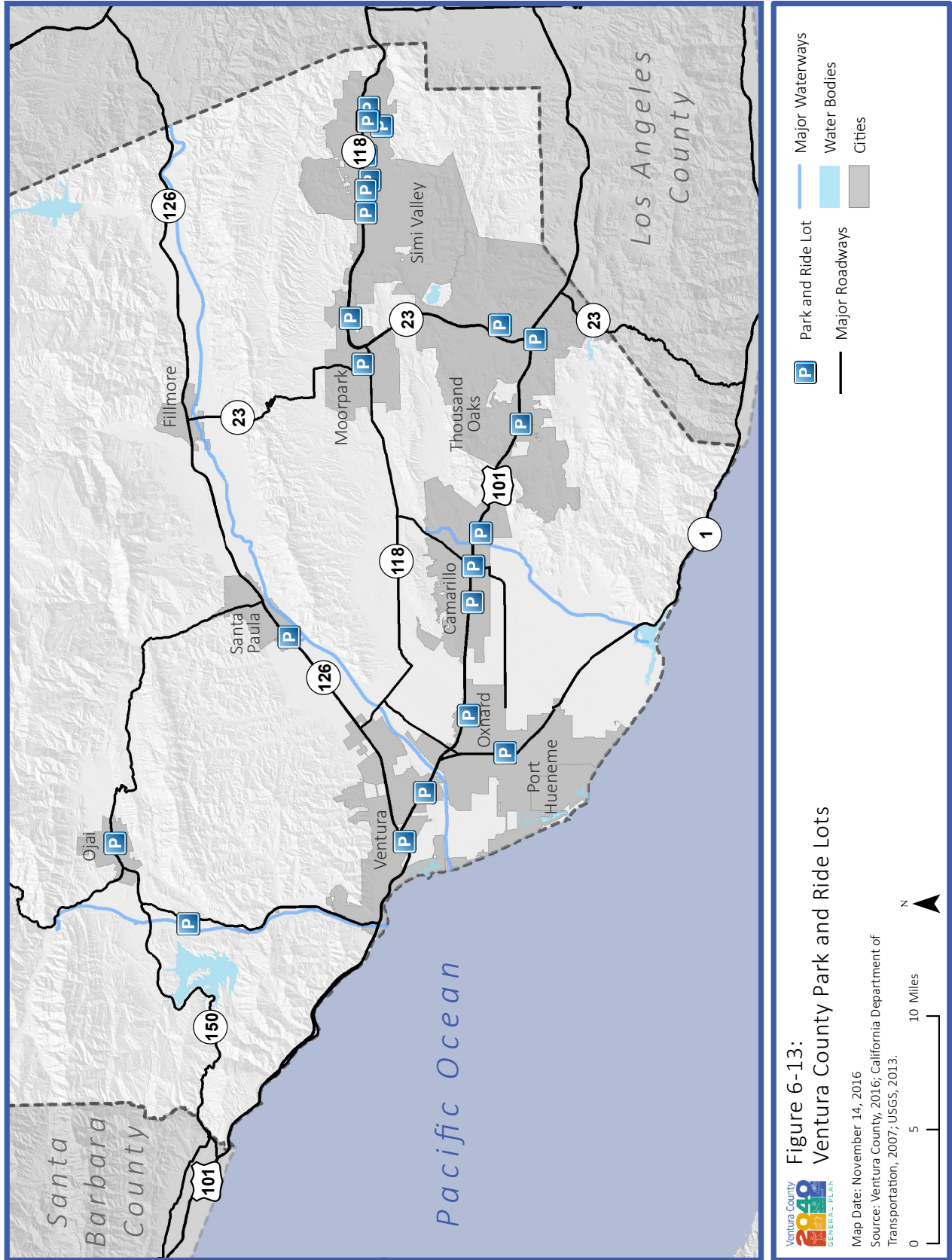
- Expand Computer Aided Dispatch/Automated Vehicle Location (CAD/AVL) System(s) (see traveler information)
- ITS Technologies to support Bus Rapid Transit (BRT) such as transit signal priority, transit traveler information system elements, traffic signal coordination, and off-board payment ticket vending machines
- Demand Responsive Dispatching
- Regional Automated Farebox System
- Wi-Fi on BRT Buses

Parking Management – Provision of Park-and-Ride Lots

Park-and-ride lots are convenient (and typically free) parking lots that enhance the regional transportation network. They are typically located along highways, near highway junctures, or near transit facilities where drivers can park their vehicle and then carpool, vanpool, or ride transit to their destination. Park-

and-ride facilities can increase opportunities for transit use among commuters who do not live within walking distance of a convenient transit stop or station. They also expand carpooling and vanpooling opportunities. Park-and-ride lots intercept commuters close to their trip origins and at relatively distant locations from their destinations. The lots are intended to reduce vehicle miles traveled and ease congestion by reducing single occupancy vehicle trips.

There are 22 formally designated park-and-ride lots in Ventura County with a supply of 2,280 parking spaces located adjacent to highway corridors and at transit stations. Figure 6-13 shows the location of the park-and-ride lots in Ventura County. While only one of these lots is located in the unincorporated area, the lots are part of a regional TSM strategy that benefits residents of the unincorporated area. There are also several locations in the county that serve as informal park-and-ride lots (e.g., past SR-33 on Main Street that leads onto US 101).



Regulatory Setting

Federal

Federal Clean Air Act

This federal law passed in 1970, and last amended in 1990, forms the basis for the national air pollution control effort. Basic elements of the act include national ambient air quality standards for major air pollutants, hazardous air pollutants standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

State

California Global Warming Solutions Act (AB 32)

This law enacted in 2006 (AB 32) set a statewide mandate to roll back greenhouse gas emissions in California to 1990 levels by 2020. To meet the emission reduction goals of AB 32, the **California's Sustainable Communities and Climate Protection Act, or SB 375**, was enacted to direct the State's metropolitan planning organizations (MPOs) to develop a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its emission reduction targets. The SCS is a component of the Regional Transportation Plan (RTP) that is prepared by the Southern California Association of Governments (SCAG); Ventura County is a one of the six county members that make up the SCAG region. The current RTP/SCS that was adopted in 2016 identified the need for investments in TSM/TDM improvements in order to achieve the goals of AB32/SB375.

California Clean Air Act

Established in 1988, this act requires non-attainment areas to achieve and maintain the state ambient air quality standards by the earliest practicable date and local air districts to develop plans for attaining the state ozone, carbon monoxide, sulfur dioxide, and nitrogen dioxide standards.

Proposition 111

Prop 111 was passed by California voters in 1990 that established a nine-cent gas tax to fund transportation improvements. It mandates counties that have a population greater than 50,000 to prepare an updated Congestion Management Program (CMP) every two years; the CMP provides a plan for integrating transportation, land use and air quality decisions. VCTC is the designated congestion management agency for Ventura County. The CMP has been developed to also meet the federal congestion management process requirements of the FAST Act.

Regional

ITS Strategic Deployment Plan

The ITS Strategic Deployment Plan ensures that the application of ITS technology across Ventura and Los Angeles Counties is consistent with the national ITS architecture. The plan highlights the needs and issues related to ITS systems, and offers recommendations on key areas of concern. The plan also identifies key ITS infrastructure projects over the short, medium and long term, as well as funding

opportunities and challenges. The findings are informed by the outreach program conducted by the Regional ITS Coordination Team conducted with key stakeholders.

Southern California Association of Governments (SCAG)

SCAG is the federally designated Metropolitan Planning Organization (MPO) that is responsible for developing the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) in the six-county Southern California region (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura). SCAG reviews the CMP submitted by each county to determine if the CMP meets federal congestion management requirements.

Local

Ventura County Air Pollution Control District

In compliance with the California Clean Air Act, the Ventura County Air Pollution Control District was established to improve the health and quality of life for residents through efficient, effective and entrepreneurial air quality-management strategies.

Ventura County Air Pollution Control District (VCAPCD) Rule 211

Rule 211 requires employers with 100 or more on-site employees to register with the VCAPCD annually to submit survey data on their employee's commutes every two years. The data is used by the VCAPCD to determine emissions reductions from TDM measures taken by employers to reduce commuting by single occupancy vehicles.

Key Terms

Transportation Demand Management (TDM) refers to strategies that emphasize a more efficient use of the existing transportation network by focusing on the movement of people and freight as opposed to motor vehicles. TDM strategies are developed to encourage walking, biking, using public transit, carpooling, flexible work schedules, and telecommuting.

Transportation Systems Management (TSM) refers to operational strategies that are designed to increase the capacity and efficiency of existing transportation facilities without roadway capacity increasing projects. TSM strategies may include traffic signal timing management, pavement management, and the use of intelligent transportation systems (ITS).

Intelligent Transportation Systems (ITS) refers to automated and electronic technologies used to improve operations and traveler information on a transportation network. ITS technologies encompass data collection, surveillance, real-time traveler information, demand-responsive roadway operations, individual vehicular operations, and fulfilling emergency response needs.

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SECTION 6.8 PROGRAMMED TRANSPORTATION IMPROVEMENTS

Introduction

This section describes the major funding sources and programmed transportation improvements (i.e., those improvements with identified funding) for Ventura County.

Major Findings

- Ventura County has programmed transportation improvements covering a variety of roadway, active transportation, and transit improvements.
- Approximately \$17.6 million of capital improvements were identified for the 2017 horizon year with an additional \$19 million of capital improvements for the 2021 horizon year.
- The County’s Traffic Impact Mitigation Fee Program includes 20 local roadway improvements and 10 state highway improvements have been identified to accommodate future development.

Existing Setting

Funding

Existing state and federal funding sources for transportation and circulation improvements are described below. State funds are programmed for the County by the Ventura County Transportation Commission (VCTC) while federal funds are programmed by the Southern California Association of Governments (SCAG). At this time, Ventura County is the only county in the SCAG region that does not have a local source of transportation funding (i.e., local sales tax measure).

Local Revenues

Ventura County Ordinance 4246 (effective January 2002) established the Traffic Impact Mitigation Fee to fund some of the roadway and highway improvements required as a result of new development in the unincorporated area of the county. The fee provides a method of assessing on a project by project basis, a “fair share” portion of the cost of improvements necessary to ensure that the County’s adopted level of service standards are maintained. The fee program addresses only the unincorporated area’s share of costs; it cannot be used to fund the incorporated area’s share or existing development’s share of the costs.

Local gas tax subvention funds, as enabled through Sections 2104 and 2105 of the California Streets and Highways Code, are also a local source of transportation revenue for the County of Ventura. These funds are programmed primarily for ongoing maintenance and are available only on a limited basis for capital improvements internally by the County as part of their Capital Improvement Program (CIP).

State Revenues

Ventura County is also eligible for the following State transportation funding programs: Transportation Development Act (TDA); State Highway Operation and Protection Program (SHOPP); Active Transportation Program (ATP); Prop 1B: The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006; and the State Transportation Improvement Program (STIP). These are described in greater detail below.

Transportation Development Act (TDA). The Mills-Alquist-Deddeh Act (SB 325) was enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination. Known as the Transportation Development Act (TDA) of 1971, this law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans. TDA established two funding sources; the Local Transportation Fund (LTF), and the State Transit Assistance (STA) fund. Funds are allocated to communities based on population, taxable sales, and transit performance, and are used to address unmet transit needs. SB 716 (2009) amended the TDA mandate, including specification of how TDA funds are to be used in Ventura County, particularly with respect to use of TDA funds for local street and road needs. As of July 1, 2014, only the cities of Camarillo, Fillmore, Moorpark and Santa Paula are eligible to use TDA funds for streets and roads. The cities of Port Hueneme, Ojai, and the unincorporated county are part of the Gold Coast Transit District, and along with the cities of Ventura and Oxnard, must use all TDA funds allocated for transit. The cities of Simi Valley and Thousand Oaks, with populations over 100,000, are not eligible to use TDA funds for local streets and roads.

State Highway Operation and Protection Program (SHOPP). Caltrans, in cooperation with the California Transportation Commission (CTC), is responsible for preparing an asset management plan. The asset management plan is a document that assesses the health and condition of the state highway system in order to guide selection of projects. In accordance with the asset management plan, Caltrans prepares the SHOPP which addresses capital improvements relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system.

California Active Transportation Program (ATP). The California ATP was passed by the State legislature and signed into law in 2013 that consolidates several federal and statewide programs such as the Bicycle Transportation Account (BTA) and the State Safe Routes to School (SR2S). The ATP program provides a source of funding for countywide projects that support programs and infrastructure improvements that encourage walking and biking. Funding is administered by Caltrans through an annual, competitive Call for Projects application process. The program is currently in its third funding cycle.

State Transportation Improvement Program (STIP). The STIP consists of two types of funds. Regional Improvement Program (RIP) funds are 75 percent of the STIP and available for capacity projects such as lane expansions, intersection or other major arterial improvements. Interregional Improvement Program (IIP) funds are 25 percent of the STIP and are also available for capacity projects on the State regional road system and for intercity rail projects. VCTC, as the Regional Transportation Planning Agency (RTPA) for Ventura County, is responsible for proposed RIP project selection while the California State Department of Transportation (Caltrans) is responsible for selection of proposed IIP projects. Both programs must be approved and allocated by the CTC. Under the “gas tax swap” approved by the State in 2010, STIP funds are derived from fuel excise taxes which are automatically adjusted to equal the funding formerly provided by Proposition 42 (sales tax on gasoline). STIP funds are primarily applied to transportation projects that are significant to the statewide system.

Senate Bill 1. Signed into law in early 2017, this bill provides funding for transportation projects throughout the state. Eligible county projects include, but are not limited to: road maintenance and rehabilitation, safety projects, railroad grade separations, traffic control devices, matches for state and federal funds, and complete street components, including active transportation, transit, drainage, and stormwater capture projects.

Proposition 1B. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 (Proposition 1B) provided \$20 billion from State bond sales for the following:

- Congestion reduction, highway and local road improvements: \$11.3 billion to increase capacity on State highways, local roads, and public transit;
- Public transportation: \$4 billion to improve local transit services and state intercity rail services; purchase buses and rail cars and improve transit safety;
- Goods movement and air quality: \$3.2 billion to improve freight movement through ports, on state highway and rail systems, and between California and Mexico; improve air quality by reducing emissions related to freight movement and replace/retrofit school buses; and,
- Safety and security: \$1.5 billion to increase protection against security threats or improve disaster response on transit systems; improve rail crossing safety, seismically retrofit local bridges, ramps, and overpasses; improve security and disaster planning in publicly owned ports, harbors, and ferry terminals.

County projects are eligible for funding from the congestion reduction allocation. Additional funding may be available from future bond measures if proposed by the State legislature and approved by California voters.

It is important to note that at this time, not all of the bond funds have been allocated through the various programs created by the bond measure. Other county projects may receive some bond funding from programs, such as the State and Local Transportation Partnership Program (SLTPP), as they are developed.

State Transit Assistance (STA). TDA provides a second source of revenue called STA, which is derived from the State portion of the sales tax on diesel fuel. The State Controller allocates these funds based on the county's population and revenue miles of each eligible transit operator: Gold Coast Transit (GCT) and Southern California Regional Rail Authority (SCRRA) in Ventura County. The State generally disburses STA revenues on a quarterly basis and the funds are held in trust by the County. STA revenues are restricted for transit purposes and are administered by VCTC.

Federal Sources

Federal transportation funding is provided through the Federal Funding Fixing America's Surface Transportation (FAST) Act (FY2016-FY2021). FAST provides federal funding for surface transportation programs and transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure. Federal funding programs primarily applicable to roadway infrastructure improvements include: Congestion Mitigation and Air Quality (CMAQ); Highway Safety Improvement Program (HSIP); Highway Railroad Grade Crossing Program; National Highway Performance Program (NHPP); Surface Transportation Program (RSTP); Transportation Alternatives Program (TAP); and, Transportation Investment Generating Economic

Recovery (TIGER). Federal funding programs primarily applicable to transit improvements include: Federal Transit Administration Section 5307 (Urbanized Area Formula Grants); Federal Transit Administration Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities); and, Federal Transit Administration Section 5311 (Rural Area Formula Grants). These sources are described in more detail below.

Surface Transportation Program (STP). STP funds provide revenue for federal-aid highways, bridge projects on public roads, transit capital projects, and local street and road improvement projects. The matching ratio is approximately 89 percent federal to 11 percent local. STP funds are allocated by VCTC and administered through Caltrans.

Congestion Mitigation and Air Quality (CMAQ). CMAQ funds are allocated by VCTC for transportation projects that reduce transportation-related emissions. Project types include public transit, rail transit capital improvements, pedestrian and bicycle paths and others that serve to reduce congestion and improve air quality. The matching ratio is approximately 89 percent federal to 11 percent local.

Transportation Alternatives Program (TAP). Under MAP 21 and now FAST, several programs which address pedestrian and bicycle transportation, scenic beautification, safe routes to schools, historic preservation, recreational trails, and other uses have been consolidated into the Transportation Alternatives Program (TAP). TAP funds are eligible for pedestrian and bicycle facilities, projects to provide safe routes to schools and for non-drivers, scenic roadway overlooks, recreational trails, rehabilitation of historic transportation facilities, preservation of abandoned railway corridors, control/removal of outdoor advertising, archaeological planning and research, vegetation management along transportation corridors, and mitigation of water pollution due to highway runoff. California has not yet determined a process for selecting projects for this new program.

Federal Transit Administration (FTA). The FTA provides funding for transit related programs in a variety of areas. FTA funds generally require matching local funds. FTA divides the program funds into “Sections” as follows:

- Section 5304, Statewide Planning funds are available for planning studies conducted by Metropolitan Planning Organizations or their sub recipients. Eligible uses of the funds include urban, small urban or rural transit planning studies, surveys and research, as well as the Transit Planning Student Internship program. The matching ratios are approximately 89 percent federal to 11 percent local.
- Section 5307, Urban Area Formula funds are available for capital, capital leases and maintenance, planning projects, and for limited operating expenses. The funds can also be used for projects that improve transit access to employment for low-income individuals. Capital and planning ratios are approximately 80 percent federal to 20 percent local match, while operating cost is limited to a 50 percent federal share. The majority of FTA funds received by VCTC are Section 5307 funds.
- Section 5310, Elderly and Disabled funds are for transportation capital expenditures for paratransit services to elderly and disabled individuals. The funds can also be used for capital or operating expenses of new transit services for disabled individuals that go beyond the ADA minimum requirements. The operating cost reimbursement is up to 50 percent, and capital cost up to 80 percent.
- Section 5311, Rural funds provide support for rural transit operating subsidies and capital projects. Operating match can be up to 50 percent of net operating costs whereas the capital match is usually 20 percent. Historically, the majority of the 5311 funds were programmed by VCTC and administered by the State but used by other agencies.

- Section 5337, Rail State of Good Repair funds are utilized for projects such as rail and facility construction and rehabilitation. The federal/local matching ratio is usually 80/20. The Section 5337 funds VCTC receives are attributed to Metrolink services.
- Section 5339, Bus and Bus Facilities funds are a relatively small source of funds available for bus capital purposes only, with a match rate of 80/20. This program is also newly-created under MAP-21 and carried forward as part of FAST.
- American Recovery and Reinvestment Program (ARRA) funds are one-time economic stimulus revenues that were funded at 100 percent, meaning that no local match is required to program these funds.

Programmed Projects

As the designated metropolitan planning organization for the region, SCAG prepares and maintains the Federal Transportation Improvement Program (FTIP). The program includes a listing of all transportation-related projects requiring federal funding or other approval by the federal transportation agencies. The FTIP also lists non-federal (i.e., local and state funded projects) regionally significant projects for information and air quality modeling purposes. Projects included in the FTIP are consistent with SCAG's Regional Transportation Plan and are part of the area's overall strategy for providing mobility, congestion relief, and reduction of transportation-related air pollution in support of efforts to attain federal air quality standards for the region.

The Ventura County Transportation Commission (VCTC) is the responsible agency for regional multimodal transportation planning and programming within Ventura County. VCTC actively coordinates with SCAG, the regional MPO, to plan and ultimately program federal/state/local transportation funds for transportation improvements.

The VCTC has attempted to secure a half-cent sales tax measure several times in the past decades and may continue to pursue a sale tax measure in the future to supplement available transportation funding. If passed, this measure could provide a significant source of additional transportation funding in the future.

The County Capital Improvement Plan (CIP) is an internal programming document that identifies all capital improvement projects (e.g., roads and bridges) the County intends to build, replace or improve over a 20-year horizon. CIPs typically provide key information for each project, including delivery schedule, cost and various revenue sources. The CIP provides a means for the County to determine the capital improvement projects and funding priorities over a 20-year horizon.

Table 6-25 and Table 6-26 provide the County's CIP improvements for the horizon years of 2017 and 2021, respectively. Approximately \$17.6 of capital improvements were identified for the 2017 horizon year with an additional \$19 million of capital improvements for the 2021 horizon year. Table 6-27 and Table 6-28 list the local County roadway and state-owned facility capital improvements needed to mitigate roadway impacts associated with new development within the unincorporated areas of the county respectively. As shown, the County's Traffic Impact Mitigation Fee Program includes 20 local roadway improvements and 10 state highway improvements needed to maintain the County's LOS standards while accommodating future development.

Table 6-29, Table 6-30, and Table 6-31 list the "Near-Term," "Mid-Term," and "Long-Term" STIP improvements respectively, from the County's 7-year CIP list for the Congestion Management Program. This list is limited to the improvements either directly associated with roadways in the unincorporated areas of the county or that will serve to benefit the unincorporated areas. The lists are financially

constrained but not fully programmed – particularly the Mid-Term and Long-Term lists. Financially constrained means that the improvements are within the total projected revenue estimate assuming historical trends continue into the future. Programmed means that the improvement has an identified funding source and is included in a programming document (i.e., STIP/FTIP). These lists are consistent with the long-range Regional Transportation Improvement Program (RTIP). Table 6-32 lists the top priority projects from STIP funding.

There is likely some project redundancy among the various transportation improvement programming documents given that projects are typically funded with a mix of local, state and federal funds.

TABLE 6-25 TRANSPORTATION DEPARTMENT PLANNED CAPITAL PROJECTS FIVE-YEAR PLAN (FY 2017) Ventura County		
PROJECT	LOCATION & DESCRIPTION	EST. COST
Bridge Program	Various locations - Rehabilitation of bridges and structural improvements.	\$908,000
Bridge Road Bridge Replacement	Replace the existing bridge on Bridge Road at Santa Paula Creek to eliminate structural deficiencies as identified by Caltrans latest bridge inspection report.	\$600,000
Drainage Improvements	Improving existing drainage facilities such as Culverts and Storm Drain Systems.	\$120,000
*Harbor Blvd Widening (Strategic Master Plan (SMP) Priority Rank # 1&2)	Oxnard C/L to Ventura C/L - Widen to 4 lanes including the Bridge widening/replacement and addition of 2nd southbound through lane and 2 nd northbound through lane @ Gonzales Road (Feasibility Study).	\$100,000
Mupu Rd Bridge Improvements ridge #443	Santa Paula Creek 0.25 mi east of SR 150 - Structural Improvements.	\$621,000
Nonmotorized Transportation Program (Pedestrian & Bike Lane Projects)	Various locations - pedestrian and bicycle improvements.	\$2,858,000
Pavement Rehabilitation Program	Pavement Resurfacing - Various Locations.	\$6,267,000
Pleasant Valley Road at E. 5th Street Intersection Improvements	Add 2nd southbound through lane and 2 nd northbound through lane to improve traffic safety.	\$300,000
Pleasant Valley Road at Sturgis Road Intersection Improvements	Intersection of Pleasant Valley Rd and Sturgis Rd - Signalization and construction of right turn lane to improve traffic safety.	\$710,000
Pleasant Valley Road Improvements - Addition of a Two-Way Left Turn Lane	Pleasant Valley Road between Dodge Road & Hailes Road - construction of a two-way left turn lane to improve traffic safety.	\$657,000
*Preliminary Engineering Design Projects Grant Programs (ATP, HSIP, TDA, CMAQ)	Various locations design phase only in order to prepare and apply for Federal Grant money.	\$100,000
Santa Ana Road Bike Lane - Phase I	MP 0.19 to MP 1.70 widen shoulder and construct bike lanes.	\$1,125,000
Santa Ana Road Bike Lane - Phase II	MP 2.00 to MP 3.81 widen shoulder and construct bike lanes.	\$1,245,000
Santa Ana Road Bike Lane - Phase III	MP 3.81 to SR 150 (MP 5.80) widen shoulder and construct bike lanes.	\$1,005,000
Tapo Canyon Road Slope Repair	Improvements to Shoulders and Embankment at MP 1.04 due to slope failure.	\$425,000
Traffic Signals / Intersection Program	Various locations - install or update traffic signals, and lane modification.	\$465,000
Yerba Buena Area Guard Rails	Various locations along Yerba Buena Road, Cotharin Road, Pacific View Road, and Deer Creek Road.	\$100,000
TOTAL		\$17,606,000

Source: Ventura County Transportation Department, Capital Improvement Program FY 2017-2021, 2016.

(*) Design and/or Study

**TABLE 6-26
TRANSPORTATION DEPARTMENT PLANNED CAPITAL PROJECTS FIVE-YEAR PLAN
(FY 2018-2021)
Ventura County**

PROJECT	LOCATION & DESCRIPTION	EST. COST
Bridge Program	Various locations - Rehabilitation of bridges and structural improvements.	\$1,485,000
Bridge Road Bridge Replacement	Replace the existing bridge on Bridge Road at Santa Paula Creek to eliminate structural deficiencies as identified by Caltrans latest bridge inspection report.	\$3,356,000
* Channel Islands Blvd Widening (SMP Priority Rank # 7)	Widen Channel Island Boulevard to 4 lanes and construct bike lanes from Oxnard city limits to Rice Avenue to improve traffic and bicycle safety (Feas Study).	\$100,000
Drainage Improvements	Improving existing drainage facilities such as Culverts and Storm Drain Systems.	\$575,000
* Hueneme Road Widening Phase I (SMP Priority Rank # 10)	Oxnard City Limits to Rice Ave - Widen to 4 lanes (Feasibility Study).	\$100,000
* Las Posas Road Widening (SMP Priority Rank # 8)	Hueneme Road to 5th Street - Widen to 4 lanes (Feasibility Study).	\$100,000
** Nonmotorized Transportation Program (Ped & Bike Lane Projects)	Various locations - pedestrian and bicycle improvements.	\$4,764,500
* Olivas Park Drive Widening (SMP Priority Rank # 9)	Widen Olivas Park Drive to 4 lanes from Telephone Road to Seaborg Drive to improve traffic safety. This is a multi-jurisdictional project. (Feasibility Study).	\$100,000
Pavement Rehabilitation Program	Pavement Resurfacing - Various Locations.	\$12,000,000
Pleasant Valley Road at E. 5th Street Intersection Improvements	Add 2nd southbound through lane and 2 nd northbound through lane to improve traffic safety.	\$3,300,000
* Pleasant Valley Road Widening (SMP Priority Rank # 6)	Rice Avenue to Camarillo C/L - Widen to 4 lanes (Feasibility Study).	\$100,000
* Preliminary Engineering Design Projects - Grant Programs (ATP, HSIP, TDA, CMAQ)	Various locations design phase only in order to prepare and apply for Federal Grant money.	\$400,000
* Santa Clara Ave Widening (SMP Priority Rank # 3)	Oxnard C/L to Highway 118 - Widen to 4 lanes (Feasibility Study).	\$100,000
** Traffic Signals / Intersection Program	Various locations - install or update traffic signals, and lane modification.	\$1,080,000
* Victoria Avenue Widening (SMP Priority Rank # 5)	Gonzales Rd to Olivas Park Drive (County Section: 247's/o river bridge to 119 s/o Olivas Park Drive) - Widen to 4 lanes (Feasibility Study).	\$100,000
Yerba Buena Area Guard Rails	Various locations along Yerba Buena Road, Cotharin Road, Pacific View Road, and Deer Creek Road.	\$1,270,000
TOTAL		\$28,930,500

Source: Ventura County Transportation Department, Capital Improvement Program FY 2017-2021, 2016.

(*) Design and/or Study Only

(**) Partially contingent on availability of federal funding

TABLE 6-27 TRAFFIC IMPACT MITIGATION FEE PROGRAM CIP: COUNTY ROADS AND INTERSECTIONS / SCHEDULE OF PROJECTS				
#	Road/Intersection	Limit	Project Description	Cost*
1	Central Avenue Widening Improvement	Santa Clara Avenue to Camarillo City Limits	Widen from two lanes to four lanes	\$5,900,000
2	Harbor Boulevard Widening Improvement	Oxnard City Limits to Ventura City Limits	Widen from two lanes to four lanes, including replacement or widening of existing bridge	\$16,900,000
3	Hueneme Road Widening Improvement	Oxnard City Limits to Rice Avenue Extension	Widen from two lanes to four lanes	\$3,100,000
4	Pleasant Valley Road Widening Improvement	Dodge Road to Las Posas Road	Widen from two lanes to four lanes	\$13,080,000
5	Santa Clara Avenue Widening Improvement	North of Oxnard City Limits to SR 118	Widen from two lanes to four lanes	\$17,200,000
6	Victoria Avenue Widening Improvement-A	Gonzales Road to Ventura City Limits (247s Riverbridge - 119s Olivas Park)	Widen from four lanes to six lanes	\$9,950,000 <i>Partially conveyed to City of Oxnard, cost for County of Ventura portion only</i>
8	Victoria Avenue Widening Improvement-B	Gonzales Road to Oxnard City Limits	Widen from four lanes to six lanes	\$4,400,000 <i>Conveyed to the City of Oxnard</i>
9	Wendy Drive Widening Improvement	Borchard Road to Thousand Oaks City Limits	Re-stripe from two lanes to four lanes, includes replacement or widening of existing bridge	\$850,000** <i>Completed with exception of bridge replacement</i>
10	Central Avenue at Santa Clara Avenue, Intersection Improvements		Add 2 nd WBT, 2 nd EBT, and NBR	\$550,000 <i>Project completed</i>
11	Grimes Canyon Road at State Route 118 (Los Angeles Avenue), Intersection Improvements		Add 2 nd WBT and 2 nd EBT	\$500,000
12	Harbor Boulevard at Gonzales Road, Intersection Improvements		Add 2 nd SBT and 2 nd NBT	\$630,000
13	Santa Clara Avenue at State Route 118 (Los Angeles Avenue, Intersection Improvements)		Convert Current EBT to EBL and add EBT	\$550,000 <i>Project completed</i>
14	Pleasant Valley Road at East Fifth Street, Intersection Improvements		Add 2 nd SBT and 2 nd NBT	\$640,000

TABLE 6-27 TRAFFIC IMPACT MITIGATION FEE PROGRAM CIP: COUNTY ROADS AND INTERSECTIONS / SCHEDULE OF PROJECTS				
#	Road/Intersection	Limit	Project Description	Cost*
15	Rice Avenue at Wooley Road, Intersection Improvements		Add 3 rd NBT and 3 rd SBT	\$380,000 <i>Project partially completed</i>
16	Rice Avenue at Channel Islands Boulevard, Intersection Improvements		Add 3 rd NBT and 3 rd SBT and SBR	\$390,000 <i>Project completed</i>
17	Victoria Avenue at Gonzales intersection		Convert SBR to shared 3 rd SBT/SBR, add 2 nd SBL and NBR and convert dual WBT to WBR and shared WBT/2ndWBR	\$400,000 <i>Not within County of Ventura jurisdiction, conveyed to the City of Oxnard</i>
18	Victoria Avenue at Olivas Park Drive, Intersection Improvements		Add 3 rd NBT and 3 rd SBT and convert free SBR to standard SBR	\$480,000 <i>No longer within the County of Ventura's jurisdiction, located within City of Ventura</i>
19	Route 118, Intersection Improvements (County Portion only)		Widen Intersection, add turning lanes, realign Donlon Road (County Portion only)	\$2,100,000 <i>Project completed</i>
20	SR 33/150 Cong. Relief	Ojai Area	Various minor spot Improvements to reduce congestion on State Routes 33 and 150 in Ojai Valley and City of Ojai Area	\$1,000,000
Total County Road and Intersection Projects				\$88,500,000

County of Ventura Transportation Department: Traffic Impact Mitigation Fee Program Final Report, 2001.

(*) Costs listed are from the 2001 TIMF Report

(**) Project will be removed upon approval of the General Plan Update

TABLE 6-28 TRAFFIC IMPACT MITIGATION FEE PROGRAM CIP: STATE HIGHWAYS Schedule of Projects			
Location	Limits	Improvement	Total Project Cost
SR-1 (Pacific Coast Hwy)	Las Posas Rd to LA County line	Intersection, spot improvements	\$6,000,000
SR-23 (Grimes Canyon Rd)	Broadway to Bellevue Ave	Improve to two-lane Class I standards where feasible	\$12,000,000
SR- 33	Casitas Springs bypass	Construct four lane roadway	\$48,000,000
SR-34 (East Fifth St)	Oxnard c.l. to Pleasant Valley Rd	Widen from two lanes to four lanes	\$17,000,000
SR-34 (Lewis Rd/ Somis Rd)	Los Angeles Ave (SR-118) to Camarillo c.l.	Widen from two lanes to four lanes	\$6,000,000
SR-118 (Los Angeles Ave)	Vineyard Ave (SR-232) to Santa Clara Ave	Widen from two lanes to four lanes	\$14,000,000
SR 118 (Los Angeles Ave)	Santa Clara Ave to Somis Rd (SR-34)	Widen from two lanes to four lanes	\$40,000,000
SR-118 (Los Angeles Ave)	Somis Rd (SR-34) to Moorpark c.l.	Widen from two lanes to four lanes	\$35,000,000
US 101 (Ventura Fwy)	Santa Barbara County line to freeway end	Widen from four lanes to six lanes	\$60,000,000
US 101 (Ventura Fwy)	Oxnard c.l. to Camarillo c.l.	Widen from six lanes to 10 lanes	\$10,000,000
Total State Highway Improvement Project Cost			\$248,000,000

County of Ventura Transportation Department: Traffic Impact Mitigation Fee Program Final Report, 2001.

**TABLE 6-29
NEAR-TERM PROJECT LIST: FY 2008/09 THROUGH FY 2014/15
(2009 CMP UPDATE CIP)
Ventura County**

Jurisdiction	ID #	Project Description	Project Start	Project Cost (\$1000)
Caltrans	RTIP# VEN070201	Add HOV lanes on US 101 from Mobil Pier Rd to the Ventura/SBCounty Line (construction phase only)	FY10/11	\$65,589
Caltrans	RTIP# VEN071106	SR 118 Widening from Tapo Canyon Rd to LA County Line - Add 1 Lane Each Side (construction phase only)	FY08/09	\$32,000
Caltrans	PPNO# 2291	SR-23/US 101 Interchange Improvement Including US 101 Mainline Improvements (environmental, design and right-of-way support)	FY10/11	\$6,520
Caltrans	RTIP# VENLS02	Lum Sum - Roadway Preservation Projects at Various Locations	on-going	\$33,272
Caltrans	RTIP# VENLS03	Lum Sum - Bridge Preservation Projects at Various Locations	on-going	\$4,138
Caltrans	RTIP# VENLS10	Lum Sum - Emergency Response Projects at Various Locations	on-going	\$17,429
Gold Coast Transit	RTIP# VEN030604	Preventive Maintenance - ADA Paratransit	on-going	\$1,559
Gold Coast Transit	Various (see description)	Planning and Implementation Activities (RTIP #s VEN051203; VEN54054; VEN54056; VEN990602)	on-going	\$2,837
Gold Coast Transit	RTIP# VEN051204	Purchase One Replacement Bus	FY08/09	\$78
Gold Coast Transit	RTIP# VEN057404	Replace Maintenance Equipment	FY08/09	\$105
Gold Coast Transit	RTIP# VEN057413	CNG Fueling System Upgrade	FY08/09	\$780
Gold Coast Transit	RTIP# VEN057414	MIS Equipment Replacement/Upgrade	on-going	\$24
Gold Coast Transit	RTIP# VEN54095	ADA Paratransit Service	on-going	\$5,216
Gold Coast Transit	RTIP# VEN64003	Preventive Maintenance - Fixed Route	on-going	\$11,688
County of Ventura	RTIP# VEN011202	Hueneme Rd from Oxnard City Limits to Rice Rd - Widen from 2 to 4 lanes (environmental, design, right-of-way, and construction phases)	FY09/10	\$6,953
County of Ventura	RTIP# VEN051004	Reconstruct and Deep Lift Asphalt on Various Roads (construction phase only)	FY08/09	\$2,400

TABLE 6-29 NEAR-TERM PROJECT LIST: FY 2008/09 THROUGH FY 2014/15 (2009 CMP UPDATE CIP) Ventura County				
Jurisdiction	ID #	Project Description	Project Start	Project Cost (\$1000)
County of Ventura	RTIP# VEN058401	Central Ave at Rose Ave Intersection Improvements (Turn Lanes & Drainage) (environmental, design and construction phases)	FY08/09	\$565
County of Ventura	RTI # VEN990310	Construct Class I Bike Path & Piru Creek Bridge at Rancho Camulos/Center St (Ph I&II) (construction phase only)	FY09/10	\$3,855
VCTC	RTIP# VEN54187	2% for Planning Programming & Monitorng	on-going	\$1,725
VCTC	RTIP# VEN071105	Reimbursement of Lewis Rd Widening Construction Funds Paid w/ Local Bonds (construction phase only)	FY10/11	\$23,000
VCTC	RTIP# VEN54032	Lump Sum - Road Rehabilitation & Reconstruction Projects	on-going	\$4,448
VCTC	RTIP# VEN93017	Regional Rideshare Program	on-going	\$2,215
VCTC	Various (see description)	Planning & Implementation Activities (RTIP #s VEN010406, VEN34348, VEN54070, VEN54115)	on-going	\$3,774
VCTC	RTIP# VEN010409	East County ADA Paratransit Service Operations	on-going	\$752
VCTC	RTIP# VEN040405	Next Bus Upgrade for Real-Time Bus Stop Signage (Transit Enhancements)	FY08/09	\$244
VCTC	RTIP# VEN051005	New Freedoms Initiative Elderly & Disabled Service Projects in Ventura County	on-going	\$2,119
VCTC	RTIP# VEN54036	VISTA Capital Lease	on-going	\$24,087
VCTC	RTIP# VEN059401	Ventura County Smartcard System Maintenance & Rehabilitation	FY08/09	\$250
VCTC	RTIP# VEN070202	Job Access Program	on-going	\$3,727
VCTC	RTIP# VEN54069	Dial-A-Route Transit Information	on-going	\$763
VCTC	RTIP# VEN990609	System-wide Rehabilitation & Renovation including Track, Signals, Platforms, Etc.	on-going	\$27,540

Source: County of Ventura, Congestion Management Program, 2009.

**TABLE 6-30
MID-TERM PROJECT LIST: FY 2015/16 THROUGH FY 2024/25
(Projects Could be Advanced to Near-Term List if Funded)
Ventura County**

Jurisdiction	ID #	Project Description	Project Cost (\$1000)
Caltrans	RTP# 50M0701	Construct New Weigh Station on SR-118 in Moorpark	\$27,016
Caltrans	RTP# 5G0102	SR-118 Near Grimes Canyon - Construct Crossover UPRR	\$58,431
Metrolink	RTP# 5G0701	Construct Grade Separation at Los Angeles Ave in Simi Valley (MP 437), including Realigning 0.3 miles of LA Ave and adding 0.48 miles of New Track.	\$156,288
County of Ventura	RTP# 5A07025	Widen Central Avenue from 2 to 4 Lanes between Santa Clara Ave and Camarillo City Limits	\$13,640
County of Ventura	RTP# 5A0707	Grimes Canyon Road and Hitch Blvd Realignment at SR-118	\$6,127
County of Ventura	RTP# 5A0708	Harbor Boulevard at Gonzales Road – add 2nd southbound through lane and 2nd northbound through lane	\$2,355
County of Ventura	RTP# 5A0720	Harbor Blvd Widening Improvement from Oxnard City Limits to Ventura City limits	\$52,117
County of Ventura	RTP# 5A0709	Pleasant Valley Road at E. 5th Street, Add 2nd Southbound Through lane and 2nd Northbound Through Lane	\$1,567
County of Ventura	RTP# 5A0710	Rice Ave at Wooley Rd – Add 3rd Northbound Through Lane and 3 rd Southbound Through Lane	\$1,267
County of Ventura	RTP# 5A0711	Rice Ave at Channel Islands – Add 3rd Northbound Through lane and 3rd Southbound Through lane and Southbound Right-Turn Lane	\$1,267
County of Ventura	RTP# 5A0721	Widen Pleasant Valley Rd from Dodge Rd to Las Posas Rd from 2 to 4 Lanes	\$39,392
County of Ventura	RTP# 5A0714	Victoria Ave at Olivas Park Dr - Add E/B-W/B Through Lanes & N/B Left Turns Lanes	\$474
County of Ventura	RTP# 5A0719	Widen Santa Clara Ave from 2 to 4 lanes from n/o Oxnard City Limits to SR-118	\$30,071
County of Ventura	RTP# 5A0716	Somis Rd/SR-118/Donlon Road Intersection Improvements.	\$6,127
to be determined	RTP# 5A0401	Victoria Ave at Gonzales Rd: Construct 4 Lane Flyover with Left Turn Pockets	\$31,862
County of Ventura	RTP# 5A0712	Victoria Ave at Gonzales Rd Intersection Improvements	\$1,633
County of Ventura	RTP# 5A0722	Victoria Ave Widening Improvement A: from Gonzales Rd to Ventura City Limits, Widen from 4 to 6 Lanes	\$29,729
County of Ventura	RTP# 5A0726	Victoria Ave Widening Improvement B: from Gonzales Rd to Oxnard City Limits, Widen from 4 to 6 Lanes	\$18,983
County of Ventura	RTP# 5A0732	Wendy Dr Widening Improvements from Borchard Rd to Thousand Oaks City Limits: Restripe from 2 to 4 lanes including replacement or widening of Existing Bridge	\$2,134
Various	RTP# 5N011	Santa Paula Branch Rec Trail – Montalvo to LA County Line	\$76,948
VCTC	RTP# 500702	Retrofit Soundwall Program	\$31,216

Source: County of Ventura, Congestion Management Program, 2009.

TABLE 6-31 LONG-TERM PROJECT LIST: FY 2026/27 THROUGH FY 2034/35 (Projects Could Be Advanced To Near-Term List If Funded) Ventura County		
Jurisdiction	ID #	Project Description
Caltrans		On SR-118, Add One Lane in Each Direction from Tapo Canyon Rd to New LA Ave (Tierra Rejada)
Caltrans	RTP# U5M0701	On US 101, Add one lane in each direction including interchange and Ramp Improvements from the LA County Line to SR-33
Caltrans	RTP# U5M0711	On SR-33, Construct Casitas Bypass Expressway from Foster Park to Creek Rd VCTC Santa Paula Branch Rail Line Improvements – Montalvo to LA County
Caltrans	RTP# U5M0708	On SR-118, Convert to Mixed-Flow Freeway between SR-23 and SR-232
Caltrans	RTP# U5M0709	On SR-118, Convert to Mixed-Flow Freeway between SR-232 and SR-126
Caltrans	RTP# U5M0710	On SR-232, Convert to Mixed-Flow Freeway from SR-118 to US 101
Caltrans	RTP# U5M0702	On US 101, Add one lane in each direction between SR-33 and Mussel Shoals
Caltrans	RTP# U5M0703	On SR-126, Add 1 Lane in Each Direction within the City of Fillmore
Caltrans	RTP# U5M0704	On SR-23, Construct New Alignment from SR-23/SR-118 to Walnut Canyon
Caltrans	RTP# U5M0705	On SR-126, Construct New Southbound to US 101 Connector
Caltrans	RTP# U5M0707	On SR-34, Widen from 2 to 4 lanes between SR-1 and SR-118
Caltrans	RTP# U5M0706	On SR-23, Convert to Mixed-Flow freeway from SR-118 to SR-126

Source: County of Ventura, Congestion Management Program, 2009.

TABLE 6-32 VCTC Adopted STIP Priority List Ventura County	
STIP FUNDING PROJECT	PRIORITY ID#
1. SR-118: LA County Line to Tapo Canyon Rd Widening – Phase II (remaining unfunded portion)	RTIP# VEN071106
2. SR-23/US 101 Interchange & US 101 Main Line Improvements	STIP# 2291
3. SR-118: Tapo Canyon Rd to New LA Ave (Tierra Rejada) Widening – Phase III	*
4. US 101: LA County Line to SR-33 Widening, Replace Interchanges and Ramps	RTP# U5M0701
5. SR-33: Casitas Springs Bypass	RTP# U5M0711
6. Santa Paula Branch Rail Line: Montalvo to LA County Line	*
7. SR-118: SR-126/US 101 to Moorpark Widening, Grade Separation, Rail Siding and Bike lanes (note: The County’s General Plan no longer includes widening the section between SR-34 and SR-232)	RTP#s U5M0708 U5M0709 U5M0710
8. US 101: SR-33 to Santa Barbara County	RTP# U5M0702
9. SR-126: Widening within Fillmore City Limits	RTP# U5M0703
10. SR-23: SR-23/SR-118 Junction to Walnut Canyon	RTP# U5M0704
11. SR-126: Southbound Connector to US 101	RTP# U5M0705

* Projects missing from the RTP; submit to SCAG in the next RTP cycle.

Source: County of Ventura, Congestion Management Program, 2009.

Regulatory Setting

Federal

Fixing America's Surface Transportation (FAST) Act (FY 2016 – FY 2021)

The FAST Act provides federal funding for surface transportation programs and transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure. FAST continues the previous transportation bill's streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

State

AB 1600

Traffic impact fees are one-time fees typically paid when a building permit is issued and imposed on development projects by local agencies responsible for regulating land use (cities and counties). To guide the widespread imposition of public facilities fees, the State Legislature adopted the Mitigation Fee Act (the Act) with Assembly Bill 1600 in 1987 and subsequent amendments. The Act, contained in California Government Code §§66000-66025, establishes requirements on local agencies for the imposition and administration of fee programs. The Act requires local agencies to document the following five findings when adopting a fee: 1) purpose of fee revenues; 2) use of fee revenues; 3) benefit relationship; 4) burden of relationship; and 5) proportionality.

SB 45

Enacted in 1997, SB-45 governs transportation planning and programming under state law. Under SB-45, three-quarters of State Transportation Improvement Program funds (including all State Highway Account, Public Transportation Account, and federal transportation funds, minus state administrative and other costs) are committed to regional improvement programs. The remaining 25 percent of funds are for interregional improvement programs which are administered by the State. Regional improvement programs are developed by RTPAs and MPOs, in accordance with the regional transportation plan, to improve "state highways, local roads, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, sound wall projects, intermodal facilities, and safety."

Regional

Regional Transportation Plan

As the Metropolitan Planning Organization for Ventura County, the Southern California Association of Governments (SCAG) developed and adopted the Regional Transportation Plan (RTP). The RTP complies with State and Federal transportation planning requirements required of urbanized counties for a comprehensive and long-range transportation plan. The RTP is a financially constrained multi-modal plan

that identifies regional transportation improvements needed to improve system maintenance and operations and to improve mobility and accessibility countywide.

Local

Congestion Management Program

The Congestion Management Program (CMP) legislation (Section 65088-65089.10) raised the state gas tax (Section 2105) and required urbanized counties (such as Ventura County) to implement a program to reduce congestion on highways and regionally significant roadways. Several Ventura County roadways are on the designated CMP system of roadways. The CMP is administered by VCTC - the designated Congestion Management Agency for Ventura County.

Key Terms

Financially Constrained refers to a improvement project with a cost that can be reasonably anticipated to be funded within a given planning horizon (typically 20 years) assuming historical revenue streams continue over the duration of the planning horizon.

Programmed Improvement refers to an improvement that has an identified funding source and has been documented in a state/federal programming document such as the State Transportation Improvement Program or Federal Transportation Improvement Program.

Strategic Master Plan (SMP) is a County of Ventura's Public Works document that identifies needs and transportation improvements recommended for programming.

Federal Funding Fixing America's Surface Transportation (FAST) Act (FY2016-FY2021) refers to the federal transportation funding bill.

Federal Transportation Improvement Program (FTIP) refers to the Federal transportation programming document and process.

State Transportation Improvement Program (STIP) refers to the State transportation programming document and process.

References

County of Ventura Transportation Department. Five Year Capital Improvement Program FY 2017-2021. March 21, 2016

County of Ventura Transportation Department. Traffic Impact Mitigation Fee Program Final Report, October 2001

County of Ventura Transportation Department. Ventura County Congestion Management Program: Chapter 7: CIP Project List, July 10, 2009



**Guidelines for Energy Project
Applications Requiring CEQA Compliance:
*Pre-filing and Proponent's Environmental Assessments***

November 2019

Version 1.0

Energy Division
Infrastructure Permitting and CEQA Unit
California Public Utilities Commission



Guidelines for Energy Project Applications Requiring CEQA Compliance:

Pre-filing and Proponent’s Environmental Assessments

Contents

CONTENTS	I
FOREWORD	I
PRE-FILING GUIDELINES	1
PROPONENT’S ENVIRONMENTAL ASSESSMENT CHECKLIST	4
FORMATTING AND BASIC PEA DATA NEEDS, INCLUDING GIS DATA	4
COVER	5
TABLE OF CONTENTS	7
<i>Sections</i>	7
<i>Required PEA Appendices and Supporting Materials</i>	8
<i>Potentially Required Appendices and Supporting Materials</i>	8
1 EXECUTIVE SUMMARY	10
2 INTRODUCTION	11
2.1 PROJECT BACKGROUND	11
2.2 PRE-FILING CONSULTATION AND PUBLIC OUTREACH	12
2.3 ENVIRONMENTAL REVIEW PROCESS	13
2.4 DOCUMENT ORGANIZATION	13
3 PROPOSED PROJECT DESCRIPTION	14
3.1 PROJECT OVERVIEW	14
3.2 EXISTING AND PROPOSED SYSTEM	14
3.3 PROJECT COMPONENTS	15
3.4 LAND OWNERSHIP, RIGHTS-OF-WAY, AND EASEMENTS	19
3.5 CONSTRUCTION	20
3.6 CONSTRUCTION WORKFORCE, EQUIPMENT, TRAFFIC, AND SCHEDULE	31
3.7 POST-CONSTRUCTION	32
3.8 OPERATION AND MAINTENANCE	33
3.9 DECOMMISSIONING	34
3.10 ANTICIPATED PERMITS AND APPROVALS	34
3.11 APPLICANT PROPOSED MEASURES	34
3.12 PROJECT DESCRIPTION GRAPHICS, MAPBOOK, AND GIS REQUIREMENTS	38
4 DESCRIPTION OF ALTERNATIVES	40
5 ENVIRONMENTAL ANALYSIS	42
5.1 AESTHETICS	43
5.2 AGRICULTURE AND FORESTRY RESOURCES	46
5.3 AIR QUALITY	47
5.4 BIOLOGICAL RESOURCES	49
5.5 CULTURAL RESOURCES	52
5.6 ENERGY	53
5.7 GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES	54
5.8 GREENHOUSE GAS EMISSIONS	56
5.9 HAZARDS, HAZARDOUS MATERIALS, AND PUBLIC SAFETY	57
5.10 HYDROLOGY AND WATER QUALITY	59
5.11 LAND USE AND PLANNING	61

5.12	MINERAL RESOURCES	62
5.13	NOISE	62
5.14	POPULATION AND HOUSING.....	64
5.15	PUBLIC SERVICES.....	65
5.16	RECREATION.....	66
5.17	TRANSPORTATION	67
5.18	TRIBAL CULTURAL RESOURCES	70
5.19	UTILITIES AND SERVICE SYSTEMS	71
5.20	WILDFIRE	73
5.21	MANDATORY FINDINGS OF SIGNIFICANCE	75
6	COMPARISON OF ALTERNATIVES	75
7	CUMULATIVE AND OTHER CEQA CONSIDERATIONS	76
8	LIST OF PREPARERS	77
9	REFERENCES.....	77
PEA CHECKLIST ATTACHMENTS		
	ATTACHMENT 1: GIS DATA REQUIREMENTS	78
	ATTACHMENT 2: BIOLOGICAL RESOURCE TECHNICAL REPORT STANDARDS	79
	DEFINITIONS.....	79
	<i>Sensitive Vegetation Communities and Habitats</i>	79
	<i>Special-Status Species</i>	79
	BIOLOGICAL RESOURCE TECHNICAL REPORT MINIMUM REQUIREMENTS	80
	<i>Report Contents</i>	80
	<i>Mapping and GIS Data</i>	80
	ATTACHMENT 3: CULTURAL RESOURCE TECHNICAL REPORT STANDARDS	81
	CULTURAL RESOURCE INVENTORY REPORT	81
	CULTURAL RESOURCE EVALUATION REPORT	81
	ATTACHMENT 4: CPUC DRAFT ENVIRONMENTAL MEASURES	81

Foreword

November 12, 2019

To: Applicants Filing Proponent’s Environmental Assessments for Energy Infrastructure Projects at the California Public Utilities Commission (CPUC or Commission)

From: Merideth Sterkel (Program Manager, Infrastructure Planning and Permitting) and Mary Jo Borak and Lon Maier, Supervisors, Infrastructure Permitting and California Environmental Quality Act, Energy Division, CPUC

Subject: Introducing revisions to the Pre-filing Guidelines for Energy Infrastructure Projects and a Unified and Updated Electric and Gas PEA Checklist

We are pleased to release a 2019 revision to the California Environmental Quality Act (CEQA) Proponent’s Environmental Assessments (PEA) Checklist. This substantially revised document is now entitled “Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-filing and Proponent’s Environmental Assessments” (Guidelines). Future updates to this document will be made as determined necessary. The CPUC’s Rules of Practice and Procedure Sections 2.4 provide that all applications to the CPUC for authority to undertake projects that are not statutorily or categorically exempt from CEQA requirements shall include an Applicant-prepared PEA.

Updates Overview

Prior versions of the Working Draft PEA Checklist were published in 2008 and 2012. For this 2019 update, extensive revisions were made to all sections based on our experience with the prior checklist versions. All electric and natural gas projects are now addressed in a single PEA Checklist, and the following updates were made:

- **CEQA Statute and Guidelines 2019 Updates:** The PEA Checklist is updated pursuant to the 2019 CEQA Statutes and Guidelines, including new energy and wildfire resource areas.
- **Pre-filing Consultation Guidelines:** Pre-filing guidelines are now provided since the pre-filing and PEA development processes are intertwined.
- **Unified PEA Checklist for Energy Projects:** All electric and natural gas projects are now addressed in a single PEA Checklist.
- **Additional CEQA Impact Questions:** Questions are included for the following PEA Checklist sections: 5.4, Biological Resources; 5.6, Energy; 5.9, Hazards, Hazardous Materials, and Public Safety; 5.16, Recreation; 5.17, Transportation; and 5.19, Utilities and Service Systems.
- **CPUC Draft Environmental Measures:** Draft measures are provided in PEA Checklist Attachment 4 for Aesthetics, Air Quality, Cultural Resources, Greenhouse Gas Emissions, Utilities and Service Systems and Wildfire.

Purpose of the Guidelines Document

The purpose and objective of the PEA Checklist included within this Guidelines document has not changed, which is to provide project Proponents (Applicants) with detailed guidance about information our CEQA Unit Staff expect in sufficient PEAs. The document details the information Applicants must provide the CPUC to complete environmental reviews that satisfy CEQA requirements. Specifically, the Pre-filing Consultation Guidelines and PEA Checklist, together, are intended to achieve the following objectives:

1. Provide useful guidance to Applicants, CPUC staff, and outside consultants regarding the type and detail of information needed to quickly and efficiently deem an application complete;

2. Ensure PEAs provide reviewers with a detailed project description and associated information sufficient to deem an application complete, avoid lengthy review periods and numerous data requests for the purpose of augmenting a PEA, and avoid unnecessary PEA production costs;
3. Increase the level of consistency between PEAs submitted and provide for more consistent review by CPUC CEQA Unit Staff and outside consultants; and
4. Promote transparency and reduce the potential for conflicts between utility and CPUC Staff about the types, scope, and thoroughness of data expected for data adequacy purposes.

The Guidelines document provides detailed instructions to Applicants for use during the Pre-filing process and PEA development. The document is intended to fully inform Applicants and focus the role of outside consultants, thus, enabling Applicants to submit more complete, useful, and immediately data-adequate PEAs.

Benefits of High Quality and Complete PEAs

CPUC CEQA Unit Staff seek to complete the environmental review process required under CEQA as quickly and efficiently as possible. Table 1 shows the average duration in months of CPUC applications that require CEQA documents. While there are tensions between speed and quality in all project management, the achievement of expeditious environmental reviews can result in lower project costs to ratepayers. Our staff have reviewed the timelines for 108 past CPUC applications that required review pursuant to CEQA and determined that the average length of time from application filing to PEA deemed complete is four months, regardless of the type of CEQA document. The goal for our agency is to deem PEAs complete within 30 days. The faster PEAs are deemed complete, the sooner staff can prepare the CEQA document. With each delay to PEA completeness, the fundamental project purpose and need and baseline circumstances may shift, requiring refreshing of the data. The Guidelines document will improve the initial accuracy of PEAs and reduce the time required to deem PEAs complete. Once an application is formally filed, the Applicant will receive a notification letter from CPUC CEQA Unit Staff when the PEA is deemed complete.

Table 1. Average Duration in Months of CPUC Applications that Require CEQA Documents (1996–2019)

	I: Application Filed to PEA Deemed Complete	II: PEA Deemed Complete to Draft Environmental Document Circulated	III: Draft Environmental Document to Final Released	IV: Final Released to Proposed Decision	V: Proposed Decision to Final Decision (with Certification of CEQA Document)	I-V: Overall Duration ⁽¹⁾
Environmental Impact Report (EIR; n=49)	5	13	7	5	2	29
Initial Study/ Mitigated Negative Declaration (IS/MND; n=56)	4	8	3	4	1	19
All Document Types (n=108)	4	8	4	5	2	23
Range: All Document Types	1-9	5-18	2-10	1-7	1-2	12-38

Note:

(1) The overall duration is not a sum of the average durations for each step. The overall duration was calculated using “n,” the number of applications with data available for the date of application filing and final decision date. Not all projects had data available for each step. The data include several instances where the CEQA document was developed in conjunction with a NEPA document, e.g., an EIR/Environmental Impact Statement or IS/MND/Environmental Assessment/Finding of No Significant Impact was prepared instead of an EIR or MND, respectively. The above data is not inclusive of projects that had averages and ranges that are statistically abnormal.

Lessons Learned about the PEA Process

In the past, Applicants have filed PEAs using the checklist to ensure the correct information was provided but have not followed the format and organization of the PEA checklist and sometimes chose not to engage in Pre-filing activities with our staff. To achieve the objectives and benefits listed above, Applicants will file all future PEAs in the same organizational format as the updated checklist and adhere to the Pre-filing Consultation Guidelines in coordination with CPUC CEQA Unit Staff.

The Guidelines document describes the level effort required for the assessments necessary to not only finalize a CEQA document but ensure its legal defensibility. While final design and survey information is preferred, the PEA may incorporate preliminary design and survey data as appropriate and in consultation with CEQA Unit Staff during Pre-filing. We recognize that projects are fact specific, and deviations from the Pre-filing Consultation Guidelines and PEA Checklist are inevitable but providing concise and accurate information as soon as possible is paramount. Any deviations from these Guidelines must include clear justification and should be discussed and submitted during the Pre-filing Consultation process to avoid subsequent delays.

The PEA Checklist is written with the assumption that an Environmental Impact Report will be prepared, however, a Mitigated Negative Declaration or other form of CEQA document (e.g., exemption) may be appropriate. This determination, however, must be made in consultation with CPUC CEQA Unit Staff during Pre-filing and prior to submittal of the Draft PEA.

Future Modifications and Improvements

Like the predecessor PEA checklists, this is a working document that will be modified over time based on experience and changes to the CEQA Statute and Guidelines. To meet the above stated objectives and maintain consistency with CEQA. We expect Applicants, their consultants, CPUC consultants, and the CPUC to engage in a regular and ongoing dialogue about specific improvements to the CEQA process overall, and these Guidelines in particular.

We look forward to working with Applicants during the Pre-filing Consultation process to ensure that the level of effort that goes into preparing PEAs can be effectively and efficiently transferred into the CEQA document prepared by CPUC Staff and consultants. Applicants are invited to debrief with our staff about the efficacy of these Guidelines.

Merideth Sterkel

/s/

Program Manager, Infrastructure Planning and Permitting
California Public Utilities Commission

Mary Jo Borak

/s/

Supervisor, Infrastructure Permitting and CEQA Unit
California Public Utilities Commission

Lonn Maier

/s/

Supervisor, Infrastructure Permitting and CEQA Unit
California Public Utilities Commission

Pre-Filing Consultation Guidelines

The following Pre-filing Consultation Guidelines apply to all PEAs filed with applications to the CPUC and outline a process for Applicants to engage with CPUC CEQA Unit Staff about upcoming projects that will require environmental review pursuant to CEQA. The CPUC is typically the Lead Agency for large projects by investor-owned gas and electric utilities. The CPUC's CEQA Unit Staff are experienced with developing robust CEQA documents for long, linear energy projects. The PEA Checklist, starting in the next section, is based upon that experience.

Pre-filing Consultation Process

During Pre-filing Consultation, Applicants and CPUC Staff meet to discuss the upcoming application. Successful projects will commence Pre-filing Consultation no less than six months prior to application filing at the CPUC. When the application is formally filed at the CPUC, the Application and the PEA are submitted to the CPUC Docket Office.

1. Meetings with CPUC Staff

To initiate Pre-filing Consultation, Applicants will request and attend a meeting with CPUC CEQA Unit Staff at least six months prior to application filing.

- a. Applicants can request a Pre-Filing Consultation meeting via email or letter. Initial contact via telephone may occur, but staff request written documentation of Pre-filing Consultation commencement.
- b. For the initial meeting, Applicants will provide staff with a summary of the proposed project including maps and basic GIS data at least one week prior to the meeting.
- c. Applicants will receive initial feedback on the scope of the proposed project and PEA. Staff will work with Applicants to establish a schedule for subsequent Pre-filing meetings and milestones.

2. Consultant Resources

CPUC CEQA Unit Staff will initiate the consultant contract immediately following the initial Pre-filing Consultation meeting. CPUC's consultant contract resources will be executed prior to Applicant filing of the Draft PEA. The consultant contract is critical to the Pre-filing Consultation process. Applicants are encouraged to request updates about the status of the contract. The CPUC may use its on-call consulting resources contract for these purposes. If CEQA Unit Staff determine that their on-call consulting resources are not appropriate due to the anticipated project scope, staff may initiate a request for proposals process to engage consulting resources, and the resulting contracting process will be completed and consultant contract in place prior to Draft PEA filing.

3. Draft PEA Provided Prior to PEA Filing

A complete Draft PEA will be filed at least three months prior to application filing. CPUC CEQA Unit Staff and the CPUC consultant team will review and provide comments on the Draft PEA to the Applicant early in the three-month period to allow time for Applicant revisions to the PEA.

4. Project Site Visits

One or more site visits will be scheduled with CPUC CEQA Unit Staff and their consultant at the time of Draft PEA filing (or prior). Appropriate federal, state, and local agencies will also be engaged at this time.

5. Consultation with Public Agencies

The Applicant and CPUC CEQA Unit Staff will jointly reach out and conduct consultation meetings with public agencies and other interested parties in the project area. CPUC CEQA Unit Staff may also choose to conduct separate consultation meetings if needed.

If a federal agency will be a co-lead pursuant to the National Environmental Policy Act and coordinating with the CPUC during the environmental review process, the Applicant and CPUC CEQA Unit Staff will ensure that the agency has the opportunity to comment on the Draft PEA and participate jointly with the CPUC throughout the application review process. Applicant and Commission CEQA Unit Staff coordination with the federal agency (if applicable) will likely need to occur more than six months in advance of application filing.

6. Alternatives Development

PEAs will be drafted with the assumption that an Environmental Impact Report (EIR) will be prepared. Applicants will include a reasonable range of alternatives in the PEA (even though a Mitigated Negative Declaration [MND] may ultimately be prepared), including sufficient information about each alternative. In some situations, CPUC CEQA Unit Staff and project Applicants may agree during Pre-filing Consultation that an MND is likely and a reasonable range of alternatives is not required for the PEA. This determination, however, must be made in consultation with CEQA Unit Staff during Pre-filing and is not final. The type of document to be prepared may change based on public scoping results and other findings during the environmental review process.

CEQA Unit Staff will provide feedback on the range of alternatives prior to Draft PEA filing (if possible) based on their review of the Draft PEA. It is critical that Applicants receive feedback from CEQA Unit Staff about the range of alternatives prior to filing the PEA. Applicants will ensure that each alternative is described and evaluated in the PEA with an equal level of detail as the proposed project unless otherwise instructed in writing by CEQA Unit Staff.

7. Format of PEA Submittal

Each PEA submittal will include the completed PEA Checklist tables. Each PEA submittal will be formatted and organized as shown in the Example PEA Table of Contents provided in the PEA Checklist unless otherwise directed by CPUC CEQA Unit Staff in writing prior to application filing. The example PEA Table of Contents is modeled after typical CPUC EIRs.

8. Transmission and Distribution System Information

A key component of CEQA projects analyzed during CPUC environmental reviews is the context of the project within the larger transmission and distribution system. Detailed descriptions of the regional transmission system, including GIS data, to which the proposed project would interconnect are required. The required level of detail about interconnecting systems is project specific and will be specified by CEQA Unit Staff in writing during Pre-filing Consultation. Detailed distribution system information may also be required.

9. Data and Technical Adequacy

Applicants will focus PEA development efforts on providing thorough, up-to-date data and technical reports required for CPUC CEQA Unit Staff to complete the environmental document and alternatives analysis.

The Applicant-drafted PEA Executive Summary, Introduction, Project Description, Description of Alternatives, and other chapters typically found in past CPUC EIRs and Initial Study/MNDs will be *thorough*—emulate the level of detail provided in typical CPUC EIRs. The setting sections provided for

PEA Chapter 5, Environmental Analysis, will also be thorough. Applicants will ensure that the PEA text, graphics, and file formats can be efficiently converted into CPUC's CEQA document with minimal revision, reformatting, and redevelopment by CPUC Staff and consultants.

The impact analyses and determinations provided for Chapter 5, Environmental Analysis, and Chapter 6, Comparison of Alternatives, need not be as thorough as those to be prepared by the CPUC for its CEQA document. These two sections are expected to be revised and redeveloped by CPUC Staff and consultants. Other sections of the CEQA document will only be revised and redeveloped by CPUC Staff and consultants if determined to be necessary after PEA filing.

10. Applicant Proposed Measures

The Pre-filing Consultation process can support the development Applicant Proposed Measures (APMs); measures that Applicants incorporate into the PEA project description to avoid or reduce what otherwise may be considered significant impacts. APMs that use phrases, such as, "as practicable," "as needed," or other conditional language will be superseded by Mitigation Measures if required to avoid or reduce a potentially significant impact. CPUC CEQA Unit Staff and their consultant team may review and provide comments on the Draft PEA APMs during Pre-filing Consultation.

Applicants will carefully consider each CPUC Draft Environmental Measure identified in Chapter 5 of this PEA Checklist. The measures may be applied to the proposed project if appropriate and may be subject to modification by the CPUC during its environmental review.¹

11. PEA Checklist Deviations

CPUC CEQA Unit Staff understand that the PEA Checklist requires Applicants to develop a significant quantity of information. There are times when it is appropriate to deviate from the PEA Checklist. Deviations to the Pre-Filing Consultation Guidelines or the PEA Checklist contents may be approved by the CPUC's CEQA Unit Staff. Staff approval will be in writing and will occur prior to Applicant filing of the Draft PEA. Note that any deviations approved in writing by staff during the Pre-filing period may be reversed or modified after application and PEA filing and at any time throughout the environmental review period at the discretion of CPUC CEQA Unit Staff.

12. Submittal of Confidential Information

CPUC Staff are available during Pre-filing Consultation to discuss concerns that Applicants may have about confidentiality. However, the CEQA process requires public disclosure about projects, and such disclosure can often appear to conflict with Applicant requests for confidentiality. CPUC CEQA Unit Staff will rely on CPUC adopted confidentiality procedures to resolve confidentiality concerns. Applicants that expect aspects of a PEA filing to be confidential must follow CPUC confidentiality procedures. Applicants may mark information as confidential if allowed pursuant to General Order 66 or latest applicable Commission rule (e.g., see Public Records Act Proceeding Rulemaking (R.14-11-001)).

13. Additional CEQA Impact Questions

Additional CEQA Impact Questions that are specific to the types of projects evaluated by the Commission's CEQA Unit are identified in the PEA Checklist to be considered in addition to the checklist items in CEQA Guidelines Appendix G.

The next section of this Guidelines document provides the PEA Checklist for all energy project applications that require CEQA compliance.

¹ At this time, the CPUC environmental measures are in draft format, see PEA Checklist Attachment 4. They may be formally incorporated into Chapter 5 of future versions of the PEA Checklist.

Proponent's Environmental Assessment (PEA) Checklist

The PEA Checklist provides project Applicants (e.g., projects involving electric transmission lines, electric substations or switching stations, natural gas transmission pipelines, and underground natural gas storage facilities) with detailed guidance regarding the level of detail CPUC CEQA Unit Staff expect to deem PEAs complete. Applicants will prepare their PEAs using the same section headers and numbering as provided in the PEA Checklist. Applicants will also provide supporting data that is specific to each item within the PEA Checklist. As noted in the Pre-Filing Consultation Guidelines, the PEA Checklist is written with the assumption that an EIR will be prepared. PEA contents may not need to support the development of an EIR, but this determination can only be made in consultation with CPUC CEQA Unit Staff as described in the Pre-Filing Consultation Guidelines.

Formatting and Basic PEA Data Needs, Including GIS Data

1. Provide **editable and fully functional source files** in electronic format for all PDF files, hardcopies, maps, images, and diagrams. Files will be provided in their original file format as well as the output file format. All Excel and other spreadsheet files or modeling files will include all underlying formulas/modeling details. All modeling files must be fully functional.
2. Details about the types of **GIS data and maps** to be submitted are provided in Attachment 1. GIS data not specified in this checklist may also be requested depending on the Proposed Project and alternatives.
3. The Applicant is responsible for ensuring that all project features, including project components and temporary and permanent work areas, are included within all **survey boundaries** (e.g., biological and cultural resources).
4. Excel spreadsheets with **emissions calculations** will be provided that are complete with all project assumptions, values, and formulas used to prepare emissions calculations in the PEA. Accompanying PDF files with the same information will be provided as Appendix B to the PEA (see List of Appendices below).
5. Applicants will provide in an Excel spreadsheet a comprehensive **mailing list** that includes the names and addresses of all affected landowners and residents, including unit numbers for multi-unit properties for both the proposed project and alternatives.
 - a. An affected resident or landowner is defined as one whose place of residence or property is:
 - i. Crossed by or abuts any component of the proposed project or an alternative including any permanent or temporary disturbance area (either above or below ground) and any extra work area (e.g., staging or parking area); or
 - ii. Located within approximately 1,000 feet² of the edge of any construction work area.
 - b. Include in the following information for each resident in a spreadsheet, at minimum: parcel APN number, owner name and mailing address, and parcel physical address. If individual occupant names, facility names, or business names are available, also provide these names and addresses in the spreadsheet. A sample mailing list format is provided in Table 2.

² Notice to all property owners within 300 feet of a Proposed Project is required at the time of application filing under GO 131-D. Commission notices of CEQA document preparation may be mailed to residents and property owners greater than 300 feet from a Proposed Project to ensure adequate notification (e.g., 1,000 feet) and the extent of notification will be determined on a project specific basis. Appropriate notice expectations will be discussed during Pre-filing (e.g., with respect to visual impact areas and other types of impacts specific to the Proposed Project and its study area).

Table 2. Sample Project Mailing List

Category	Company/ Agency	Name	Mailing Address	Phone Number	Email	APN	Source
State Agency	California Resources Agency	John Doe	1234 California Street City, CA 98765	(333) 456-7899	johndoe@email.com	123-456-789	County Assessor
Individual	n/a	Jane Doe	222 Main Street City, CA 97531	(909) 876-5432	janedoe@email.com	101-202-303	Public meeting on Month, Day 2019

6. **PEA Organization:** This PEA Checklist is organized to include each of the chapters and sections found in typical CPUC EIRs. The following sections will serve as the outline for all Draft PEAs submitted during Pre-filing and all PEAs filed with the CPUC Docket Office. PEAs will include each chapter and section identified (in matching numerical order) unless otherwise directed by CPUC CEQA Unit Staff in writing prior to filing.

Cover

A single sheet with the following information:	Applicant Notes, Comments
Title "Proponent's Environmental Assessment" and filing date	
Proponent Name (the Applicant)	
Name of the proposed project ³	
Technical subheading summarizing the type of project and its major components, in one sentence or about 40 words, for example: A new 1,120 MVA, 500/115kV substation, 10 miles of new singled-circuit 500kV transmission lines, 25 miles of new and replaced double-circuit 115kV power lines, and upgrades at three existing substations are proposed.	
Location of the proposed project (all counties and municipalities or map figure for the cover that shows the areas crossed)	
Proceeding for which the PEA was prepared and CPUC Docket number (if known) or simply leave a blank where the Docket number would go	
Primary Contact's name, address, telephone number, and email address for both the project Applicant(s) and entities that prepared the PEA	
See example PEA cover in Figure 1.	

³ If approved by the California Independent System Operator (CAISO), the project name listed will match the name specified in the CAISO approval. If multiple names apply, list all versions.

Figure 1. Example PEA Cover



Proponent's Environmental Assessment for California Utility Company's Evergreen Electric Substation and Transmission Line Project

May 1, 2019 (PEA filing date)

A new 230 kV substation, 10 miles of new single-circuit 230kV transmission lines, and upgrades at two existing substations are proposed.

The Proposed Project would be located primarily in __ County but would also cross __ and __ counties and areas within the City of __.

Application A.19-05-01 to the California Public Utilities Commission

*Prepared by California Environmental
Consulting
1234 Avenue
City, CA Zip Code
Primary Contact's Name
Position
Phone Number
Email*

*Prepared for California Utility Company
1234 Avenue
City, CA Zip Code
Primary Contact's Name
Position
Phone Number
Email*

Table of Contents

Sections

Order	The format of the PEA will be organized as follows:	Applicant Notes, Comments
--	Cover	
--	Table of Contents, List of Tables, List of Figures, List of Appendices	
1	Executive Summary	
2	Introduction	
3	Proposed Project Description	
4	Description of Alternatives	
5	Environmental Analysis	
5.1	Aesthetics	
5.2	Agriculture and Forestry	
5.3	Air Quality	
5.4	Biological Resources	
5.5	Cultural Resources	
5.6	Energy	
5.7	Geology, Soils, and Paleontological Resources	
5.8	Greenhouse Gas Emissions	
5.9	Hazards, Hazardous Materials, and Public Safety	
5.10	Hydrology and Water Quality	
5.11	Land Use and Planning	
5.12	Mineral Resources	
5.13	Noise	
5.14	Population and Housing	
5.15	Public Services	
5.16	Recreation	
5.17	Transportation	
5.18	Tribal Cultural Resources	
5.19	Utilities and Service Systems	
5.20	Wildfire	
5.21	Mandatory Findings of Significance	
6	Comparison of Alternatives	

7	Cumulative Impacts and Other CEQA Considerations	
8	List of Preparers	
9	References ⁴	
--	Appendices	

Required PEA Appendices and Supporting Materials

Order	Title	Applicant Notes, Comments
Appendix A	Detailed Maps and Design Drawings	
Appendix B	Emissions Calculations	
Appendix C	Biological Resources Technical Reports (see Attachment 2)	
Appendix D	Cultural Resources Studies (see Attachment 3)	
Appendix E	Detailed Tribal Consultation Report ⁵	
Appendix F	Environmental Data Resources Report, Phase I Environmental Site Assessment, or similar hazardous materials report	
Appendix G	Agency Consultation and Public Outreach Report and Records of Correspondence	
Appendix H	Construction Fire Prevention Plan ⁶	

Potentially Required⁷ Appendices and Supporting Materials

Order	Title	Applicant Notes, Comments
Appendix I	Noise Technical Studies	
Appendix J	Traffic Studies	
Appendix K	Geotechnical Investigations (may preliminary at time of PEA filing)	
Appendix L	Hazardous Substance Control and Emergency Response Plan / Hazardous Waste and Spill Prevention Plan	

⁴ References will be organized by section but contained in a single chapter called, "References."

⁵ Include summary and timing of all correspondence to and from any Tribes and the State Historic Preservation Office/Native American Heritage Commission, including Sacred Lands File search results, and full description of any issues identified by Tribes in their interactions with the Applicant.

⁶ The Construction Fire Prevention Plan will be provided to federal, state, and local fire agencies for review and comment as applicable to where components of the proposed project would be located. CPUC will approve the final Construction Fire Prevention Plan. Record of the request for review and comment and any comments received from these agencies will be provided to CPUC CEQA Unit Staff.

⁷ Anticipated Appendix and study requirements should be discussed with CPUC CEQA Unit Staff during Pre-filing.

Appendix M	Erosion and Sedimentation Control Best Management Practice Plan / Draft Storm Water Pollution Prevention Plan (may be preliminary at time of PEA filing)	
Appendix N	FAA Notice and Criteria Tool Results	
Appendix O	Revegetation or Site Restoration Plan	
Appendix P	Health and Safety Plan	
Appendix Q	Existing Easements ⁸	
Appendix R	Blasting Plan (may be preliminary at time of PEA filing)	
Appendix S	Traffic Control/Management Plan (may be preliminary at time of PEA filing)	
Appendix T	Worker Environmental Awareness Program (may preliminary at time of PEA filing)	
Appendix U	Helicopter Use and Safety Plan (may be preliminary at time of PEA filing)	
Appendix V	Electric and Magnetic Fields Management Plan (may be part of the Application rather than the PEA)	

⁸ Easements should be provided military lands, conservation easements, or other lands where the real estate agreement specifies the range of activities that can be conducted

1 Executive Summary

This section will include, but is not limited to, the following:	PEA Section and Page Number ⁹	Applicant Notes, Comments
1.1: Proposed Project Summary. Provide a summary of the proposed project and its underlying purpose and basic objectives.		
1.2: Land Ownership and Right-of-Way Requirements. Provide a summary of the existing and proposed land ownership and rights-of-way for the proposed project.		
1.3: Areas of Controversy. Identify areas of anticipated controversy and public concern regarding the project.		
1.4: Summary of Impacts <ul style="list-style-type: none"> a) Identify all impacts expected by the Applicant to be potentially significant. Identify and discuss Applicant Proposed Measures here and provide a reference to the full listing of Applicant Proposed Measures provided in the table described in Section 3.11 of this PEA Checklist. b) Identify any significant and unavoidable impacts that may occur. 		
1.5: Summary of Alternatives. Summarize alternatives that were considered by the Applicant and the process and criteria that were used to select the proposed project.		
1.6: Pre-filing Consultation and Public Outreach Summary. Briefly summarize Pre-filing consultation and public outreach efforts that occurred and identify any significant outcomes that were incorporated into the proposed project.		
1.7: Conclusions. Provide a summary of the major PEA conclusions.		
1.8: Remaining Issues. Describe any major issues that must still be resolved.		

⁹ The *PEA Section and Page Number* column and *Applicant Notes, Comments* column are intended to be filled out and provided with PEA submittals. The PEA Checklist is provided in Word to all Applicants to allow column resizing as appropriate to reduce PEA checklist length when completed for submittal. Landscape formatting may also be appropriate for completed PEA Checklist tables.

2 Introduction

2.1 Project Background

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
<p>2.1.1: Purpose and Need</p> <ul style="list-style-type: none"> a) Explain why the proposed project is needed. b) Describe localities the proposed project would serve and how the project would fit into the local and regional utility system. c) If the proposed project was identified by the California Independent System Operator (CAISO), thoroughly describe the CAISO's consideration of the proposed project and provide the following information: <ul style="list-style-type: none"> i. Include references to all CAISO Transmission Planning Processes that considered the proposed project. ii. Explain if the proposed project is considered an economic, reliability, or policy-driven project or a combination thereof. iii. Identify whether and how the Participating Transmission Owner recommended the project in response to a CAISO identified need, if applicable. iv. Identify if the CAISO approved the original scope of the project or an alternative and the rationale for their approval either for the original scope or an alternative. v. Identify how and whether the proposed project would exceed, combine, or modify in any way the CAISO identified project need. vi. If the Applicant was selected as part of a competitive bid process, identify the factors that contributed to the selection and CAISO's requirements for in-service date. d) If the project was not considered by the CAISO, explain why. 		
<p>(Natural Gas Storage Only)</p> <ul style="list-style-type: none"> e) Provide storage capacity or storage capacity increase in billion cubic feet. If the project does not increase capacity, make this statement. f) Describe how existing storage facilities will work in conjunction with the proposed project. Describe the purchasing process (injection, etc.) and transportation arrangements this facility will have with its customers. 		
<p>2.1.2: Project Objectives</p> <ul style="list-style-type: none"> a) Identify and describe the basic project objectives.¹⁰ The objectives will include reasons for constructing the project based on its 		

¹⁰ Tangential project goals should not be included as basic project objectives, such as, minimizing environmental impacts, using existing ROWs and disturbed land to the maximum extent feasible, ensuring safety during construction and operation, building on property already controlled by the Applicant/existing site control. Goals of this type do not describe the underlying purpose or basic objectives but, rather, are good general practices for all projects.

<p>purpose and need (i.e., address a specific reliability issue). The description of the project objectives will be sufficiently detailed to permit CPUC to independently evaluate the project need and benefits to accurately consider them in light of the potential environmental impacts. The basic project objectives will be used to guide the alternatives screening process, when applicable.</p> <p>b) Explain how implementing the project will achieve the basic project objectives and underlying purpose and need.</p> <p>c) Discuss the reasons why attainment of each basic objective is necessary or desirable.</p>		
<p>2.1.3: Project Applicant(s). Identify the project Applicant(s) and ownership of each component of the proposed project. Describe each Applicant’s utility services and their local and regional service territories.</p>		

2.2 Pre-filing Consultation and Public Outreach¹¹

<p>This section will include, but is not limited to, the following:</p>	<p>PEA Section and Page Number</p>	<p>Applicant Notes, Comments</p>
<p>2.2.1: Pre-filing Consultation and Public Outreach</p> <p>a) Describe all Pre-filing consultation and public outreach that occurred, such as, but not limited to:</p> <ul style="list-style-type: none"> i. CAISO ii. Public agencies with jurisdiction over project areas or resources that may occur in the project area iii. Native American tribes affiliated with the project area iv. Private landowners and homeowner associations v. Developers for large housing or commercial projects near the project area vi. Other utility owners and operators vii. Federal, state, and local fire management agencies <p>b) Provide meeting dates, attendees, and discussion summaries, including any preliminary concerns and how they were addressed and any project alternatives that were suggested.</p> <p>c) Clearly identify any significant outcomes of consultation that were incorporated into the proposed project.</p> <p>d) Clearly identify any developments that could coincide or conflict with project activities (i.e., developments within or adjacent to a proposed ROW).</p>		
<p>2.2.2: Records of Consultation and Public Outreach. Provide contact information, notification materials, meeting dates and materials, meeting notes, and records of communication organized by entity as an Appendix to the PEA (Appendix G).</p>		

¹¹ CPUC CEQA Unit Staff request that consultation and public outreach that occurs during the Pre-filing period and throughout environmental review include the assigned CPUC Staff person and CPUC consultant.

2.3 Environmental Review Process

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
2.3.1: Environmental Review Process. Provide a summary of the anticipated environmental review process and schedule.		
<p>2.3.2: CEQA Review</p> <ul style="list-style-type: none"> a) Explain why CPUC is the appropriate CEQA Lead agency. b) Identify other state agencies and any federal agencies that may have discretionary permitting authority over any aspect of the proposed project. c) Identify all potential involvement by federal, state, and local agencies not expected to have discretionary permitting authority (i.e., ministerial actions). d) Summarize the results of any preliminary outreach with these agencies as well as future plans for outreach. 		
2.3.3: NEPA Review (if applicable). If review according to the National Environmental Policy Act (NEPA) is expected, explain the portions of the project that will require the NEPA review process. Discuss which agency is anticipated to be the NEPA Lead agency if discretionary approval by more than one federal agency is required.		
2.3.4: Pre-filing CEQA and NEPA Coordination. Describe the results of Pre-filing coordination with CEQA and NEPA review agencies (refer to CPUC’s Pre-Filing Consultation Guidelines). Identify major outcomes of the Pre-filing coordination process and how the information was incorporated into the PEA, including suggestions on the type of environmental documents and joint or separate processes based on discussions with agency staff.		

2.4 Document Organization

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
2.4: PEA Organization. Summarize the contents of the PEA and provide an annotated list of its sections.		

3 Proposed Project Description¹²

3.1 Project Overview

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
<p>3.1: Project Overview</p> <ul style="list-style-type: none"> a) Provide a concise summary of the proposed project and components in a few paragraphs. b) Described the geographical location of the proposed project (i.e., county, city, etc.). c) Provide an overview map of the proposed project location. 		

3.2 Existing and Proposed System

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
<p>3.2.1: Existing System</p> <ul style="list-style-type: none"> a) Identify and describe the existing utility system that would be modified by the proposed project, including connected facilities to provide context. Include detailed information about substations, transmission lines, distribution lines, compressor stations, metering stations, valve stations, nearby renewable generation and energy storage facilities, telecommunications facilities, control systems, SCADA systems, etc. b) Provide information on users and the area served by the existing system features. c) Explain how the proposed project would fit into the existing local and regional systems. d) Provide a schematic diagram of the existing system features. e) Provide detailed maps and associated GIS data for existing facilities that would be modified by the proposed project. 		
<p>3.2.2: Proposed Project System</p> <ul style="list-style-type: none"> a) Describe the whole of the proposed project by component, including all new facilities and any modifications, upgrades, or expansions to existing facilities and any interrelated activities that are part of the whole of the action. b) Clearly identify system features that would be added, modified, removed, disconnected and left in place, etc. c) Identify the expected capacities of the proposed facilities, highlighting any changes from the existing system. If the project would not change existing capacities, make this statement. For electrical projects, provide the anticipated capacity increase in amps or megawatts or in the typical units for the types of facilities proposed. For gas projects, provide the total volume of gas to be 		

¹² Applicant review of the Administrative Draft Project Description or sections of the Administrative Draft Project Description prepared for the CEQA document may be requested by CPUC CEQA Unit Staff to ensure technical accuracy.

<p>delivered by the proposed facilities, anticipated system capacity increase (typically in million cubic feet per day), expected customers, delivery points and corresponding volumes, and the anticipated maximum allowable operating pressure(s).</p> <p>d) Describe the initial buildout and eventual full buildout of the proposed project facilities. For example, if an electrical substation or gas compressor station would be installed to accommodate additional demand in the future, then include the designs for both the initial construction based on current demand and the design for all infrastructure that could ultimately be installed within the planned footprint of an electric substation or compressor station.</p> <p>e) Explain whether the electric line or gas pipeline will create a second system tie or loop for reliability.</p> <p>f) Provide information on users and the area served by the proposed system features, highlighting any differences from the existing system.</p> <p>g) Provide a schematic diagram of the proposed system features.</p> <p>h) Provide detailed maps and associated GIS data for proposed facilities that would be installed, modified, or relocated by the proposed project.</p>		
<p>3.2.3: System Reliability. Explain whether the electric line or gas pipeline will create a second system tie or loop for reliability. Clearly explain and show how the proposed project relates to and supports the existing utility systems.</p>		
<p>3.2.4: Planning Area. Describe the system planning area served or to be served by the project. Clearly define the Applicant’s term for the planning area (e.g., Electrical Needs Area or Distribution Planning Area).</p>		

3.3 Project Components

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
Required for all Project Types		
3.3.1: Preliminary Design and Engineering		
<p>a) Provide preliminary design and engineering information for all above-ground and below-ground facilities for the proposed project. The approximate locations, maximum dimensions of facilities, and limits of areas that would be needed to construction and operate the facilities should be clearly defined.¹³</p> <p>b) Provide preliminary design drawings for project features and explain the level of completeness (i.e., percentage).</p> <p>c) Provide detailed project maps (approximately 1:3,000 scale) and associated GIS data of all facility locations and boundaries with attributes and spatial geometry that corresponds to information in the Project Description.</p>		

¹³ Refer to Attachment 1 for mapping and GIS data requirements for the project layout and design.

<p>3.3.2: Segments, Components, and Phases</p> <ul style="list-style-type: none"> a) Define all project segments, components, and phases for the proposed project. b) Provide the length/area of each segment or component, and the timing of each development phase. c) Provide an overview map showing each segment and provide associated GIS data (may be combined with other mapping efforts). 		
<p>3.3.3: Existing Facilities</p> <ul style="list-style-type: none"> a) Identify the types of existing facilities that would be removed or modified by the proposed project (i.e., conductor/cable, poles/towers, substations, switching stations, gas storage facilities, gas pipelines, service buildings, communication systems, etc.). b) Describe the existing facilities by project segment and/or component, and provide information regarding existing dimensions, areas/footprints, quantities, locations, spans, etc. c) Distinguish between above-ground and below-ground facilities and provide both depth and height ranges for each type of facility. For poles/towers, provide the installation method (i.e., foundation type or direct bury), and maximum above-ground heights and below-ground depths. d) Explain what would happen to the existing facilities. Would they be replaced, completely removed, modified, or abandoned? Explain why. e) Identify the names, types, materials, and capacity/volumes ranges (i.e., minimum and maximum) of existing facilities that would be installed or modified by the proposed project. f) Provide diagrams with dimensions representing existing facilities to provide context on how the proposed facilities would be different. g) Briefly describe the surface colors, textures, light reflectivity, and any lighting of existing facilities. 		
<p>3.3.4: Proposed Facilities</p> <ul style="list-style-type: none"> a) Identify the types of proposed facilities to be installed or modified by the proposed project (e.g., conductor/cable, poles/towers, substations, switching stations, gas storage facilities, gas pipelines, service buildings, communication systems). b) Describe the proposed facilities by project segment and/or component, and provide information regarding maximum dimensions, areas/footprints, quantities, locations, spans, etc. c) Distinguish between above-ground and below-ground facilities and provide both depth and height ranges for each type of facility. For poles/towers, provide the installation method (i.e., foundation type or direct bury), and maximum above-ground heights and below-ground depths. 		

<ul style="list-style-type: none"> d) Identify where facilities would be different (e.g., where unique or larger poles would be located, large guy supports or snub poles). e) Provide details about civil engineering requirements (i.e., permanent roads, foundations, pads, drainage systems, detention basins, spill containment, etc.). f) Distinguish between permanent facilities and any temporary facilities (i.e., poles, shoo-fly lines, mobile substations, mobile compressors, transformers, capacitors, switch racks, compressors, valves, driveways, and lighting). g) Identify the names, types, materials, and capacity/volumes ranges (i.e., minimum and maximum) of proposed facilities that would be installed or modified by the proposed project. h) Provide diagrams with dimensions representing existing facilities. i) Briefly describe the surface colors, textures, light reflectivity, and any lighting of proposed facilities. 		
3.3.5: Other Potentially Required Facilities		
<ul style="list-style-type: none"> a) Identify and describe in detail any other actions or facilities that may be required to complete the project. For example, consider the following questions: <ul style="list-style-type: none"> i. Could the project require the relocation (temporary or permanent), modification, or replacement of unconnected utilities or other types of infrastructure by the Applicant or any other entity? ii. Could the project require aviation lighting and/or marking? iii. Could the project require additional civil engineering requirements to address site conditions or slope stabilization issues, such as pads and retaining walls, etc.? b) Provide the location of each facility and a description of the facility. 		
3.3.6: Future Expansions and Equipment Lifespans		
<ul style="list-style-type: none"> a) Provide detailed information about the current and reasonably foreseeable plans for expansion and future phases of development. b) Provide the expected usable life of all facilities. c) Describe all reasonably foreseeable consequences of the proposed project (e.g., future ability to upgrade gas compressor station to match added pipeline capacity). 		
Required for Certain Project Types		
3.3.7: Below-ground Conductor/Cable Installations (as Applicable)		
<ul style="list-style-type: none"> a) Describe the type of line to be installed (e.g., single circuit cross-linked polyethylene-insulated solid-dielectric, copper-conductor cables). b) Describe the type of casing the cable would be installed in (e.g., concrete-encased duct bank system) and provide the dimensions of the casing. 		

<p>c) Describe the types of infrastructure would likely be installed within the duct bank (e.g., transmission, fiber optics, etc.).</p>		
<p>3.3.8: Electric Substations and Switching Stations (as Applicable)</p> <p>a) Provide the number of transformer banks that will be added at initial and full buildout of the substation. Identify the transformer voltage and number of each transformer type.</p> <p>b) Identify any gas insulated switchgear that will be installed within the substation.</p> <p>c) Describe any operation and maintenance facilities, telecommunications equipment, and SCADA equipment that would be installed within the substation.</p>		
<p>3.3.9: Gas Pipelines (as Applicable). For each segment:</p> <p>a) Identify pipe diameter, number and length of exposed sections, classes and types of pipe to be installed, pressure of pipe, and cathodic protection for each linear segment.</p> <p>b) Describe new and existing inspection facilities (e.g., pig launcher sites).</p> <p>c) Describe system cross ties and laterals/taps.</p> <p>d) Identify the spacing between each valve station.</p> <p>e) Describe the compressor station, if needed, for any new or existing pipeline.</p> <p>f) Describe all pipelines and interconnections with existing and proposed facilities:</p> <ul style="list-style-type: none"> i. Number of interconnections and locations and sizes; ii. All below-ground and above-ground installations; and iii. All remote facility locations for metering, telemetry, control. 		
<p>3.3.10: Gas Storage Facilities – Background and Resource Information (as Applicable)</p> <p>a) Provide detailed background information on the natural gas formation contributing to the existing or proposed natural gas facility, including the following:</p> <ul style="list-style-type: none"> i. Description of overlying stratigraphy, especially caps ii. Description of production, injection, and intervening strata iii. Types of rock iv. Description of types of rocks in formation, including permeability or fractures v. Thickness of strata <p>b) Provide a graphic and/or table showing formation thicknesses.</p> <p>c) Identify and describe any potential gas migration pathways, such as faults, permeable contacts, abandoned wells, underground water or other pipelines.</p> <p>d) Provide a summary and detailed cross-section diagrams of the geologic formations and structures of the oil/gas field or area.</p> <p>e) Provide the first well drilling and production history, abandonment procedures, inspections, etc.</p> <p>f) Describe production zones, including depth, types of formations, and characteristics of field/area.</p>		

<p>g) Describe the existing and proposed storage capacity and limiting factors, such as injection or withdrawal capacities.</p> <p>h) Describe existing simulation studies that were used to predict the reservoir pressure response under gas injection and withdrawal operations, and simulation studies for how the system would change as proposed. Provide the studies as a PEA Appendix.</p> <p>i) Provide the history of the oil/gas field or area.</p>		
<p>3.3.11: Gas Storage Facilities – Well-Head Sites (as Applicable). Describe the location, depth, size and completion information for all existing, abandoned, proposed production and injection, monitoring, and test wells.</p>		
<p>3.3.12: Gas Storage Facilities – Production and Injection (as Applicable)</p> <p>a) Provide the proposed storage capacity of production and injection wells.</p> <p>b) Provide production and injection pressures, depths, and rates.</p> <p>c) Provide production and injection cycles by day, week, and year.</p> <p>d) Describe existing and proposed withdrawal/production wells (i.e., size, depth, formations, etc.).</p> <p>e) Describe existing and proposed cushion gas requirements.</p> <p>f) Describe any cushion gas injection—formation the well is completed in (cushion gas formation), and injection information.</p>		
<p>3.3.13: Gas Storage Facilities – Electrical Energy (as Applicable). Describe all existing and proposed electric lines, telecommunications facilities, and other utilities/facilities (e.g., administrative offices, service buildings, and non-hazardous storage), and chemical storage associated with the proposed project.</p>		
<p>3.3.14: Telecommunication Lines (as Applicable)</p> <p>a) Identify the type of cable that is proposed and length in linear miles by segment.</p> <p>b) Identify any antenna and node facilities that are part of the project.</p> <p>c) For below-ground telecommunication lines, provide the depth of cable and type of conduit.</p> <p>d) For above-ground telecommunication lines, provide:</p> <ul style="list-style-type: none"> i. Types of poles that will be installed (if new poles are required) ii. Where existing poles will be used iii. Any additional infrastructure (e.g., guy wires) or pole changes required to support the additional cable on existing poles 		

3.4 Land Ownership, Rights-of-Way, and Easements

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
<p>3.4.1: Land Ownership. Describe existing land ownership where each project component would be located. State whether the proposed</p>		

project would be located on property(ies) owned by the Applicant or if additional property would be required.		
<p>3.4.2: Existing Rights-of-Way or Easements</p> <p>a) Identify and describe existing rights-of-way (ROWs) or easements where project components would be located. Provide the approximately lengths and widths in each project area.</p> <p>b) Clearly state if project facilities would be replaced, modified, or relocated within existing ROWs or easements.</p>		
<p>3.4.3: New or Modified Rights-of-Way or Easements</p> <p>a) Describe new permanent or modified ROWs or easements that would be required. Provide the approximately lengths and widths in each project area.</p> <p>b) Describe how any new permanent or modified ROWs or easements would be acquired.</p> <p>c) Provide site plans identifying all properties/parcels and partial properties/parcels that may require acquisition and the anticipated ROWs or easements. Provide associated GIS data.</p> <p>d) Describe any development restrictions within new ROWs or easements, e.g., building clearances and height restrictions, etc.</p> <p>e) Describe any relocation or demolition of commercial or residential property/structures that may be necessary.</p>		
<p>3.4.4: Temporary Rights-of-Way or Easements</p> <p>f) Describe temporary ROWs or easements that would be required to access project areas, including ROWs or easements for temporary construction areas (i.e., staging areas or landing zones).</p> <p>g) Explain where temporary construction areas would be located with existing ROWs or easements for the project or otherwise available to the Applicant without a temporary ROW or easement.</p> <p>h) Describe how any temporary ROWs or easements would be acquired.</p>		

3.5 Construction

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.5.1 Construction Access (All Projects)		
<p>3.5.1.1: Existing Access Roads</p> <p>a) Provide the lengths, widths, ownership details (both public and private roads), and surface characteristics (i.e., paved, graveled, bare soil) of existing access roads that would be used during construction. Provide the area of existing roads that would be used (see example in Table 3 below).</p> <p>b) Describe any road modifications or stabilization that would be required prior to construction, including on the adjacent road</p>		

shoulders or slopes. Identify any roads that would be expanded and provide the proposed width increases. c) Describe any procedures to address incidental road damage cause by project activities following construction. d) Provide detailed maps and associated GIS data for all existing access roads.		
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Table 3. Access Roads

Type of Road	Description	Area Proposed Project
Existing Dirt Road	Typically double track. May have been graded previously. No other preparation required, although a few sections may need to be re-graded and crushed rock applied in very limited areas for traction.	_____ acres
New Permanent	Would be xx feet wide, bladed. No other preparation required although crushed rock may need to be applied in very limited areas for traction.	_____ acres
Overland Access	No preparation required. Typically grassy areas that are relatively flat. No restoration would be necessary.	_____ acres

<p>3.5.1.2: New Access Roads</p> a) Identify any new access roads that would be developed for project construction purposes, such as where any blading, grading, or gravel placement could occur to provide equipment access outside of a designated workspace. ¹⁴ b) Provide lengths, widths, and development methods for new access roads. c) Identify any temporary or permanent gates that would be installed. d) Clearly identify any roads that would be temporary and fully restored following construction. Otherwise it will be assumed the new access road is a permanent feature. e) Provide detailed maps and associated GIS data for all new access roads.		
<p>3.5.1.3: Overland Access Routes</p> a) Identify any overland access routes that would be used during construction, such as where vehicles and equipment would travel over existing vegetation and where blading, grading, or gravel placement would occur. b) Provide lengths and widths for new access roads. c) Provide detailed maps and associated GIS data for all overland access routes.		
<p>3.5.1.4: Watercourse Crossings</p> a) Identify all temporary watercourse crossings that would be required during construction. Provide specific methods and procedures for temporary watercourse crossings.		

¹⁴ Temporary roads that would not require these activities should be considered an overland route.

<ul style="list-style-type: none"> b) Describe any bridges or culverts that replacement or installation of would be required for construction access. c) Provide details about the location, design and construction methods. 		
<p>3.5.1.5: Helicopter Access. If helicopters would be used during construction:</p> <ul style="list-style-type: none"> a) Describe the types and quantities of helicopters that would be used during construction (e.g., light, medium, heavy, or sky crane), and a description of the activities that each helicopter would be used for. b) Identify areas for helicopter takeoff and landing. c) Describe helicopter refueling procedures and locations. d) Describe flight paths, payloads, and expected hours and durations of helicopter operation. e) Describe any safety procedures or requirements unique to helicopter operations, such as but not limited to obtaining a Congested Area Plan from the Federal Aviation Administration (FAA). 		
<p>3.5.2 Staging Areas (All Projects)</p>		
<p>3.5.2.1: Staging Area Locations</p> <ul style="list-style-type: none"> a) Identify the locations of all staging area(s). Provide a map and GIS data for each.¹⁵ b) Provide the size (in acres) for each staging area and the total staging area requirements for the project. 		
<p>3.5.2.2: Staging Area Preparation</p> <ul style="list-style-type: none"> a) Describe any site preparation required, if known, or generally describe what might be required (i.e., vegetation removal, new access road, installation of rock base, etc.). b) Describe what the staging area would be used for (i.e., material and equipment storage, field office, reporting location for workers, parking area for vehicles and equipment, etc.). c) Describe how the staging area would be secured. Would a fence be installed? If so, describe the type and extent of the fencing. d) Describe how power to the site would be provided if required (i.e., tap into existing distribution, use of diesel generators, etc.). e) Describe any temporary lightning facilities for the site. f) Describe any grading activities and/or slope stabilization issues. 		

¹⁵ While not all potential local site staging areas will be known prior to selection of a contractor, it is expected that approximate area and likely locations of staging areas be disclosed. The identification of extra or optional staging areas should be considered to reduce the risk of changes after project approval that could necessitate further CEQA review.

3.5.3 Construction Work Areas (All Projects)		
3.5.3.1: Construction Work Areas		
<p>a) Describe known work areas that may be required for specific construction activities (e.g., pole assembly, hillside construction)¹⁶</p> <p>b) Describe the types of activities that would be performed at each work area. Work areas may include but are not necessarily limited to:</p> <ul style="list-style-type: none"> i. Helicopter landing zones and touchdown areas ii. Vehicle and equipment parking, passing, or turnaround areas iii. Railroad, bridge, or watercourse crossings iv. Temporary work pads for facility installation, modification, or removal v. Excavations and associated equipment work areas vi. Temporary guard structures vii. Pull-and-tension/stringing sites viii. Jack and bore pits, drilling areas and pull-back areas for horizontal directional drills ix. Retaining walls 		
3.5.3.2 Work Area Disturbance		
<p>a) Provide the dimensions of each work area including the maximum area that would be disturbed during construction (e.g., 100 feet by 200 feet) (see example in Table 4 below).</p> <p>b) Provide a table with temporary and permanent disturbance at each work area (in square feet or acres), and the total area of temporary and permanent disturbance for the entire project (in acres).</p>		
3.5.3.3: Temporary Power. Identify how power would be provided at work area (i.e., tap into existing distribution, use of diesel generators, etc.). Provide the disturbance area for any temporary power lines.		
3.5.4 Site Preparation (All Projects)		
3.5.4.1: Surveying and Staking. Describe initial surveying and staking procedures for site preparation and access.		
3.5.4.2: Utilities		
<p>a) Describe the process for identifying any underground utilities prior to construction (i.e., underground service alerts, etc.).</p> <p>b) Describe the process for relocating any existing overhead or underground utilities that aren't directly connected to the project system.</p> <p>c) Describe the process for installing any temporary power or other utility lines for construction.</p>		

¹⁶ Understanding that each specific work area may not be determined until the final work plan is submitted by the construction contractor, estimate total area likely to be disturbed.

Table 4. Work Areas

Proposed Project (approximate metrics)	
Pole Diameter:	
• Wood	_____ inches
• Self-Supporting Steel	_____ inches
Lattice Tower Base Dimension:	
• Self-Supporting Lattice Structure	_____ feet
Auger Hole Depth:	
• Wood	_____ to _____ feet
• Self-Supporting Steel	_____ to _____ feet
Permanent Footprint per Pole/Tower:	
• Wood	_____ sq. feet
• Self-Supporting Steel	_____ sq. feet
• Self-Supporting Steel Tower	_____ sq. feet
Number of Poles/Towers:	
• Wood	_____
• Self-Supporting Steel	_____
• Self-Supporting Steel Tower	_____
Average Work Area around Pole/Towers (e.g., for old pole removal and new pole installation):	
• Tangent structure work areas	_____ sq. feet
• Dead End / Angle structure work areas	_____ sq. feet
Total Permanent Footprint for Poles/Towers	
	Approximately _____ acres

<p>3.5.4.3: Vegetation Clearing</p> <p>a) Describe what types of vegetation clearing may be required (e.g., tree removal, brush removal, flammable fuels removal) and why (e.g., to provide access, etc.).</p> <p>b) Provide calculations of temporary and permanent disturbance of each vegetation community and include all areas of vegetation removal in the GIS database. Distinguish between disturbance that would occur in previously developed areas (i.e., paved, graveled, or otherwise urbanized), and naturally vegetated areas.</p> <p>c) Describe how each type of vegetation removal would be accomplished.</p> <p>d) Describe the types of equipment that would be used for vegetation removal.</p>		
<p>3.5.4.4: Tree Trimming Removal</p> <p>a) For electrical projects, distinguish between tree trimming as required under CPUC General Order 95-D and tree removal.</p> <p>b) Identify the types, locations, approximate numbers, and sizes of trees that may need to be removed or trimmed substantially.</p> <p>c) Identify potentially protected trees that may be removed or substantially trimmed, such as but not limited to riparian trees, oaks trees, Joshua trees, or palm trees.</p>		

<p>d) Describe the types of equipment that would typically be used for tree removal.</p>		
<p>3.5.4.5: Work Area Stabilization. Describe the processes to stabilize temporary work areas and access roads including the materials that would be used (e.g., gravel).</p>		
<p>3.5.4.6: Grading</p> <p>a) Describe any earth moving or substantial grading activities (i.e., grading below a 6-inch depth) that would be required and identify locations where it would occur.</p> <p>b) Provide estimated volumes of grading (in cubic yards) including total cut, total fill, cut that would be reused, cut that would be hauled away, and clean fill that would be hauled to the site.</p>		
<p>3.5.5 Transmission Line Construction (Above Ground)</p>		
<p>3.5.5.1: Poles/Towers</p> <p>a) Describe the process and equipment for removing poles, towers, and associated foundations for the proposed project (where applicable). Describe how they would be disconnected, demolished, and removed from the site. Describe backfilling procedures and where the material would be obtained.</p> <p>b) Describe the process and equipment for installing or otherwise modifying poles and towers for the proposed project. Describe how they would be put into place and connected to the system. Identify any special construction methods (e.g., helicopter installation) at specific locations or specific types of poles/towers.</p> <p>c) Describe how foundations, if any, would be installed. Provide a description of the construction method(s), approximate average depth and diameter of excavation, approximate volume of soil to be excavated, approximate volume of concrete or other backfill required, etc. for foundations. Describe what would be done with soil removed from a hole/foundation site.</p> <p>d) Describe how the poles/towers and associated hardware would be delivered to the site and assembled.</p> <p>e) Describe any pole topping procedures that would occur, identify specific locations and reasons, and describe how each facility would be modified. Describe any special methods that would be required to top poles that may be difficult to access.</p>		
<p>3.5.5.2: Aboveground and Underground Conductor/Cable</p> <p>a) Provide a process-based description of how new conductor/cable would be installed and how old conductor/cable would be removed, if applicable.</p> <p>b) Identify where conductor/cable stringing/installation activities would occur.</p> <p>c) Provide a diagram of the general sequencing and equipment that would be used.</p> <p>d) Describe the conductor/cable splicing process.</p>		

<p>e) Provide the general or average distance between pull-and-tension sites. Describe the approximate dimensions and where pull-and-tension sites would generally be required (as indicated by the designated work areas), such as the approximate distance to pole/tower height ratio, at set distances, or at significant direction changes. Describe the equipment that would be required at these sites.</p> <p>f) For underground conductor/cable installations, describe all specialized construction methods that would be used for installing underground conductor or cable. If vaults are required, provide their dimensions and location/spacing along the alignment. Provide a detailed description for how the vaults would be delivered to the site and installed.</p> <p>g) Describe any safety precautions or areas where special methodology would be required (e.g., crossing roadways, stream crossing).</p>		
<p>3.5.5.3: Telecommunications. Identify the procedures for installation of proposed telecommunication cables and associated infrastructure.</p>		
<p>3.5.5.4: Guard Structures. Identify the types of guard structures that would be used at crossings of utility lines, roads, railroads, highways, etc. Describe the different types of guard structures or methods that may be used (i.e., buried poles and netting, poles secured to a weighted object, bucket trucks, etc.). Describe any pole installation and removal procedures associated with guard structures. Describe guard structure installation and removal process and duration that guard structures would remain in place.</p>		
<p>3.5.5.5: Blasting</p> <p>a) Describe any blasting that may be required to construct the project.</p> <p>b) If blasting may be required, provide a Blasting Plan that identifies the blasting locations; types and amounts of blasting agent to be used at each location; estimated impact radii; and, noise estimates. The Blasting Plan should be provided as an Appendix to the PEA.</p> <p>c) Provide a map identifying the locations where blasting may be required with estimated impact radii. Provide associated GIS data.</p>		
<p>3.5.6 Transmission Line Construction (Below Ground)</p>		
<p>3.5.6.1: Trenching</p> <p>a) Describe the approximate dimensions of the trench (e.g., depth, width).</p> <p>b) Provide the total approximate volume of material to be removed from the trench, the amount to be used as backfill, and any amount to subsequently be removed/disposed of offsite in cubic yards.</p> <p>c) Describe the methods used for making the trench (e.g., saw cutter to cut the pavement, backhoe to remove, etc.).</p> <p>d) Provide off-site disposal location, if known, or describe possible option(s).</p> <p>e) Describe if dewatering would be anticipated and if so, how the trench would be dewatered, the anticipated flows of the water,</p>		

<p>whether there would be treatment, and how the water would be disposed of.</p> <p>f) Describe the process for testing excavated soil or groundwater for the presence of pre-existing environmental contaminants that could be exposed from trenching operations.</p> <p>g) If a pre-existing hazardous waste were encountered, describe the process of removal and disposal.</p> <p>h) Describe the state of the ground surface after backfilling the trench.</p> <p>i) Describe standard Best Management Practices to be implemented.</p>		
<p>3.5.6.2: Trenchless Techniques (Microtunnel, Jack and Bore, Horizontal Directional Drilling)</p>		
<p>a) Identify any locations/features for which the Applicant expects to use a trenchless (i.e., microtunneling, jack and bore, horizontal directional drilling) crossing method and which method is planned for each crossing.</p> <p>b) Describe the methodology of the trenchless technique.</p> <p>c) Provide the approximate location and dimensions of the sending and receiving pits.</p> <p>d) Describe the methodology of excavating and shoring the pits.</p> <p>e) Provide the total volume of material to be removed from the pits, the amount to be used as backfill, and the amount subsequently to be removed/disposed of offsite in cubic yards.</p> <p>f) Describe process for safe handling of drilling mud and bore lubricants.</p> <p>g) Describe the process for detecting and avoiding “fracturing-out” during horizontal directional drilling operations.</p> <p>h) Describe the process for avoiding contact between drilling mud/lubricants and stream beds.</p> <p>i) If engineered fill would be used as backfill, indicate the type of engineered backfill and the amount that would be typically used (e.g., the top 2 feet would be filled with thermal-select backfill).</p> <p>j) Describe if dewatering is anticipated and, if so, how the pits would be dewatered, the anticipated flows of the water, whether there would be treatment, and how the water would be disposed of.</p> <p>k) Describe the process for testing excavated soil or groundwater for the presence of pre-existing environmental contaminants. Describe the process of disposing of any pre-existing hazardous waste that is encountered during excavation.</p> <p>l) Describe any standard BMPs that would be implemented for trenchless construction.</p>		
<p>3.5.7 Substation, Switching Stations, Gas Compressor Stations</p>		
<p>3.5.7.1: Installation or Facility Modification. Describe the process and equipment for removing, installing, or modifying any substations, switching stations, or compressor stations including:</p>		
<p>a) Transformers/ electric components</p> <p>b) Gas components</p> <p>c) Control and operation buildings</p> <p>d) Driveways</p>		

<ul style="list-style-type: none"> e) Fences f) Gates g) Communication systems (SCADA) h) Grounding systems 		
<p>3.5.7.2: Civil Works. Describe the process and equipment required to construct any slope stabilization, drainage, retention basins, and spill containment required for the facility.</p>		
<p>3.5.8 Gas Pipelines</p>		
<p>3.5.8.1: Gas Pipeline Construction. Describe the process for proposed pipeline construction including site development, trenching and trenchless techniques, pipe installation, and backfilling.</p>		
<p>3.5.8.2: Water Crossings. Describe water feature crossings that will occur during trenching, the method of trenching through stream crossings, and the process for avoiding impacts to the water features required for pipeline construction. Identify all locations where the pipeline will cross water features. Cite to any associated geotechnical or hydrological investigations completed and provide a full copy of each report as an Appendix to the PEA.¹⁷</p>		
<p>3.5.8.3: Gas Pipeline Other Requirements</p> <ul style="list-style-type: none"> a) Describe hydrostatic testing process including pressures, timing, source of flushing water, discharge of water. b) Describe energy dissipation basin, and the size and length of segments to be tested. c) Describe pig launching locations and any inline inspection techniques used during or immediately post construction. 		
<p>3.5.9 Gas Storage Facilities</p>		
<p>3.5.9.1: Gas Storage Construction</p> <ul style="list-style-type: none"> a) Describe the process for constructing the gas storage facility including constructing well pads and drilling wells. b) Describe the specific construction equipment that would be used, such as the type of drill rig (i.e., size, diesel, electric, etc.), depth of drilling, well-drilling schedule and equipment. 		
<p>3.5.9.2: Drilling Muds and Fluids. Describe the use of any drilling muds, fluids, and other drilling materials. Provided estimated types and quantities.</p>		
<p>3.5.10 Public Safety and Traffic Control (All Projects)</p>		
<p>3.5.10.1: Public Safety</p> <ul style="list-style-type: none"> a) Describe specific public safety considerations during construction and best management practices to appropriately manage public safety. Clearly state when and where they each safety measure would be applied. 		

¹⁷ If a geotechnical study is not available at the time of PEA filing, provide the best information available.

<p>b) Identify procedures for managing work sites in urban areas, covering open excavations securely, installing barriers, installing guard structures, etc.</p> <p>c) Identify specific project areas where public access may be restricted for safety purposes and provide the approximate durations and timing of restricted access at each location.</p>		
3.5.10.2: Traffic Control		
<p>a) Describe traffic control procedures that would be implemented during construction.</p> <p>b) Identify the locations, process, and timing for closing any sidewalks, lanes, roads, trails, paths, or driveways to manage public access.</p> <p>c) Identify temporary detour routes and locations.</p> <p>d) Provide a preliminary Traffic Control Plan(s) for the project.</p>		
<p>3.5.10.3: Security. Describe any security measures, such as fencing, lighting, alarms, etc. that may be required. State if security personnel will be stationed at project areas and anticipated duration of security.</p>		
<p>3.5.10.4: Livestock. Describe any livestock fencing or guards that may be necessary to prevent livestock from entering project areas. State if the fencing would be electrified and if so, how it would be powered.</p>		
3.5.11 Dust, Erosion, and Runoff Controls (All Projects)		
<p>3.5.11.1: Dust. Describe specific best management practices that would be implemented to manage fugitive dust.</p>		
<p>3.5.11.2: Erosion. Describe specific best management practices that would be implemented to manage erosion.</p>		
<p>3.5.11.3: Runoff. Describe specific best management practices that would be implemented to manage stormwater runoff and sediment.</p>		
3.5.12 Water Use and Dewatering (All Projects)		
<p>3.5.12.1: Water Use. Describe the estimated volumes of water that would be used by construction activity (e.g., dust control, compaction, etc.). State if recycled or reclaimed water would be used and provide estimated volumes. Identify the anticipated sources where the water would be acquired or purchased. Identify if the source of water is groundwater and the quantity of groundwater that could be used.</p>		
<p>3.5.12.2: Dewatering</p> <p>a) Describe dewatering procedures during construction, including pumping, storing, testing, permitted discharging, and disposal requirements that would be followed.</p> <p>b) Describe the types of equipment and workspace considerations to be used to dewater, store, transport, or discharge extracted water.</p>		
3.5.13 Hazardous Materials and Management (All Projects)		
3.5.13.1: Hazardous Materials		
<p>a) Describe the types, uses, and volumes of all hazardous materials that would be used during construction.</p> <p>b) State if herbicides or pesticides may be used during construction.</p>		

<p>c) If a pre-existing hazardous waste were encountered, describe the process of removal and disposal.</p>		
<p>3.5.13.2: Hazardous Materials Management</p>		
<p>a) Identify specific best management practices that would be followed for transporting, storing, and handling hazardous materials. b) Identify specific best management practices that would be followed in the event of an incidental leak or spill of hazardous materials. c) Provide a Hazardous Substance Control and Emergency Response Plan / Hazardous Waste and Spill Prevention Plan as an Appendix to the PEA, if appropriate.</p>		
<p>3.5.14 Waste Generation and Management (All Projects)</p>		
<p>3.5.14.1: Solid Waste</p>		
<p>a) Describe solid waste streams from existing and proposed facilities during construction. b) Identify procedures to be implemented to manage solid waste, including collection, containment, storage, treatment, and disposal. c) Provide estimated total volumes of solid waste by construction activity or project component. d) Describe the recycling potential of solid waste materials and provide estimated volumes of recyclable materials by construction activity or project component. e) Identify the locations of appropriate disposal and recycling facilities where solid wastes would be transported.</p>		
<p>3.5.14.2: Liquid Waste</p>		
<p>a) Describe liquid waste streams during construction (i.e., sanitary waste, drilling fluids, contaminated water, etc.) b) Describe procedures to be implemented to manage liquid waste, including collection, containment, storage, treatment, and disposal. c) Provide estimated volumes of liquid waste generated by construction activity or project component. d) Identify the locations of appropriate disposal facilities where liquid wastes would be transported.</p>		
<p>3.5.14.3: Hazardous Waste</p>		
<p>a) Describe potentially hazardous waste streams during construction and procedures to be implemented to manage hazardous wastes, including collection, containment, storage, treatment, and disposal. b) If large volumes of hazardous waste are anticipated, such as from a pre-existing contaminant in the soil that must be collected and disposed of, provide estimated volumes of hazardous waste that would be generated by construction activity or project component. c) Identify the locations of appropriate disposal facilities where hazardous wastes would be transported.</p>		
<p>3.5.15 Fire Prevention and Response (All Projects)</p>		
<p>3.5.15.1: Fire Prevention and Response Procedures. Describe fire prevention and response procedures that would be implemented during</p>		

construction. Provide a Construction Fire Prevention Plan or specific procedures as an Appendix to the PEA.		
3.5.15.2: Fire Breaks. Identify any fire breaks (i.e., vegetation clearance) requirements around specific project activities (i.e., hot work). Ensure that such clearance buffers are included in the limits of the defined work areas, and the vegetation removal in that area is attributed to Fire Prevention and Response (refer to 3.5.4.3: Vegetation Clearing).		

3.6 Construction Workforce, Equipment, Traffic, and Schedule

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
<p>3.6.1: Construction Workforce</p> <p>a) Provide the estimated number of construction crew members. In the absence of project-specific data, provide estimates based on past projects of a similar size and type.</p> <p>b) Describe the crew deployment. Would crews work concurrently (i.e., multiple crews at different sites); would they be phased? How many crews could be working at the same time and where?</p> <p>c) Describe the different types of activities to be undertaken during construction, the number of crew members for each activity (i.e. trenching, grading, etc.), and number and types of equipment expected to be used for the activity. Include a written description of the activity. See example in Table 5.</p>		
<p>3.6.2: Construction Equipment. Provide a tabular list of the types of equipment expected to be used during construction of the proposed project including the horsepower. Define the equipment that would be used by each phase as shown in the example table below (Table 5).</p>		

Table 5. Construction Equipment and Workforce

Work Activity				Activity Production				
Equipment Description	Estimated Horse-power	Probable Fuel Type	Equipment Quantity	Estimated Workforce	Estimated Start Date	Estimated End Date	Duration of Use (Hrs./Day)	Estimated Production
Survey				4	January 2020	December 2020		358 Miles
1-Ton Truck, 4x4	300	Diesel	2		January 2020	December 2020	10	1 Mile/Day
Staging Yards				5	DOP			
1-Ton Truck, 4x4	300	Diesel	1		Duration of Project		4	
R/T Forklift	350	Diesel	1				5	
Boom/Crane Truck	350	Diesel	1				5	
Water Truck	300	Diesel	2				10	
Jet A Fuel Truck	300	Diesel	1				4	
Truck, Semi-Tractor	500	Diesel	1				6	
Road Work				6	January 2020	March 2020		426 Miles
1-Ton Truck, 4x4	300	Diesel	2		January 2020	March 2020	5	
Backhoe/Front Loader	350	Diesel	1		January 2020	March 2020	7	
Track Type Dozer	350	Diesel	1		January 2020	March 2020	7	
Motor Grader	350	Diesel	1		January 2020	March 2020	5	
Water Truck	300	Diesel	2		January 2020	March 2020	10	
Drum Type Compactor	250	Diesel	1		January 2020	March 2020	5	
Excavator	300	Diesel	1		January 2020	February 2020	7	
Lowboy Truck/Trailer	500	Diesel	1		January 2020	February 2020	4	

<p>3.6.3: Construction Traffic</p> <ul style="list-style-type: none"> a) Describe how the construction crews and their equipment would be transported to and from the proposed project site. b) Provide vehicle type, number of vehicles, and estimated hours of operation per day, week, and month for each construction activity and phase. c) Provide estimated vehicle trips and vehicles miles traveled (VMT) for each construction activity and phase. Provide separate values for construction crews commuting, haul trips, and other types of construction traffic. 		
<p>3.6.4: Construction Schedule</p> <ul style="list-style-type: none"> a) Provide the proposed construction schedule (e.g., month and year) for each segment or project component, and for each construction activity and phase. b) Provide and explain the sequencing of construction activities, and if they would or would not occur concurrently. c) Provide the total duration of each construction activity and phase in days or weeks. d) Identify seasonal considerations that may affect the construction schedule, such as weather or anticipated wildlife restrictions, etc. The proposed construction should account for such factors. 		
<p>3.6.5: Work Schedule</p> <ul style="list-style-type: none"> a) Describe the anticipated work schedule, including the days of the week and hours of the day when work would occur. Clearly state if work would occur at night or on weekends and identify when and where this could occur. b) Provide the estimated number of days or weeks that construction activities would occur at each type of work area. For example, construction at a stationary facility or staging area may occur for the entire duration of construction, but construction at individual work areas along a linear project would be limited to a few hours, days or weeks, and only a fraction of the total construction period. 		

3.7 Post-Construction

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
<p>3.7.1: Configuring and Testing. Describe the process and duration for post-construction configuring and testing of facilities. Describe the number of personnel and types of equipment that would be involved.</p>		
<p>3.7.2: Landscaping. Describe any landscaping that would be installed. Provide a conceptual landscape plan that identifies the locations and types of plantings that will be used. Identify whether plantings will include container plants or seeds. Include any water required for landscaping in the description of water use above.</p>		

3.7.3 Demobilization and Site Restoration		
3.7.3.1: Demobilization. Describe the process for demobilization after construction activities, but prior to leaving the work site. For example, describe final processes for removing stationary equipment and materials, etc.		
3.7.3.2: Site Restoration. Describe how cleanup and post-construction restoration would be performed (i.e., personnel, equipment, and methods) on all project ROWs, sites, and extra work areas. Things to consider include, but are not limited to, restoration of the following: a) Restoring natural drainage patterns b) Recontouring disturbed soil c) Removing construction debris d) Vegetation e) Permanent and semi-permanent erosion control measures f) Restoration of all disturbed areas and access roads, including restoration of any public trails that are used as access, as well as any damaged sidewalks, agricultural infrastructure, or landscaping, etc. g) Road repaving and striping, including proposed timing of road restoration for underground construction within public roadways		

3.8 Operation and Maintenance

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
3.8.1: Regulations and Standards a) Identify and describe all regulations and standards applicable to operation and maintenance of project facilities. b) Provide a copy of any applicable Wildfire Management Plan and describe any special procedures for wildfire management.		
3.8.2: System Controls and Operation Staff a) Describe the systems and methods that the Applicant would use for monitoring and control of project facilities (e.g., on-site control rooms, remote facilities, standard monitoring and protection equipment, pressure sensors, automatic shut-off valves, and site and equipment specific for monitoring and control such as at natural gas well pads). b) If new full-time staff would be required for operation and/or maintenance, provide the number of positions and purpose.		
3.8.3: Inspection Programs a) Describe the existing and proposed inspection programs for each project component, including the type, frequency, and timing of scheduled inspections (i.e., aerial inspection, ground inspection, pipeline inline inspections). b) Describe any enhanced inspections, such as within any High Fire Threat Districts consistent with applicable Wildfire Management Plan requirements.		

<p>c) Describe the inspection processes, such as the methods, number of crew members, and how access would occur (i.e., walk, vehicle, all-terrain vehicle, helicopter, drone, etc.). If new access would be required, describe any restoration that would be provided for the access roads.</p>		
<p>3.8.4: Maintenance Programs</p> <p>a) Describe the existing and proposed maintenance programs for each project component.</p> <p>b) Describe scheduled maintenance or facility replacement after the designated lifespan of the equipment.</p> <p>c) Identify typical parts and materials that require regular maintenance and describe the repair procedures.</p> <p>d) Describe any access road maintenance that would occur.</p> <p>e) Describe maintenance for surface or color treatment.</p> <p>f) Describe cathodic protection maintenance that would occur.</p> <p>g) Describe ongoing landscaping maintenance that would occur.</p>		
<p>3.8.5: Vegetation Management Programs</p> <p>a) Describe vegetation management programs within and surrounding project facilities. Distinguish between any different types of vegetation management.</p> <p>b) Describe any enhanced vegetation management, such as within any High Fire Threat Districts consistent with any applicable Wildfire Management Plan requirements. Identify the areas where enhanced vegetation management would be conducted.</p>		

3.9 Decommissioning

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
<p>3.9.1: Decommissioning. Provide detailed information about the current and reasonably foreseeable plans for the disposal, recycling, or future abandonment of all project facilities.</p>		

3.10 Anticipated Permits and Approvals

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
<p>3.10.1: Anticipated Permits and Approvals. Identify all necessary federal, state, regional, and local permits that may be required for the project. For each permit, list the responsible agency and district/office representative with contact information, type of permit or approval, and status of each permit with date filed or planned to file. For example:</p> <p>a) Federal Permits and Approvals</p> <ul style="list-style-type: none"> i. U.S. Fish and Wildlife Service ii. U.S. Army Corps of Engineers iii. Federal Aviation Administration iv. U.S. Forest Service 		

<ul style="list-style-type: none"> v. U.S. Department of Transportation – Office of Pipeline Safety vi. U.S. Environmental Protection Agency (Resource Conservation and Recovery Act; Comprehensive Environmental Response, Compensation, and Liability Act) <p>b) State and Regional Permits</p> <ul style="list-style-type: none"> i. California Department of Fish and Wildlife ii. California Department of Transportation iii. California State Lands Commission iv. California Coastal Commission v. State Historic Preservation Office, Native American Heritage Commission vi. State Water Resources Control Board vii. California Division of Oil, Gas and Geothermal Resources viii. Regional Air Quality Management District ix. Regional Water Quality Control Board (National Pollutant Discharge Elimination System General Industrial Storm Water Discharge Permit) x. Habitat Conservation Plan Authority (if applicable) <p>See also Table 6 of example permitting requirements and processes.</p>		
<p>3.10.2: Rights-of-Way or Easement Applications. Demonstrate that applications for ROWs or other proposed land use have been or soon will be filed with federal, state, or other land-managing agencies that have jurisdiction over land that would be affected by the project (if any). Discuss permitting plans and timeframes and provide the contact information at the federal agency(ies) approached.</p>		

3.11 Applicant Proposed Measures

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
<p>3.11 Applicant Proposed Measures</p> <ul style="list-style-type: none"> a) Provide a table with the full text of any Applicant Proposed Measure. Where applicable, provide a copy of Applicant procedures, plans, and standards referenced in the Applicant Proposed Measures. b) Within Chapter 5, describe the basis for selecting a particular Applicant Proposed Measure and how the Applicant Proposed Measure would reduce the impacts of the project.¹⁸ c) Carefully consider each CPUC Draft Environmental Measure identified in Chapter 5 of this PEA Checklist. The CPUC Draft Environmental Measures will be applied to the proposed project where applicable. 		

¹⁸ Applicant Proposed Measures that use phrases, such as, “as practicable” or other conditional language are not acceptable and will be superseded by Mitigation Measures if required to avoid or reduce a potentially significant impact.

Table 6. Example Permitting Requirements and Processes

Note: In addition to the CPCN or PTC, the applicant may also be required to secure resource agency permits for the project.

Disclaimer: Below is a general list of permits required for transmission projects. Permit requirements for individual projects may vary slightly depending on project conditions.

Agency	Permit	Regulation	Protected Resource	Trigger	Application Process	Timing
<i>Federal</i>						
Army Corps of Engineers	404 Permit	Clean Water Act	Waters of the United States (including wetlands)	Placement of dredge or fill material into waters of the U.S., including wetlands. If project impacts less than 0.5 acres a nationwide permit (NWP) is typically issued	NWP: prepare a preconstruction notification (PCN) along with the draft Corps's application (Engineer Form 4345). Information in the PCN includes, but is not limited to: results of wetland delineation including areas of waters of the U.S.; temporary and permanent impacts to waters of the U.S. and discussion of avoidance; construction techniques, timeline, and equipment that would be used; special status species that potentially occur in the project area, and discussion of mitigation (if applicable) to replace wetlands	NWP: takes approximately nine months from the date of application submittal (depending on level of impacts and level of consultation required by other agencies). Initial review is 30 days after which application is deemed complete or additional information is requested.
				If project would impact more than 0.5 acres a regional or individual permit may be required.	Regional or Individual Permit: Same requirements as NWP as well as preparation and submittal of 404(b)(1) Alternatives analysis which identifies the Least Environmentally Damaging Practicable Alternative (LEDPA). Public notice also required	Regional or Individual Permit: An additional three to six months may be required on top of the nine months expected for an NWP. A 30 day public notice is also required to inform the public about the project before the Corps issues the permit.
USFWS	Section 7 Consultation	Federal Endangered Species Act	Federally Listed Species	Potential impact to a federally listed threatened or endangered species	Biological Assessment (BA) prepared and submitted to Corps. BA contains information on each species and describes potential for "take" of species and/or habitat.	The timeline for processing and receiving a formal Biological Opinion (BO) from USFWS can be six months to a year from when the Corps has initiated consultation and depending on the level of impact to listed species. The typical timeline for issuance of a BO is no less than 135 days after acceptance of the BA as complete.
US Department of Agriculture, Forest Service	Special Use Authorization	National Forest Management Act/NEPA	National Forest lands	Use of federal lands managed by the USDA Forest Service for a transmission line. Typically constitutes a Major Federal Action which in turn triggers NEPA analysis.	Special Use Authorization Application: prepare a special use application for consideration by the Forest Service. Prior to submitting a proposal, applicant is required to arrange a preapplication meeting at the local Forest Service office. Application typically includes project plan, operating plans, liability insurance, licenses/registrations and other documents. If it is determined that NEPA is required either an EA or EIS would be prepared. The NEPA document may be prepared jointly with the CEQA document.	Review of Special Use Authorization applications is often dependent upon what level of NEPA analysis is required. An EA is typically 9-12 months, and EIS is generally 18 months. NEPA process may occur concurrently with CEQA process.
US Department of the Interior, Bureau of Land Management	Right-of-Way Grant	Federal Land Policy and Management Act/NEPA	Federal Lands	Use of federal lands managed by the BLM for a transmission line. Typically constitutes a Major Federal Action which in turn triggers NEPA analysis.	Right-of-Way Application: Contact the BLM office with management responsibility. Obtain an application form "Application for Transportation and Utility Systems and Facilities on Federal Lands". Arrange a pre-application meeting with a BLM Realty Specialist or appropriate staff member. Submit completed application to the appropriate BLM office. If it is determined that NEPA is required either an EA or EIS would be prepared. The NEPA document may be prepared jointly with the CEQA document.	BLM attempts to review completed applications within 60 days of submittal. Full timing is often dependent upon what level of NEPA analysis is required. An EA is typically 9-12 months, and EIS is generally 18 months. NEPA process may occur concurrently with CEQA process.

Guidelines for Energy Project Applications Requiring CEQA Compliance: Pre-filing and PEAs
November 12, 2019

Agency	Permit	Regulation	Protected Resource	Trigger	Application Process	Timing
<i>State (continued)</i>						
State Historic Preservation Officer (SHPO)	Section 106 National Historic Preservation Act (NHPA)	National Historic Preservation Act	Cultural and/or historical resources	Required if there are potential impacts to cultural and/or historical resources that are listed or eligible for listing on the National Register of Historic Places.	Information on cultural and historical resources gathered during the draft CEQA document preparation is included in a 106 Technical Report and submitted to the Corps along with the Area of Potential Effect (APE) map. The information is then evaluated by the Corps' cultural resources evaluator for potential adverse effects within the APE. Depending upon the level of potential adverse effect, the Corps then forwards its finding to SHPO for concurrence or begins the process for a Memorandum of Agreement (MOA). Native American consultation is also mandatory for the 106 process but can begin during preparation of the environmental document. All letters and correspondence for the Native American consultation must be provided to the Corps. Consultation with federally-recognized tribes may require a more extensive consultation.	Once SHPO has received the Corps' determination, it has approximately 60 days to agree or request additional information. However, SHPO has recently become more involved in projects and this timeframe is only an estimate and if a potential adverse effect to cultural or historical resources could occur, the SHPO process can take up to a year or more. Depending on the level of impacts to cultural resources, the Corps may determine no effect and issue the permit before receiving concurrence from SHPO.
California State Lands Commission (CSLC)	Right of Way Lease Agreement	Division 6 of the California Public Resources Code	California Sovereign Lands	May be triggered if the transmission line crosses state lands under the jurisdiction of the CSLC, which includes the beds of 1) more than 120 rivers, streams and sloughs; 2) nearly 40 non-tidal navigable lakes, such as Lake Tahoe and Clear Lake; 3) the tidal navigable bays and lagoons; and 4) the tide and submerged lands adjacent to the entire coast and offshore islands of the State from the mean high tide line to three nautical miles offshore.	Leases or permits may be issued to qualified applicants and the Commission shall have broad discretion in all aspects of leasing including category of lease or permit and which use, method or amount of rental is most appropriate, whether competitive bidding should be used in awarding a lease, what term should apply, how rental should be adjusted during the term, whether bonding and insurance should be required and in what amounts, whether an applicant is qualified based on what it deems to be in the best interest of the State.	Most coordination should be done concurrently with the CEQA process to ensure that any CSLC-required issues are addressed under CEQA. Once a final route/alternative is selected, the lease process may take two to three months for final Commission approval.
<i>Local / Other</i>						
Air Quality Management District or Air Pollution Control District	Permit to Construct	Federal Clean Air Act	Air Quality	Depends on the air district involved; may not be required for most transmission projects. Some air districts have a trigger level based on disturbed acreage.	Application forms need to be prepared and submitted to the local AQMD or APCD	Typically 30 to 90 days after submittal of a complete application.

19

¹⁹ Permitting is project specific. This table is provided for discussion purposes.

3.12 Project Description Graphics, Mapbook, and GIS Requirements

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
<p>3.12.1: Graphics. Provide diagrams of the following as applicable:</p> <ul style="list-style-type: none"> a) All pole, tower, pipe, vault, conduit, and retaining wall types b) For poles, provide typical drawings with approximate diameter at the base and tip; for towers, estimate the width at base and top. c) A typical detail for any proposed underground duct banks and vaults d) All substation, switchyard, building, and facility layouts e) Trenching, drilling, pole installation, pipe installation, vault installation, roadway construction, facility removal, helicopter uses, conductor installation, traffic control, and other construction activities where a diagram would assist the reader in visualizing the work area and construction approach f) Typical profile views of proposed aboveground facilities and existing facilities to be modified within the existing and proposed ROW (e.g., typical cross-section of existing and proposed facilities by project segment). g) Photos of representative existing and proposed structures 		
<p>3.12.2: Mapbook. Provide a detailed mapbook on an aerial imagery basemap at a scale between 1:3000 and 1:6000 (or as appropriate and legible) that show mileposts, roadways, and all project components and work areas including:</p> <ul style="list-style-type: none"> a) All proposed above-ground and underground structure/facility locations (e.g., poles, conductor, substations, compressor stations, telecommunication lines, vaults, duct bank, lighting, markers, etc.) b) All existing structures/facilities that would be modified or removed c) Identify by milepost where existing ROW will be used and where new ROW or land acquisition will be required. d) All permanent work areas including permanent facility access e) All access roads including, existing, temporary, and new permanent access f) All temporary work areas including staging, material storage, field offices, material laydown, temporary work areas for above ground (e.g., pole installation) and underground facility construction (e.g., trenching and duct banks), helicopter landing zones, pull and tension sites, guard structures, shoo flies etc. g) Areas where special construction methods (e.g., jack and bore, HDD, blasting, retaining walls etc.) may need to be employed 		

<ul style="list-style-type: none"> h) Areas where vegetation removal may occur i) Areas to be heavily graded and where slope stabilization measures would be employed including any retaining walls 		
<p>3.12.3: GIS Data. Provide GIS data for all features and ROW shown on the detailed mapbook.</p>		
<p>3.12.4: GIS Requirements. Provide the following information for each pole/tower that would be installed and for each pole/tower that would be removed:</p> <ul style="list-style-type: none"> a) Unique ID number and type of pole (e.g., wood, steel, etc.) or tower (e.g., self-supporting lattice) both in a table and in the attributes of the GIS data provided b) Identify pole/tower heights and conductor sizes in the attributes of the GIS data provided. 		
<p>3.12.5: Natural Gas Facilities GIS Data. For natural gas facilities, provide GIS data for system cross ties and all laterals/taps, valve stations, and new and existing inspection facilities (e.g., pig launcher sites).</p>		

4 Description of Alternatives

All Applicants will assume that alternatives will be required for the environmental analysis and that an EIR will be prepared unless otherwise instructed by CPUC CEQA Unit Staff in writing prior to application filing. See PEA Requirements at the beginning of this checklist document. The consideration and discussion of alternatives will adhere to CEQA Guidelines Section 15126.6. The description of alternatives will be provided in this chapter of the PEA, and the comparison of each alternative to the proposed project is provided in PEA Chapter 6. The amount of detail required for the description of various alternatives to the proposed project and what may be considered a reasonable range of alternatives will be discussed with CPUC during Pre-filing.

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
<p>4.1 Alternatives Considered. Identify alternatives to the proposed project.²⁰ Include the following:</p> <ul style="list-style-type: none"> a) All alternatives to the proposed project that were suggested, considered, or studied by the CAISO or by CAISO stakeholders b) Alternatives suggested by the public or agencies during public outreach efforts conducted by the Applicant c) Reduced footprint alternatives, including, e.g., smaller diameter pipelines and space for fewer electric transformers d) Project phasing options (e.g., evaluate the full build out for environmental clearance but consider an initial, smaller buildout that would only be expanded [in phases] if needed) e) Alternative facility and construction activity sites (e.g., substation, compressor station, drilling sites, well-head sites, staging areas) f) Renewable, energy conservation, energy efficiency, demand response, distributed energy resources, and energy storage alternatives g) Alternatives that would avoid or limit the construction of new transmission-voltage facilities or new gas transmission pipelines h) Other technological alternatives (e.g., conductor type) i) Route alternatives and route variations j) Alternative engineering or technological approaches (e.g., alternative types of facilities, or materials, or configurations) k) Assign an identification label and brief, descriptive title to each alternative described in this PEA chapter (e.g., Alternative A: No Project; Alternative B: Reduced Footprint 500/115-kV Substation; Alternative C: Ringo Hills 16-inch Pipeline Alignment; Alternative D1: Lincoln Street Route Variation; etc.). Each alternative will be easily identifiable by reading the brief title. <p>Provide a description of each alternative. The description of each alternative will discuss to what extent it would be potentially feasible,</p>		

²⁰ Reduced footprint alternatives; siting alternatives; renewable, energy conservation, energy efficiency, demand response, distributed energy resources, and energy storage alternatives; and non-wires alternatives (electric projects only) are typically required. For linear projects, route alternatives and route variations are typically required as well.

<p>meet the project’s underlying purpose, meet most of the basic project objectives, and avoid or reduce one or more potentially significant impacts. If the Applicant believes that an alternative is infeasible or the implementation is remote and speculative (CEQA Guidelines Section 15126.6(f)(3), clearly explain why.</p> <p>If significant environmental effects are possible without mitigation, alternatives will be provided in the PEA that are capable of avoiding or reducing any potentially significant environmental effects, even if the alternative(s) substantially impede the attainment of some project objectives or are costlier.²¹</p>		
<p>4.2 No Project Alternative. Include a thorough description of the No Project Alternative. The No Project Alternative needs to describe the range of actions that are reasonably foreseeable if the proposed project is not approved. The No Project Alternative will be described to meet the requirements of CEQA Guidelines Section 15126.6(e).</p>		
<p>4.3 Rejected Alternatives. Provide a detailed discussion of all alternatives considered by the Applicant that were not selected by the Applicant for a full description in the PEA and analysis in PEA Chapter 5. The detailed discussion will include the following:</p> <ul style="list-style-type: none"> a) Description of the alternative and its components b) Map of any alternative sites or routes c) Discussion about the extent to which the alternative would meet the underlying purpose of the project and its basic objectives d) Discussion about the feasibility of implementing the alternative e) Discussion of whether the alternative would reduce or avoid any significant environmental impacts of the proposed project f) Discussion of any new significant impacts that could occur from implementation of the alternative g) Description of why the alternative was rejected h) Any comments from the public or agencies about the alternative during PEA preparation 		
<p>For Natural Gas Storage Projects:</p>		
<p>4.4 Natural Gas Storage Alternatives. In addition to the requirements included above, alternatives to be considered for proposed natural gas storage projects include the following, where applicable:</p> <ul style="list-style-type: none"> a) Alternative reservoir locations considered for gas storage including other field locations and other potential storage areas b) Alternative pipelines, road, and utility siting c) Alternative suction gas requirements, and injection/withdrawal options 		

²¹ CPUC CEQA Unit Staff will determine whether an alternative could *substantially* reduce one or more potentially significant impacts of the proposed project (CEQA Guidelines Section 15125.5). Applicants are strongly advised to provide more rather than less alternatives for CPUC’s consideration or as determined during Pre-filing.

5 Environmental Analysis

Include a description of the environmental setting, regulatory setting, and impact analysis for each resource area. The resource areas addressed will include each environmental factor (resource area) identified in the most recent adopted version of the CEQA Guidelines Appendix G checklist and any additional relevant resource areas and impact questions that are defined in this PEA checklist.

1. Environmental Setting
 - a. For each resource area, the PEA will include a detailed description of the natural and built environment in the vicinity of the proposed project area (e.g., topography, land use patterns, biological environment, etc.) as applicable to the resource area. Both regional and local environmental setting information will be provided.
 - b. All setting information provided will relate in some way to the impacts of the proposed project discussed in the PEA's impacts analysis, however CPUC's impacts analysis may be more thorough, which may necessitate additional setting information than the Applicant might otherwise provide.
2. Regulatory Setting
 - a. Organized by federal, State, regional, and local sections
 - b. Describe the policy or regulation and briefly explain why it is applicable to the proposed project.
 - i. Identify in the setting all laws, regulations, and policies that would be applicable for CPUC's exclusive jurisdiction over the siting and design of electric and gas facilities. Public utilities under CPUC's jurisdiction are expected to consult with local agencies regarding land use matters. Local laws, regulations, and policies will be considered for the consideration of potential impacts during CPUC's CEQA review (e.g., encroachment, grading, erosion control, scenic corridors, overhead line undergrounding, tree removal, fire protection, permanent and temporary noise limits, zoning requirements, general plan polices, and all local and regional laws, regulations, and policies).
3. Impact Questions
 - a. Includes all impact questions in the current version of CEQA Guidelines, Appendix G.
 - b. Additional impact questions that are frequently relevant to utility projects are provided in Attachment 4, CPUC Draft Environmental Measures.
4. Impact Analyses
 - a. Discussion organized by CEQA Guidelines, Appendix G impact items and any Additional CEQA Impact Questions in the PEA Checklist. Assess all potential environmental impacts and make determinations, such as, No Impact, Less than Significant, Less than Significant with Mitigation, Significant and Unavoidable, or Beneficial Impact with respect to construction, operations, and maintenance activities.
 - b. The impact analyses provided in PEA Chapter 5, Environmental Analysis, need not be as thorough as those to be prepared by CPUC for the CEQA environmental document. A preliminary determination will be provided but with only brief justification unless otherwise directed by CPUC Staff in writing during Pre-filing.
5. CPUC Draft Environmental Measures
 - a. CPUC Draft Environmental Measures are provided for some of the resource areas in Attachment 4, CPUC Draft Environmental Measures. The measures may be applied to the proposed project as written or modified by the CPUC during its environmental review if the measure would avoid or reduce a potentially significant impact.

- b. The CPUC Draft Environmental Measures should be discussed with the CPUC’s CEQA Unit Staff during Pre-filing, especially with respect to the development of Applicant Proposed Measures.
- c. In general, impact avoidance is preferred to the reduction of potentially significant impacts.

Additional requirements specific to each resource area are identified in the following sections.

5.1 Aesthetics

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.1.1 Environmental Setting		
5.1.1.1: Landscape Setting. Briefly described the regional and local landscape setting.		
5.1.1.2: Scenic Resources. Identify and describe any vistas, scenic highways, national scenic areas, or other scenic resources within and surrounding the project area (approximately 5-mile buffer but may be greater if necessary). Scenic resources may also include but are not limited to historic structures, trees, or other resources that contribute to the scenic values where the project would be located.		
<p>5.1.1.3: Viewshed Analysis</p> <ul style="list-style-type: none"> a) Conduct a viewshed analysis for the project area (approximately 5-mile buffer but may be greater if necessary). b) Describe the project viewshed, including important visibility characteristics for the project site, such as viewing distance, viewing angle, and intervening topography, vegetation, or structures. c) Provide a supporting map (or maps) showing project area, landscape units, topography (i.e., hillshade), and the results of the viewshed analysis. Provide associated GIS data. 		
5.1.1.4: Landscape Units. Identify and describe landscape units (geographic zones) within and surrounding the project area (approximately 5-mile buffer but may be greater if necessary) that categorizes different landscape types and visual characteristics, with consideration to topography, vegetation, and existing land uses. Landscape units should be developed based on the existing landscape characteristics rather than the project’s features or segments.		
5.1.1.5: Viewers and Viewer Sensitivity. Identify and described the types of viewers expected within the viewshed and landscape units. Describe visual sensitivity to general visual change based on viewing conditions, use of the area, feedback from the public about the project, and landscape characteristics.		

<p>5.1.1.6: Representative Viewpoints</p> <p>a) Identify representative viewpoints from publicly accessible locations (up to approximately 5-mile buffer but may be greater if appropriate). The number and location of the viewpoints must represent a range of views of the project site from major roads, highways, trails, parks, vistas, landmarks, and other scenic resources near the project site. Multiple viewpoints should be included where the project site would be visible from sensitive scenic resources to provide context on different viewing distances, perspectives, and directions.</p> <p>b) Provide the following information for each viewpoint:</p> <ul style="list-style-type: none"> i. Number, title, and brief description of the location ii. Types of viewers iii. Viewing direction(s) and distance(s) to the nearest proposed project features iv. Description of the existing visual conditions and visibility of the project site as seen from the viewpoint and shown in the representative photographs <p>c) Provide a supporting map (or maps) showing project features and representative viewpoints with arrows indicating the viewing direction(s). Provide associated GIS data (may be combined with GIS data request below for representative photographs).</p>		
<p>5.1.1.7: Representative Photographs</p> <p>a) Provide high resolution photographs taken from the representative viewpoints in the directions of all proposed project features.²² Multiple photographs should be provided where project features may be visible in different viewing directions from the same location.</p> <p>b) Provide the following information for each photograph:</p> <ul style="list-style-type: none"> i. Capture time and date ii. Camera body and lens model iii. Lens focal length and camera height when taken <p>c) Provide GIS data associated with each photograph location that includes coordinates (<1 meter resolution), elevations, and viewing directions, as well as the associated viewpoint.</p>		
<p>5.1.1.8: Visual Resource Management Areas</p> <p>a) Identify any visual resource management areas within and surrounding the project area (approximately 5-mile buffer).</p> <p>b) Describe any project areas within visual resource management areas.</p>		

²² All representative photographs should be taken using a digital single-lens reflex camera with standard 50-millimeter lens equivalent, which represents an approximately 40-degree horizontal view angle. The precise photograph coordinates and elevations should be collected using a high accuracy GPS unit.

c) Provide a supporting map (or maps) showing project features and visual resource management areas. Provide associated GIS data.		
5.1.2 Regulatory Setting		
5.1.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards regarding aesthetics and visual resource management.		
5.1.3 Impact Questions		
5.1.3.1: Impact Questions. The impact questions include all aesthetic impact questions in the current version of CEQA Guidelines, Appendix G. 5.1.3.2: Additional CEQA Impact Questions: None.		
5.1.4 Impact Analysis		
5.1.4.1: Visual Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines Appendix G for this resource area and any additional impact questions listed above.		
The following information will be included in the PEA or a technical Appendix to support the aesthetic impact analysis:		
5.1.4.2: Analysis of Selected Viewpoints. Identify the methodology and assumptions that were applied in selecting key observation points for visual simulation. It is recommended that viewpoints are selected where viewers may be sensitive to visual change (public views) and in areas that are visually sensitive, or heavily trafficked or visited. ²³		
5.1.4.3: Visual Simulation a) Identify methodology and assumptions for completing the visual simulations. The simulations should include photorealistic 3-D models of project features and any land changes within the KOP view. The visual simulations should depict conditions: i. Immediately following construction, and ii. After vegetation establishment in all areas of temporary impact to illustrate the visual impact from vegetation removal. b) Provide high resolution images for the visual simulations.		
5.1.4.4: Analysis of Visual Change a) Identify the methodology and assumptions for completing the visual change analysis. ²⁴ The methodology should be consistent with applicable visual resource management criteria. b) Provide a description of the visual change for each selected viewpoint. Describe any conditions that would change over time, such as vegetation growth.		

²³ The KOP selection process should be discussed with CPUC during Pre-filing

²⁴ The visual impact assessment methodology should be discussed with CPUC during Pre-filing

c) Describe the effects of visual change that would result in the entire project area, as indicated by the selected viewpoints that were simulated and analyzed.		
5.1.4.5: Lighting and Marking. Identify all new sources of permanent lighting. Identify any proposed structures or lines that could require FAA notification. Identify any structures or line segments that could require lighting and marking based on flight patterns and FAA or military requirements. Provide supporting documentation in an Appendix (e.g., FAA notice and criteria tool results).		
5.1.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.2 Agriculture and Forestry Resources

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.2.1 Environmental Setting		
5.2.1.1: Agricultural Resources and GIS		
a) Identify all agricultural resources that occur within the project area including: <ul style="list-style-type: none"> i. Areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance ii. Areas under Williamson Act contracts and provide information on the status of the Williamson Act contract iii. Any areas zoned for agricultural use in local plans iv. Areas subject to active agricultural use b) Provide GIS data for agricultural resources within the proposed project area.		
5.2.1.2: Forestry Resources and GIS		
a) Identify all forestry resources within the project area including: <ul style="list-style-type: none"> i. Forest land as defined in Public Resources Code 12220(g)25 ii. Timberland as defined in Public Resource Code section 4526 iii. Timberland zoned Timberland Production as defined in Government Code section 51104(g) b) Provide GIS data for all forestry resources within the proposed project area.		
5.2.2 Regulatory Setting		
5.2.2: Agriculture and Forestry Regulations. Identify all federal, state, and local policies for protection of agricultural and forestry resources that apply to the proposed project.		

²⁵ Forest land is defined in Public Resources Code as, “land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.”

5.2.3 Impact Questions		
5.2.3.1: Agriculture and Forestry Impact Questions. The impact questions include all agriculture and forestry impact questions in the current version of CEQA Guidelines, Appendix G.		
5.2.3.2: Additional CEQA Impact Questions: None.		
5.2.4 Impact Analyses		
5.2.4.1: Agriculture and Forestry Impacts. Provide an impact analysis for each checklist item identified in CEQA Guidelines Appendix G for this resource area and any additional impact questions listed above.		
Incorporate the following discussions into the analysis of impacts:		
5.2.4.2: Prime Farmland Soil Impacts. Calculate the acreage of Prime Farmland soils that would be affected by construction and operation and maintenance.		
5.2.4.3. Williamson Act Impacts. Describe the approach to resolve potential conflicts with Williamson Act contract (if applicable)		
5.2.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.3 Air Quality

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.3.1 Environmental Setting		
5.3.1.1: Air Quality Plans Identify and describe all applicable air quality plans and attainment areas. Identify the air basin(s) for the project area. If the project is located in more than one attainment area and/or air basin, provide the extent in each attainment area and air basin.		
5.3.1.2: Air Quality. Describe existing air quality in the project area. a) Identify existing air quality exceedance of National Ambient Air Quality Standards and California Ambient Air Quality Standards in the air basin. b) Provide the number of days that air quality in the area exceeds state and federal air standards for each criteria pollutant that where air quality standards are exceeded. c) Provide air quality data from the nearest representative air monitoring station(s).		
5.3.1.3: Sensitive Receptor Locations. Identify the location and types of each sensitive receptor locations ²⁶ within 1,000 feet of the project area. Provide GIS data for sensitive receptor locations.		

²⁶ Sensitive Receptor locations may include hospitals, schools, and day care centers, and such other locations as the air district board or California Air Resources Board may determine (California Health and Safety Code § 42705.5(a)(5)).

5.3.2 Regulatory Setting		
5.3.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards regarding aesthetics and visual resource management.		
5.3.2.2: Air Permits. Identify and list all necessary air permits.		
5.3.3 Impact Questions		
5.3.3.1: Impact Questions. The impact questions include all air quality impact questions in the current version of CEQA Guidelines, Appendix G.		
5.3.3.2: Additional CEQA Impact Questions: None.		
5.3.4 Impact Analysis		
5.3.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines Appendix G for this resource area and any additional impact questions listed above.		
The following information will be presented in the PEA or a technical Appendix to support the air quality impact analysis:		
<p>5.3.4.2: Air Quality Emissions Modeling. Model project emissions using the most recent version of CalEEMod and/or a current version of other applicable modeling program. Provide all model input and output data sheets in Microsoft Excel format to allow CPUC to evaluate whether project data was entered into the modeling program accurately. The assumptions used in the air quality modeling must be consistent with all PEA information about the project’s schedule, workforce, and equipment. The following information will be addressed in the emissions modeling, Air Quality Appendix, and PEA:</p> <ul style="list-style-type: none"> a) Quantify the expected emissions of criteria pollutants from all project-related sources. Quantify emissions for both construction and operation (e.g., compressor equipment). b) Identify manufacturer’s specifications for all proposed new emission sources. For proposed new, additional, or modified compressor units, include the horsepower, type, and energy source. c) Describe any emission control systems that are included in the air quality analysis (e.g., installation of filters, use of EPA Tier II, III, or IV equipment, use of electric engines, etc.). d) When multiple air basins may be affected by the project, model air emissions within each air basin and provide a narrative (supported by calculations) that clearly describes the assumptions around the project activities considered for each air basin. Provide modeled emissions by attainment area or air basin (supported by calculations). 		

5.3.4.3: Air Quality Emissions Summary. Provide a table summarizing the air quality emissions for the project and applicable thresholds for each applicable attainment area. Include a summary of uncontrolled emissions (prior to application of any APMs) and controlled emissions (after application of APMs). Clearly identify the assumptions that were applied in the controlled emissions estimates.		
5.3.4.4: Health Risk Assessment. Complete a Health Risk Assessment when air quality emissions have the potential to lead to human health impacts ²⁷ . If health impacts are not anticipated from project emissions, the analysis should clearly describe why emissions would not lead to health impacts.		
5.3.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.4 Biological Resources

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.4.1 Environmental Setting		
5.4.1.1: Biological Resources Technical Report. Provide a Biological Resources Technical Report as an Appendix to the PEA that includes all information specified in Attachment 2.		
The following biological resources information will be presented in the PEA:		
5.4.1.2: Survey Area (Local Setting). Identify and describe the biological resources survey area as documented in the Biological Resources Technical Report. All temporary and permanent project areas must be within the survey area.		
5.4.1.3: Vegetation Communities and Land Cover a) Identify, describe, and quantify vegetation communities and land cover types within the biological resources survey area. b) Clearly identify any sensitive natural vegetation communities that meet the definition of a biological resource under CEQA (i.e., rare, designated, or otherwise protected), such as, but not limited to, riparian habitat. c) Provide a supporting map (or maps) showing project features and vegetation communities and land cover type.		

²⁷ Refer to Office of Environmental Health Hazard Assessment (OEHHA) most recent guidance for preparation of Health Risk Assessments to determine whether a Health Risk Assessment is required for the project. The need for an HRA should also be discussed with CPUC during Pre-filing.

<p>5.4.1.4: Aquatic Features</p> <ul style="list-style-type: none"> a) Identify, describe, and quantify aquatic features within the biological resources survey area that may provide potentially suitable aquatic habitat for rare and special-status species. b) Identify and quantify potentially jurisdictional aquatic features and delineated wetlands, according to the Wetland Delineation Report and Biological Resources Technical Report. c) Provide a supporting map (or maps) showing project features and aquatic resources. 		
<p>5.4.1.5: Habitat Assessment. Identify rare and special-status species with potential to occur in the project region (approximately a 5-mile buffer but may be larger if necessary). For each species, provide the following information:</p> <ul style="list-style-type: none"> a) Common and scientific name b) Status and/or rank c) Habitat characteristics (i.e., vegetation communities, elevations, seasonal changes, etc.) d) Blooming characteristics for plants e) Breeding and other dispersal (range) behavior for wildlife f) Potential to occur within the survey area (i.e., Present, High Potential, Moderate Potential, Low Potential, or Not Expected), with justification based on the results of the records search, survey findings, and presence of potentially suitable habitat g) Specific types and locations of potentially suitable habitat that correspond to the vegetation communities and land cover and aquatic features 		
<p>5.4.1.6: Critical Habitat</p> <ul style="list-style-type: none"> a) Identify and describe any critical habitat for rare or special-status species within and surrounding the project area (approximately a 5-mile buffer). b) Provide a supporting map (or maps) showing project features and critical habitat. 		
<p>5.4.1.7: Native Wildlife Corridors and Nursery Sites</p> <ul style="list-style-type: none"> a) Identify and describe regional and local wildlife corridors within and surrounding the project area (approximately a 5-mile buffer), including but not limited to, landscape and aquatic features that connect suitable habitat in regions otherwise fragmented by terrain, changes in vegetation, or human development. b) Identify and describe regional and local native wildlife nursery sites within and surrounding the project area (approximately a 5-mile buffer), as identified through the records search, surveys, and habitat assessment. 		

<p>c) Provide a supporting map (or maps) showing project features, native wildlife corridors, and native nursery sites.</p>		
<p>5.4.1.8: Biological Resource Management Areas</p>		
<p>a) Identify any biological resource management areas (i.e., conservation or mitigation areas, HCP or NCCP boundaries, etc.) within and surrounding the project area (approximately 5-mile buffer).</p> <p>b) Identify and quantify any project areas within biological resource management areas.</p> <p>c) Provide a supporting map (or maps) showing project features and biological resource management areas.</p>		
<p>5.4.2 Regulatory Setting</p>		
<p>5.4.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards regarding biological resources.</p>		
<p>5.4.2.2: Habitat Conservation Plan. Provide a copy of any relevant Habitat Conservation Plan.</p>		
<p>5.4.3 Impact Questions</p>		
<p>5.4.3.1: Impact Questions. The impact questions include all biological resource impact questions in the current version of CEQA Guidelines, Appendix G.</p> <p>5.4.3.2: Additional CEQA Impact Question: Would the project create a substantial collision or electrocution risk for birds or bats?</p>		
<p>5.4.4 Impact Analysis</p>		
<p>5.4.4.1: Impact Analysis Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for Biological Resources and any additional impact questions listed above.</p>		
<p>The following information will be included in the impact analysis:</p>		
<p>5.4.4.2: Quantify Habitat Impacts. Provide the area of impact in acres by each habitat type. Quantify temporary and permanent impacts. For all temporary impacts provide the following:</p> <p>a) Description of the restoration and revegetation approach</p> <p>b) Vegetation species that would be planted within the area of temporary disturbance</p> <p>c) Procedures to reduce invasive weed encroachment within areas of temporary disturbance</p> <p>d) Expected timeframe for restoration of the site</p>		
<p>5.4.4.3: Special-Status Species Impacts. Identify anticipated impacts on special-status species. Identify any take permits that are anticipated for the project. If an existing habitat conservation plan (HCP) or natural communities conservation plan (NCCP) would be used for the project, provide current accounting of take coverage included in the HCP/NCCP</p>		

to demonstrate that there is sufficient habitat coverage remaining under the existing permit.		
<p>5.4.4.4: Wetland Impacts. Quantify the area (in acres) of temporary and permanent impacts on wetlands. Include the following details:</p> <ul style="list-style-type: none"> a) Provide a table identifying all wetlands, by milepost and length, crossed by the project and the total acreage of each wetland type that would be affected by construction. b) Discuss construction and restoration methods proposed for crossing wetlands. c) If wetlands would be filled or permanently lost, describe proposed measures to compensate for permanent wetland losses. d) If forested wetlands would be affected, describe proposed measures to restore forested wetlands following construction. 		
<p>5.4.4.5: Avian Impacts. Describe avian obstructions and risk of electrocution from the project. Describe any standards that will be implemented as part of the project to reduce the risk of collision and electrocution.</p>		
5.4.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.5 Cultural Resources²⁸

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.5.1 Environmental Setting		
<p>5.5.1.1: Cultural Resource Reports. Provide a cultural resource inventory and evaluation report that addresses the technical requirement provided in Attachment 3.</p>		
<p>5.5.1.2: Cultural Resources Summary. Summarize cultural resource survey and inventory results and survey methods. Do not provide any confidential cultural resource information within the PEA chapter.</p>		
<p>5.5.1.3: Cultural Resource Survey Boundaries. Provide a map with mileposts showing the boundaries of all survey areas in the report. Provide the GIS data for the survey area. Provide confidential GIS data for the resource locations and boundaries separately under confidential cover.</p>		
5.5.2 Regulatory Setting		
<p>5.5.2.1: Regulatory Setting. Identify applicable federal and state regulations for protection of cultural resources.</p>		

²⁸ For a description and evaluation of cultural resources specific to Tribes, see Section 5.18, Tribal Cultural Resources.

5.5.3 Impact Questions		
5.5.3.1: Impact Questions. The impact questions include all cultural resource impact questions in the current version of CEQA Guidelines, Appendix G.		
5.5.3.2: Additional CEQA Impact Questions: None.		
5.5.4 Impact Analysis		
5.5.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		
Include the following information in the impact analysis		
5.5.4.2: Human Remains. Describe the potential for encountering human remains or grave goods during the trenching or any other phase of construction. Describe the procedures that would be used if human remains are encountered.		
5.5.4.3: Resource Avoidance. Describe avoidance procedures that would be implemented to avoid known resources.		
5.5.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.6 Energy

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.6.1 Environmental Setting		
5.6.1.1: Existing Energy Use. Identify energy use of existing infrastructure if the proposed project would replace or upgrade an existing facility.		
5.6.2 Regulatory Setting		
5.6.2.1: Regulatory Setting. Identify applicable federal, state, or local regulations or policies applicable to energy use for the proposed project.		
5.6.3 Impact Questions		
5.6.3.1: Impact Questions: The impact questions include all energy impact questions in the current version of CEQA Guidelines, Appendix G.		
5.6.3.2: Additional CEQA Impact Question: Would the project add capacity for the purpose of serving a non-renewable energy resource?		

5.6.4 Impact Analysis		
5.6.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines Appendix G for this resource area and any additional impact questions listed above.		
Include the following information in the impact analysis:		
5.6.4.2: Nonrenewable Energy. Identify renewable and non-renewable energy projects that may interconnected to or be supplied by the proposed project.		
5.6.4.3: Fuels and Energy Use a) Provide an estimation of the amount of fuels (gasoline, diesel, helicopter fuel, etc.) that would be used during construction and operation and maintenance of the project. Fuel estimates should be consistent with Air Quality calculations supporting the PEA. b) Provide the following information on energy use: i. Total energy requirements of the project by fuel type and end use ii. Energy conservation equipment and design features iii. Identification of energy supplies that would serve the project		
5.6.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.7 Geology, Soils, and Paleontological Resources

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.7.1 Environmental Setting		
5.7.1.1: Regional and Local Geologic Setting. Briefly describe the regional and local physiography, topography, and geologic setting in the project area.		
5.7.1.2: Seismic Hazards a) Provide the following information on potential seismic hazards in the project area: i. Identify and describe regional and local seismic risk including any active faults within and surrounding the project area (will be a 10-mile buffer unless otherwise instructed in writing by CEQA Unit Staff during Pre-filing) ii. Identify any areas that are prone to seismic-induced landslides iii. Provide the liquefaction potential for the project area b) Provide a supporting map (or maps) showing project features and major faults, areas of landslide risk, and areas at high risk of liquefaction. Provide GIS data for all faults, landslides, and areas of high liquefaction potential.		

<p>5.7.1.3: Geologic Units. Identify and describe the types of geologic units in the project area. Include the following information for each geologic unit:</p> <ul style="list-style-type: none"> a) Summarize the geologic units within the project area. b) Identify any previous landslides in the area and any areas that are at risk of landslide. c) Identify any unstable geologic units. d) Provide a supporting map (or maps) showing project features and geologic units. Clearly identify any areas with potentially hazardous geologic conditions. Provide associated GIS data. 		
<p>5.7.1.4: Soils. Identify and describe the types of soils in the project area.</p> <ul style="list-style-type: none"> a) Summarize the soils within the project area. b) Clearly identify any soils types that could be unstable (e.g., at risk of lateral spreading, subsidence, liquefaction, or collapse). c) Provide information on erosion susceptibility for each soil type that occurs in the project area. d) Provide a supporting map (or maps) showing project features and soils. Provide associated GIS data. 		
<p>5.7.1.5: Paleontological Report. Provide a paleontological report that includes the following:</p> <ul style="list-style-type: none"> a) Information on any documented fossil collection localities within the project area and a 500-foot buffer. b) A paleontological resource sensitivity analysis based on published geological mapping and the resource sensitivity of each rock type. c) Supporting maps and GIS data. 		
<p>5.7.2 Regulatory Setting</p>		
<p>5.7.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards regarding geology, soils, and paleontological resources.</p>		
<p>5.7.3 Impact Questions</p>		
<p>5.7.3.1: Impact Questions. The impact questions include all geology, soils, and paleontological resource impact questions in the current version of CEQA Guidelines, Appendix G.</p> <p>5.7.3.2: Additional CEQA Impact Questions: None.</p>		
<p>5.7.4 Impact Analysis</p>		
<p>5.7.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.</p>		
<p>Include the following information in the impact analysis:</p>		

5.7.4.2: Geotechnical Requirements. Identify any geotechnical requirements that would be implemented to address effects from unstable geologic units or soils. Describe how the recommendation would be applied (i.e., when and where).		
5.7.4.3: Paleontological Resources. Identify the potential to disturb paleontological resources based on the depth of proposed excavation and paleontological sensitivity of geologic units within the project area.		
5.7.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.8 Greenhouse Gas Emissions

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.8.1 Environmental Setting		
5.8.1.1: GHG Setting. Provide a description of the setting for greenhouse gases (GHGs). The setting should consider any GHG emissions from existing infrastructure that would be upgraded or replaced by the proposed project.		
5.8.2 Regulatory Setting		
5.8.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards for greenhouse gases.		
5.8.3 Impact Questions		
5.8.3.1 Impact Questions. The impact questions include all greenhouse gas impact questions in the current version of CEQA Guidelines, Appendix G.		
5.8.3.2: Additional CEQA Impact Questions: None.		
5.8.4 Impact Analysis		
5.8.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		
Include the following information in the impact analysis:		
5.8.4.2: GHG Emissions. Provide a quantitative assessment of GHG emissions for construction and operation and maintenance of the proposed project. Provide model results and all model files. Modeling will be conducted using the latest version of the emissions model at the time of application filing (e.g., most recent version of CalEEMod). GHG emissions will be provided for the following conditions: <ul style="list-style-type: none"> a) Uncontrolled emissions (before APMs are applied) b) Controlled emissions considering application of APMs <ul style="list-style-type: none"> i. Based on the modeled GHG emissions, quantify the project’s contribution to and analyze the project’s effect on 		

<p>climate change. Identify and provide justification for the timeframe considered in the analysis.</p> <p>ii. Discuss any programs already in place to reduce GHG emissions on a system-wide level. This includes the Applicant’s voluntary compliance with the EPA SF6 reduction program, reductions from energy efficiency, demand response, LTPP, etc.</p> <p>iii. For any significant impacts, identify potential strategies that could be employed by the project to reduce GHGs during construction or operation and maintenance consistent with OPR Advisory on CEQA and Climate Change.</p>		
Natural Gas Storage		
5.8.4.3: Natural Gas Storage Accident Conditions. In addition to the requirements above, identify the potential GHG emissions that could result in the event of a gas leak.		
5.8.4.4: Monitoring and Contingency Plan. Provide a comprehensive monitoring plan that would be implemented during project operation to monitor for gas leaks. The plan should identify a monitoring schedule, description of monitoring activities, and actions to be implemented if gas leaks are observed.		
5.8.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.9 Hazards, Hazardous Materials, and Public Safety²⁹

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.9.1 Environmental Setting		
5.9.1.1: Hazardous Materials Report. Provide a Phase I Environmental Site Assessment or similar hazards report for the proposed project area. Describe any known hazardous materials locations within the project area and the status of the site.		
5.9.1.2: Airport Land Use Plan. Identify any airport land use plan(s) within the project area.		
5.9.1.3: Fire Hazard. Identify if the project occurs within federal, state, or local fire responsibility areas and identify the fire hazard severity rating for all project areas, including temporary work areas and access roads.		
5.9.1.4: Metallic Objects. For electrical projects, identify any metallic pipelines or cables within 25 feet of the project.		

²⁹ For fire risk specific to state responsibility areas or lands classified as very high fire hazard severity zones, see Section 5.20, Wildfire.

<p>5.9.1.5: Pipeline History (for Natural Gas Projects). Provide a narrative describing the history of the pipeline system(s) to which the project would connect, list of previous owner and operators, and detailed summary of the pipeline systems’ safety and inspection history.</p>		
<p>5.9.2 Regulatory Setting</p>		
<p>5.9.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards for hazards, hazardous materials, and public safety.</p>		
<p>5.9.2.2: Touch Thresholds. Identify applicable standards for protection of workers and the public from shock hazards.</p>		
<p>5.9.3 Impact Questions</p>		
<p>5.9.3.1: Impact Questions. The impact questions include all hazards and hazardous materials impact questions in the current version of CEQA Guidelines, Appendix G.</p> <p>5.9.3.2: Additional CEQA Impact Questions:</p> <ul style="list-style-type: none"> a) Would the project create a significant hazard to air traffic from the installation of new power lines and structures? b) Would the project create a significant hazard to the public or environment through the transport of heavy materials using helicopters? c) Would the project expose people to a significant risk of injury or death involving unexploded ordnance? d) Would the project expose workers or the public to excessive shock hazards? 		
<p>5.9.4 Impact Analysis</p>		
<p>5.9.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines Appendix G for this resource area and any additional impact questions listed above.</p>		
<p>Include the following information in the impact analysis:</p>		
<p>5.9.4.2: Hazardous Materials. Identify the hazardous materials (i.e., chemicals, solvents, lubricants, and fuels) that would be used during construction and operation of the project. Estimate the quantity of each hazardous material that would be stored on site during construction and operation.</p>		
<p>5.9.4.3: Air Traffic Hazards. If the project involves construction of above-ground structures (including structure replacement) within the airport land use plan area, provide a discussion of how the project would or would not conflict with height restrictions identified in the airport land use plan and how the project would comply with any FAA or military requirements for the above ground facilities.</p>		
<p>5.9.4.4: Accident or Upset Conditions. Describe how the project facilities would be designed, constructed, operated, and maintained to</p>		

minimize potential hazard to the public from the failure of project components as a result of accidents or natural catastrophes.		
5.9.4.5: Shock Hazard. For electricity projects, identify infrastructure that may be susceptible to induced current from the proposed project. Describe strategies (e.g., cathodic protection) that the project would employ to reduce shock hazards and avoid electrocution of workers or the public.		
For Natural Gas and Gas Storage:		
5.9.4.6: Health and Safety Plan. Include in the Health and Safety Plan, plans for addressing gas leaks, fires, etc. Identify sensitive receptors, methods of evacuation, and protection measures. The Plan will be provided as an Appendix to the PEA.		
5.9.4.7: Health Risk Assessment. Provide a Health Risk Assessment including risk from potential gas leaks, fires, etc. Identify sensitive receptors that would be affected and potential impacts on them if there is a gas release. ³⁰		
5.9.4.8: Gas Migration. Describe potential for and effects of gas migration through natural and manmade pathways. a) Provide Applicant Proposed Measures for avoiding gas emissions at the surface from gas migration pathways. b) Provide Applicant Proposed Measures for avoiding emissions of mercaptan and/or other odorizing agents.		
5.9.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.10 Hydrology and Water Quality

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.10.1 Environmental Setting		
5.10.1.1: Waterbodies. Identify by milepost all ephemeral, intermittent, and perennial surface waterbodies crossed by the project. For each, list its water quality classification, if applicable.		
5.10.1.2: Water Quality. Identify any downstream waters that are on the state 303(d) list and identify whether a total maximum daily load (TMDL) has been adopted or the date for adoption of a TMDL. Identify existing sources of impairment for downstream waters. Describe any management plans that are in place for downstream waters.		
5.10.1.3: Groundwater Basin. Identify all known EPA and state groundwater basins and aquifers crossed by the project.		

³⁰Refer to the requirements for Health Risk Assessments in Section 5.3.4.4.

<p>5.10.1.4: Groundwater Wells and Springs. Identify the locations of all known public and private groundwater supply wells and springs within 150 feet of the project area.</p>		
<p>5.10.1.5: Groundwater Management. Identify the groundwater management status of any groundwater resources in the project area and any groundwater resources that may be used by the project. Describe if groundwater resources in the basin have been adjudicated. Identify any sustainable groundwater management plan that has been adopted for groundwater resources in the project area or describe the status of groundwater management planning in the area.</p>		
<p>5.10.2 Regulatory Setting</p>		
<p>5.10.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards regarding hydrologic and water quality.</p>		
<p>5.10.3 Impact Questions</p>		
<p>5.10.3.1: Impact Questions. The impact questions include all hydrology and water quality impact questions in the current version of CEQA Guidelines, Appendix G.</p>		
<p>5.10.3.2: Additional CEQA Impact Questions: None.</p>		
<p>5.10.4 Impact Analysis</p>		
<p>5.10.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in the current version of CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.</p>		
<p>Include the following information in the impact analysis:</p>		
<p>5.10.4.2: Hydrostatic Testing. Identify all potential sources of hydrostatic test water, quantity of water required, withdrawal methods, treatment of discharge, and any waste products generated.</p>		
<p>5.10.4.3: Water Quality Impacts. Describe impacts to surface water quality, including the potential for accelerated soil erosion, downstream sedimentation, and reduced surface water quality.</p>		
<p>5.10.4.4: Impermeable Surfaces. Describe increased run-off and impacts on groundwater recharge due to construction of impermeable surfaces. Provide the acreage of new impermeable surfaces that will be created as a result of the project.</p>		
<p>5.10.4.5: Waterbody Crossings. Identify by milepost all waterbody crossings. Provide the following information for crossing:</p> <ul style="list-style-type: none"> a) Identify whether the waterbody has contaminated waters or sediments. b) Describe the waterbody crossing method and any approaches to avoid the waterbody. c) Describe typical additional work area and staging area requirements at waterbody and wetland crossings. 		

d) Describe any dewatering or water diversion that will be required during construction near the waterbody. Identify treatment methods for any dewatering.		
e) Describe any proposed restoration methods for work near or within the waterbody.		
5.10.4.6: Groundwater Impacts. If water would be obtained from groundwater supplies, evaluate the project’s consistency with any applicable sustainable groundwater management plan.		
5.10.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.11 Land Use and Planning

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.11.1 Environmental Setting		
5.11.1.1: Land Use. Provide a description of land uses within the area traversed by the project route as designated in the local General Plan (e.g., residential, commercial, agricultural, open space, etc.).		
5.11.1.2: Special Land Uses. Identify by milepost and segment all special land uses within the project area including: a) All land administered by federal, state, or local agencies, or private conservation organizations b) Any designated coastal zone management areas c) Any designated or proposed candidate National or State Wild and Scenic Rivers crossed by the project d) Any national landmarks		
5.11.1.3: Habitat Conservation Plan. Provide a copy of any Habitat Conservation Plan applicable to the project area or proposed project. Also required for Section 5.4, Biological Resources.		
5.11.2 Regulatory Setting		
5.11.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards for land use and planning.		
5.11.3 Impact Questions		
5.11.3.1: Impact Questions. The impact questions include all land use questions in the current version of CEQA Guidelines, Appendix G.		
5.11.3.2: Additional CEQA Impact Questions: None.		
5.11.4 Impact Analysis		
5.11.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		

5.11.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.12 Mineral Resources

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.12.1 Environmental Setting		
5.12.1.1: Mineral Resources. Provide information on the following mineral resources within 0.5 mile of the proposed project area: a) Known mineral resources b) Active mining claims c) Active mines d) Resource recovery sites		
5.12.2 Regulatory Setting		
5.12.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards for minerals.		
5.12.3 Impact Questions		
5.12.3.1: Impact Questions. The impact questions include all mineral resource impact questions in the current version of CEQA Guidelines, Appendix G. 5.12.3.2: Additional CEQA Impact Questions: None.		
5.12.4 Impact Analysis		
5.12.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		
5.12.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.13 Noise

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.13.1 Environmental Setting		
5.13.1.1: Noise Sensitive Land Uses. Identify all noise sensitive land uses within 1,000 feet of the proposed project. Provide GIS data for sensitive receptors within 1,000 feet of the project.		
5.13.1.2: Noise Setting. Provide the existing noise levels (Lmax, Lmin, Leq, and Ldn sound level and other applicable noise parameters) at noise sensitive areas near the proposed project. All noise measurement data and the methodology for collecting the data will be provided in a noise study as an Appendix to the PEA.		

5.13.2 Regulatory Setting		
5.13.2.1: Regulatory Setting. Identify applicable state, and local laws, policies, and standards for noise.		
5.13.3 Impact Questions		
5.13.3.1 Impact Questions. The impact questions include all noise questions in the current version of CEQA Guidelines, Appendix G.		
5.13.3.2: Additional CEQA Impact Questions: None.		
5.13.4 Impact Analysis		
5.13.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		
Include the following information in the impact analysis:		
5.13.4.2: Noise Levels		
<ul style="list-style-type: none"> a) Identify noise levels for each piece of equipment that could be used during construction. b) Provide a table that identifies each phase of construction, the equipment used in each construction phase, and the length of each phase at any single location (see example in Table 7 below). c) Estimate cumulative equipment noise levels for each phase of construction. d) Include phases of operation if noise levels during operation have the potential to frequently exceed pre-project existing conditions. e) Identify manufacturer’s specifications for equipment and describe approaches to reduce impacts from noise. 		

Table 7. Construction Noise Levels

Equipment Required	Equipment Noise Levels (Leq; 50 feet)	Phase Noise Level (Leq; 50 feet)	Phase Duration at Each Location	Receptor Nearest to Construction Phase	Noise Level at Nearest Receptor (Leq)	Exceeds Noise Standard at Nearest Receptor?	Distance to Not Exceed Standard
Site Preparation/Grading							
Dozer	78 dBA	82 dBA	5 days	Residence on Main Street; 100 feet from Substation Site	76 dBA	Yes	112 feet
Gradall	79 dBA						
Dump Truck	73 dBA						
Construct Tower Foundation							
Auger Rig	77 dBA	82 dBA	11 days	School on Education Avenue; 130 feet from Tower A12	73 dBA	No	N/A
Dump Truck	73 dBA						
Excavator	77 dBA						
Concrete Truck	75 dBA						

For Natural Gas:		
5.13.4.3: Compressor Station Noise. Provide site plans of compressor stations or other noisy, permanent equipment, showing the location of the nearest noise sensitive areas within 1 mile of the proposed ROW. If new compressor station sites are proposed, measure or estimate the existing ambient sound environment based on current land uses and		

activities. For existing compressor stations (operated at full load), include the results of a sound level survey at the site property line and nearby noise-sensitive areas. Include a plot plan that identifies the locations and duration of noise measurements.		
5.13.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.14 Population and Housing

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.14.1 Environmental Setting		
5.14.1.1: Population Estimates. Identify population trends for the areas (county, city, town, census designated place) where the project would take place.		
5.14.1.2: Housing Estimates. Identify housing estimates and projections in areas where the project would take place.		
5.14.1.3: Approved Housing Developments a) Provide the following information for all housing development projects within 1 mile of the proposed project that have been recently approved or may be approved around the PEA and application filing date: <ul style="list-style-type: none"> i. Project name ii. Location iii. Number of units and estimated population increase iv. Approval date and construction status v. Contact information for developer (provided in the public outreach Appendix) b) Ensure that the project information provided above is consistent with the PEA analysis of cumulative project impacts.		
5.14.2 Regulatory Setting		
5.14.2.1: Regulatory Setting. Identify any applicable federal, state or local laws or regulations that apply to the project.		
5.14.3 Impact Questions		
5.14.3.1: Impact Questions. The impact questions include all population and housing impact questions in the current version of CEQA Guidelines, Appendix G.		
5.14.3.2: Additional CEQA Impact Questions: None.		
5.14.4 Impact Analysis		
5.14.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		

Include the following information in the impact analysis:		
5.14.4.2: Impacts to Housing. Identify if any existing or proposed homes occur within the footprint of any proposed project elements or right-of-way. Describe housing impacts (e.g., demolition and relocation of residents) that may occur as a result of the proposed project.		
5.14.4.3: Workforce Impacts. Describe on-site manpower requirements, including the number of construction personnel who currently reside within the impact area, who would commute daily to the site from outside the impact area or would relocate temporarily within the impact area. Chapter 4 of this document can be referenced as applicable. Identify any permanent employment opportunities that would be create by the project and the workforce conditions in the area that the jobs would be created.		
5.14.4.4: Population Growth Inducing. Provide information on the project’s growth inducing impacts, if any. The information will include, but is not necessarily limited to, the following: a) Any economic or population growth in the surrounding environment that will directly or indirectly result from the project b) Any obstacles to population growth that the project would remove c) Any other activities directly or indirectly encouraged or facilitated by the project that would cause population growth leading to a significant effect on the environment, either individually or cumulatively		
5.14.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.15 Public Services

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.15.1 Environmental Setting		
5.15.1.1 Service Providers a) Identify the following service providers that serve the project area and provide a map showing the service facilities that could serve the project: i. Police ii. Fire (identify service providers within local and state responsibility areas) iii. Schools iv. Parks v. Hospitals		

b) Provide the documented performance objectives and data on existing emergency response times for service providers in the area (e.g., police or fire department response times).		
5.15.2 Regulatory Setting		
5.15.2.1 Regulatory Setting. Identify any applicable federal, state or local laws or regulations for public services that apply to the project.		
5.15.3 Impact Questions		
5.15.3.1: Impact Questions. The impact questions include all public services impact questions in the current version of CEQA Guidelines, Appendix G.		
5.15.3.2: Additional CEQA Impact Questions: None.		
5.15.4 Impact Analysis		
5.15.4.1 Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		
Include the following information in the impact analysis:		
5.15.4.2: Emergency Response Times		
<ul style="list-style-type: none"> a) Describe whether the project would impede ingress and egress of emergency vehicles during construction and operation. b) Include an analysis of impacts on emergency response times during project construction and operation, including impacts during any temporary road closures. Describe approaches to address impacts on emergency response times. 		
5.15.4.3: Displaced Population. If the project would create permanent employment or displace people, evaluate the impact of the new employment or relocated people on governmental facilities and services and describe plans to reduce the impact on public services.		
5.15.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.16 Recreation

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.16.1 Environmental Setting		
5.16.1.1: Recreational Setting		
<ul style="list-style-type: none"> a) Describe the regional and local recreation setting in the project area including: <ul style="list-style-type: none"> i. Any recreational facilities or areas within and surrounding the project area (approximately 0.5-mile buffer) including the recreational uses of each facility or area 		

<ul style="list-style-type: none"> ii. Any available data on use of the recreational facilities including volume of use b) Provide a map (or maps) showing project features and recreational facilities and provide associated GIS data. 		
5.16.2 Regulatory Setting		
5.16.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards regarding recreation.		
5.16.3 Impact Questions		
5.16.3.1: Impact Questions. The impact questions include all recreation impact questions in the current version of CEQA Guidelines, Appendix G.		
5.16.3.2: Additional CEQA Impact Questions: <ul style="list-style-type: none"> a) Would the project reduce or prevent access to a designated recreation facility or area? b) Would the project substantially change the character of a recreational area by reducing the scenic, biological, cultural, geologic, or other important characteristics that contribute to the value of recreational facilities or areas? c) Would the project damage recreational trails or facilities? 		
5.16.4 Impact Analysis		
5.16.4.1: Impact Analysis: Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		
5.16.4.2: Impact Details. Clearly identify the maximum extent of each impact, and when and where the impacts would or would not occur. Organize the impact assessment by project phase, project component, and/or geographic area, as necessary.		
5.16.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.17 Transportation

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.17.1 Environmental Setting		
5.17.1.1: Circulation System. Briefly describe the regional and local circulation system in the project area, including modes of transportation, types of roadways, and other facilities that contribute to the circulation system.		
5.17.1.2: Existing Roadways and Circulation <ul style="list-style-type: none"> a) Identify and describe existing roadways that may be used to access the project site and transport materials during 		

<p>construction or are otherwise adjacent to or crossed by linear project features. Provide the following information for each road:</p> <ul style="list-style-type: none"> i. Name of the road ii. Jurisdiction or ownership (i.e., State, County, City, private, etc.) iii. Number of lanes in both directions of travel iv. Existing traffic volume (if publicly available data is unavailable or significantly outdated, then it may be necessary to collect existing traffic counts for road segments where large volumes of construction traffic would be routed or where lane or road closures would occur) v. Closest project feature name and distance <p>b) Provide a supporting map (or maps) showing project features and the existing roadway network identifying each road described above. Provide associated GIS data. The GIS data should include all connected road segments within at least 5 miles of the project.</p>		
<p>5.17.1.3: Transit and Rail Services</p> <ul style="list-style-type: none"> a) Identify and describe transit and rail service providers in the region. b) Identify any rail or transit lines within 1,000 feet of the project area. c) Identify specific transit stops, and stations within 0.5 mile of the project. Provide the frequency of transit service. d) Provide a supporting map (or maps) showing project features and transit and rail services within 0.5 mile of the project area. Provide associated GIS data. 		
<p>5.17.1.4: Bicycle Facilities</p> <ul style="list-style-type: none"> a) Identify and describe any bicycle plans for the region. b) Identify specific bicycle facilities within 1,000 feet of the project area. c) Provide a supporting map (or maps) showing project features and bicycle facilities. Provide associated GIS data. 		
<p>5.17.1.5: Pedestrian Facilities</p> <ul style="list-style-type: none"> a) Identify and describe important pedestrian facilities near the project area that contribute to the circulation system, such as important walkways. b) Identify specific pedestrian facilities that would be near the project, including on the road segments identified per 5.17.1.2. c) Provide a supporting map (or maps) showing project features and important pedestrian facilities. Provide associated GIS data. 		

<p>5.17.1.6: Vehicle Miles Traveled (VMT). Provide the average VMT for the county(s) where the project is located.</p>		
<p>5.17.2 Regulatory Setting</p>		
<p>5.17.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards regarding transportation.</p>		
<p>5.17.3 Impact Questions</p>		
<p>5.17.3.1: Impact Questions. All impact questions for this resource area in the current version of CEQA Guidelines, Appendix G.</p> <p>5.17.3.2: Additional CEQA Impact Questions:</p> <p>a) Would the project create potentially hazardous conditions for people walking, bicycling, or driving or for public transit operations?</p> <p>b) Would the project interfere with walking or bicycling accessibility?</p> <p>c) Would the project substantially delay public transit?</p>		
<p>5.17.4 Impact Analysis</p>		
<p>5.17.4.1: Impact Analysis. Provide an impact analysis for each significance criteria identified in Appendix G of the CEQA Guidelines for transportation and any additional impact questions listed above³¹.</p>		
<p>Include the following information in the impact analysis:</p>		
<p>5.17.4.2: Vehicle Miles Traveled (VMT)</p> <p>a) Identify whether the project is within 0.5 mile of a major transit stop or a high-quality transit corridor.</p> <p>b) Identify the number of vehicle daily trips that would be generated by the project during construction and operation by light duty (e.g., worker vehicles) and heavy-duty vehicles (e.g., trucks). Provide the frequency of trip generation during operation.</p> <p>c) Quantify VMT generation for both project construction and operation.</p> <p>d) Provide an excel file with the VMT assumptions and model calculations, including all formulas and values.</p> <p>e) Evaluate the project VMT relative to the average VMT for the area in which the project is located.</p>		
<p>5.17.4.3: Traffic Impact Analysis. Provide a traffic impact study. The traffic impact study should be prepared in accordance with guidance from the relevant local jurisdiction or Caltrans, where appropriate.</p>		
<p>5.17.4.4: Hazards. Identify any traffic hazards that could result from construction and operation of the project. Identify any lane closures and traffic management that would be required to construct the project.</p>		

³¹ Discuss with CPUC during Pre-filing whether a traffic study is needed.

5.17.4.5: Accessibility. Identify any closures of bicycle lanes, pedestrian walkways, or transit stops during construction or operation of the project.		
5.17.4.6: Transit Delay. Identify any transit lines that could be delayed by construction and operation of the project. Provide the maximum extent of the delay in minutes and the duration of the delay.		
5.17.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.18 Tribal Cultural Resources³²

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.18.1 Environmental Setting		
5.18.1.1: Outreach to Tribes. Provide a list of all tribes that are on the Native American Heritage Commission (NAHC) list of tribes that are affiliated with the project area. Provide a discussion of outreach to Native American tribes, including tribes notified, responses received from tribes, and information of potential tribal cultural resources provided by tribes. Any information of potential locations of tribal cultural resources should be submitted in an Appendix under clearly marked confidential cover. Provide copies of all correspondence with tribes in an Appendix.		
5.18.1.2: Tribal Cultural Resources. Describe tribal cultural resources (TCRs) that are within the project area. a) Summarize the results of attempts to identify possible TCRs using publicly available documentary resources. The identification of TCRs using documentary sources should include review of archaeological site records and should begin during the preparation of the records search report (see Attachment 3). During the inventory phase, a formal site record would be prepared for any resource identified unless tribes object. b) Summarize attempts to identify TCRs by speaking directly with tribal representatives.		
5.18.1.3: Ethnographic Study. The ethnographic study should document the history of Native American use of the area and oral history of the area.		
5.18.2 Regulatory Setting		
5.18.2.1: Regulatory Setting. Identify any applicable federal, state or local laws or regulations for tribal cultural resources that apply to the project.		

³² For a description of historical resources and requirements for cultural resources that are not tribal cultural resources, refer to Section 5.5 Cultural Resources.

5.18.3 Impact Questions		
5.18.3.1: Impact Questions. The impact questions include all tribal cultural resources impact questions in the current version of CEQA Guidelines, Appendix G.		
5.18.3.2: Additional CEQA Impact Questions: None.		
5.18.4 Impact Analysis		
5.18.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		
Include the following information in the impact analysis:		
5.18.4.2: Information Provided by Tribes. Include an analysis of any impacts that were identified by the tribes during the Applicant’s outreach.		
5.18.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.19 Utilities and Service Systems

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.19.1 Environmental Setting		
5.19.1.1: Utility Providers. Identify existing utility providers and the associated infrastructure that serves the project area.		
5.19.1.2: Utility Lines. Describe existing utility infrastructure (e.g., water, gas, sewer, electrical, stormwater, telecommunications, etc.) that occurs in the project ROW. Provide GIS data and/or as-built engineering drawings to support the description of existing utilities and their locations.		
5.19.1.3: Approved Utility Projects. Identify utility projects that have been approved for construction within the project ROW but that have not yet been constructed. ³³		
5.19.1.4: Water Supplies. Identify water suppliers and the water source (e.g., aqueduct, well, recycled water, etc.). For each potential water supplier, provide data on the existing water capacity, supply, and demand.		
5.19.1.5: Landfills and Recycling. Identify local landfills that can accept construction waste and may service the project. Provide documentation of landfill capacity and estimated closure date. Identify any recycling centers in the area and opportunities for construction and demolition waste recycling.		

³³ Note that this project information should be consistent with the cumulative project description included in Chapter 7.

5.19.2 Regulatory Setting		
5.19.2.1: Regulatory Setting. Identify any applicable federal, state or local laws or regulations for utilities that apply to the project.		
5.19.3 Impact Questions		
5.19.3.1: Impact Questions. All impact questions for this resource area in the current version of CEQA Guidelines, Appendix G.		
5.19.3.2: Additional CEQA Impact Question: Would the project increase the rate of corrosion of adjacent utility lines as a result of alternating current impacts?		
5.19.4 Impact Analysis		
5.19.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		
Include the following information in the impact analysis:		
5.19.4.2: Utility Relocation. Identify any project conflicts with existing utility lines. If the project may require relocation of existing utilities, identify potential relocation areas and analyze the impacts of relocating the utilities. Provide a map showing the relocated utility lines and GIS data for all relocations.		
5.19.4.3: Waste		
<ul style="list-style-type: none"> a) Identify the waste generated by construction, operation, and demolition of the project. b) Describe how treated wood poles would be disposed of after removal, if applicable. c) Provide estimates for the total amount of waste materials to be generated by waste type and how much of it would be disposed of, reused, or recycled. 		
5.19.4.4: Water Supply		
<ul style="list-style-type: none"> a) Estimate the amount of water required for project construction and operation. Provide the potential water supply source(s). b) Evaluate the ability of the water supplier to meet the project demand under a multiple dry year scenario. c) Provide a discussion as to whether the proposed project meets the criteria for consideration as a project subject to Water Supply Assessment Requirements under Water Code Section 10912. d) If determined to be necessary under Water Code Section 10912, submit a Water Supply Assessment to support conclusions that the proposed water source can meet the project’s anticipated water demand, even in multiple dry year scenarios. Water Supply Assessments should be approved by 		

the water supplier and consider normal, single-dry, and multiple-dry year conditions.		
5.19.4.5: Cathodic Protection. Analyze the potential for existing utilities to experience corrosion due to proximity to the proposed project. Identify cathodic protection measures that could be implemented to reduce corrosion issues and where the measures may be applied.		
5.19.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.20 Wildfire

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
5.20.1 Environmental Setting		
5.20.1.1: High Fire Risk Areas and State Responsibility Areas a) Identify areas of high fire risk or State Responsibility Areas (SRAs) within the project area. Provide GIS data for the Wildland Urban Interface (WUI) and Fire Hazard Severity Zones (FHSZ) mapping along the project alignment. Include areas mapped by CPUC as moderate and high fire threat districts as well as areas mapped by CalFire. b) Identify any areas the utility has independently identified as High FHSZ known to occur within the proposed project vicinity.		
5.20.1.2: Fire Occurrence. Identify all recent (within the last 10 years) large fires that have occurred within the project vicinity. For each fire, identify the following: a) Name of the fire b) Location of fire c) Ignition source and location of ignition d) Amount of land burned e) Boundary of fire area in GIS		
5.20.1.3: Fire Risk. Provide the following information for assessment of baseline fire risk in the area: a) Provide fuel modeling using Scott Burgan fuel models, or other model of similar quality. b) Provide values of wind direction and speed, relative humidity, and temperature for representative weather stations along the alignment for the previous 10 years, gathered hourly. c) Digital elevation models for the topography in the project region showing the relationship between terrain and wind patterns, as well as localized topography to show the effects of terrain on wind flow, and on a more local area to show effect of slope on fire spread.		

d) Describe vegetation fuels within the project vicinity and provide data in map format for the project vicinity. USDA Fire Effects Information System or similar data source should be consulted to determine high-risk vegetation types. Provide the mapped vegetation fuels data in GIS format.		
5.20.1.4: Values at Risk. Identify values at risk along the proposed alignment. Values at risk may include: Structures, improvements, rare habitat, other values at risk, (including utility-owned infrastructure) within 1000 feet of the project. Provide some indication as to its vulnerability (wood structures vs. all steel features). Communities and/or populations near the project should be identified with their proximity to the project defined.		
5.20.1.5: Evacuation Routes. Identify all evacuation routes that are adjacent to or within the project area. Identify any roads that lack a secondary point of access or exit (e.g., cul-de-sacs).		
5.20.2 Regulatory Setting		
5.20.2.1: Regulatory Setting. Identify applicable federal, state, and local laws, policies, and standards for wildfire.		
5.20.2.2: CPUC Standards. Identify any CPUC standards that apply to wildfire management of the new facilities.		
5.20.3 Impact Questions		
5.20.3.1: Impact Questions. All impact questions for this resource area in the current version of CEQA Guidelines, Appendix G.		
5.20.3.2: Additional CEQA Impact Questions: None.		
5.20.4 Impact Analysis		
5.20.4.1: Impact Analysis. Provide an impact analysis for each checklist item identified in CEQA Guidelines, Appendix G for this resource area and any additional impact questions listed above.		
Include the following information in the impact analysis:		
5.20.4.2: Fire Behavior Modeling. For any new electrical lines, provide modeling to support the analysis of wildfire risk.		
5.20.4.3: Wildfire Management. Describe approaches that would be implemented during operation and maintenance to manage wildfire risk in the area. Provide a copy of any Wildfire Management Plan.		
5.20.5 CPUC Draft Environmental Measures		
Refer to Attachment 4, CPUC Draft Environmental Measures.		

5.21 Mandatory Findings of Significance³⁴

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
<p>5.21.1: Impact Assessment for Mandatory Findings of Significance. Provide an impact analysis for each of the mandatory findings of significance provided in Appendix G of the CEQA Guidelines. The impact analysis can reference relevant information and conclusion from the biological resources, cultural resources, air quality, hazards, and cumulative sections of the PEA, where applicable.</p>		

6 Comparison of Alternatives

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
<p>6.1: Alternatives Comparison</p> <p>a) Compare the ability of each alternative described in Chapter 4 against the proposed project in terms of its ability to avoid or reduce a potentially significant impact. The alternatives addressed in this section will each be:</p> <ul style="list-style-type: none"> i. Potentially feasible ii. Meet the underlying purpose of the proposed project iii. Meet most of the basic project objectives, and iv. Avoid or reduce one or more potentially significant impacts. <p>b) The relative effect of the various potentially significant impacts may be compared using the following or similar descriptors and an accompanying analysis:</p> <ul style="list-style-type: none"> i. Short-term versus long-term impacts ii. Localized versus widespread impacts iii. Ability to fully mitigate impacts <p>c) Impacts that the Applicant believes would be less than significant with mitigation may also be included in the analysis, but only if the steps listed above fail to distinguish among the remaining few alternatives.</p>		
<p>6.2: Alternatives Ranking. Provide a detailed table that summarizes the Applicant's comparison results and ranks the alternatives in order of environmental superiority.³⁵</p>		

³⁴ PEAs need only include a Mandatory Findings of Significance section if CPUC CEQA Unit Staff determine that a Mitigated Negative Declaration may be the appropriate type of document to prepare for the project, as determined through Pre-filing consultation. If no such determination has been made, then a Mandatory Findings of Significance section and the requirements below are not required.

³⁵ If the proposed project does not rank #1 on the list, the Applicant should provide the rationale for selecting the proposed project.

7 Cumulative and Other CEQA Considerations

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
7.1 Cumulative Impacts		
<p>7.1.1: List of Cumulative Projects</p> <p>a) Provide a detailed table listing past, present, and reasonably foreseeable future projects within and surrounding the project area (approximately 2-mile buffer)³⁶. The following information should be provided for each project in the table:</p> <ul style="list-style-type: none"> i. Project name and type ii. Brief description of the project location(s) and associated actions iii. Distance to and name of the nearest project component iv. Project status and anticipated construction schedule v. Source of the project information and date last checked (for each individual project), including links to any public websites where the information was obtained so it can be reviewed and updated (the project information should be current when the PEA is filed) <p>b) Provide a supporting map (or maps) showing project features and cumulative project locations and/or linear features. Provide associated GIS data.</p>		
<p>7.1.2: Geographic Scope. Define the geographic scope of analysis for each resource topic. The geographic scope of analysis for each resource topic should consider the extent to which impacts can be cumulative. For example, the geographic scope for cumulative noise impacts would be more limited in scale than the geographic scope for biological resource impacts because noise attenuates rapidly with distance. Explain why the geographic scope is appropriate for each resource.</p>		
<p>7.1.3: Cumulative Impact Analysis. Provide an analysis of cumulative impacts for each resource topic included in Chapter 5. Evaluate whether the proposed project impacts are cumulatively considerable³⁷ for any significant cumulative impacts.</p>		
7.2 Growth-Inducing Impacts		
<p>7.2.1: Growth-Inducing Impacts. Provide an evaluation of the following potential growth-inducing impacts:</p>		

³⁶ Information on cumulative projects may be obtained from federal, state, and local agencies with jurisdiction over planning, transportation, and/or resource management in the area. Other projects the Applicant is involved in or aware of in the area should be included.

³⁷ "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

<p>a) Would the proposed project foster any economic or population growth, either directly or indirectly, in the surrounding environment?</p> <p>b) Would the proposed project cause any increase in population that could further tax existing community service facilities (i.e., schools, hospitals, fire, police, etc.)?</p> <p>c) Would the proposed project remove any obstacles to population growth?</p> <p>d) Would the proposed project encourage and facilitate other activities that would cause population growth that could significantly affect the environment, either individually or cumulatively?</p>		
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8 List of Preparers

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
<p>8.1: List of Preparers. Provide a list of persons, their organizations, and their qualifications for all authors and reviewers of each section of the PEA.</p>		

9 References

This section will include, but is not limited to, the following:	PEA Section and Page Number	Applicant Notes, Comments
<p>9.1: Reference List</p> <p>a) Organize all references cited in the PEA by section within a single chapter called “References.”</p> <p>b) Within the References chapter, organize all of the Chapter 5 references under subheadings for each resource area section.</p>		
<p>9.2: Electronic References</p> <p>a) Provide complete electronic copies of all references cited in the PEA that cannot be readily obtained for free on the Internet. This includes any company-specific documentation (e.g., standards, policies, and other documents).</p> <p>b) If the reference can be obtained on the Internet, the Internet address will be provided.</p>		

PEA Checklist Attachments

Attachment 1: GIS Data Requirements

This Attachment includes specific requirements and format of GIS data that is intended to be applicable to all PEAs. The specific GIS data requirements may be updated on a project-specific basis during Pre-filing coordination with CPUC's CEQA Unit Staff.

1. GIS data will be provided in an appropriate format (i.e., point, line, polygon, raster) and scale to adequately verify assumptions in the PEA and supporting materials and determine the level of environmental impacts. At a minimum, all GIS data layers will include the following metadata properties:
 - a. The source (e.g., report reference), date, title, and preparer (name or company)
 - b. Description of the contents and any limitations of the data
 - c. Reference scale and accuracy of the data
 - d. Complete attributes that correspond to the detailed mapbook, project description, and figures presented in the PEA and/or supporting application materials, including unique IDs, labels, geometry, and other appropriate project details
2. Where precise boundaries of project features may change (e.g., staging areas and temporary construction work areas), the Applicant will provide GIS data layers with representative boundaries to evaluate potential environmental impacts as a worst-case scenario.
3. Provide GIS data for:
 - a. All proposed and alternative project facilities including but not limited to existing and proposed/alternative ROWs; substations and switching stations; pole/tower locations; conduit; vaults, pipelines; valves; compressor stations; metering stations; valve stations, gas wellheads; other project buildings, facilities, and components (both temporary and permanent); telecommunication and distribution lines modifications or upgrades related to the project; marker ball and lighting locations; and mileposts, facility perimeters, and other demarcations or segments as applicable
 - b. All proposed areas required for construction and construction planning, including all proposed and alternative disturbance areas (both permanent and temporary); access roads; geotechnical work areas; extra work areas (e.g., staging areas, parking areas, lay-down areas, work areas at and around specific pole/tower sites, pull and tension sites, helicopter landing areas); airport landing areas; underground installation areas (e.g. trenches, vaults, underground work areas); horizontal directional drilling, jack and bore, or tunnel areas; blasting areas; and any areas where special construction methods may need to be employed
 - c. Within the PEA checklist there are also specific requirements for environmental resources within Chapter 5. All environmental resource GIS data must meet the minimum mapping standards specified in this Attachment.

Attachment 2: Biological Resource Technical Report Standards

Definitions

The following biological resources will be considered within the scope of the PEA and the Biological Resources Technical Report:

Sensitive Vegetation Communities and Habitats

- a) Sensitive vegetation communities/habitats identified in local or regional plans, policies, or regulations, or designated by CDFW³⁸ or USFWS
- b) Areas that provide habitat for locally unique biotic species/communities (e.g., oak woodlands, grasslands, and forests)
- c) Habitat that contains or supports rare, endangered, or threatened wildlife or plant species as defined by CDFW and USFWS
- d) Habitat that supports CDFW Species of Special Concern
- e) Areas that provide habitat for rare or endangered species and that meet the definition in CEQA Guidelines Section 15380
- f) Existing game and wildlife refuges and reserves
- g) Lakes, wetlands, estuaries, lagoons, streams, and rivers
- h) Riparian corridors

Special-Status Species

- a) Species listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (ESA) (50 CFR § 17.12 [listed plants], 17.11 [listed animals] and various notices in the Federal Register [proposed species])
- b) Species that are candidates for possible future listing as threatened or endangered under the federal ESA (61 FR § 40, February 28, 1996)
- c) Species listed or proposed for listing by the State of California as threatened or endangered under the California ESA (14 CCR § 670.5)
- d) Plants listed as rare or endangered under the California Native Plant Protection Act (California Fish and Game Code, Section 1900 et seq.)
- e) Species that meet the definitions of rare and endangered under CEQA. CEQA Guidelines Section 15380 provides that a plant or animal species may be treated as “rare or endangered” even if not on one of the official lists.
- f) Plants considered by the California Native Plant Society (CNPS) to be “rare, threatened or endangered in California” (California Rare Plant Rank 1A, 1B, 2A, and 2B) as well as California Rare Plant Rank 3 and 4 plant species
- g) Species designated by CDFW as Fully Protected or as a Species of Special Concern
- h) Species protected under the Federal Bald and Golden Eagle Protection Act
- i) Birds of Conservation Concern or Watch List species
- j) Bats considered by the Western Bat Working Group to be “high” or “medium” priority (Western Bat Working Group 2015)

³⁸ CDFW’s Rarity Ranking follows NatureServe’s Heritage Methodology (Faber-Langendoen, et al. 2016) in which communities are given a G (global) and S (state) rank based on their degree of imperilment (as measured by rarity, trends, and threats). Communities with a Rarity Ranking of S1 (critically imperiled), S2 (imperiled), or S3 (vulnerable) are considered sensitive by CDFW.

Biological Resource Technical Report Minimum Requirements

Report Contents

The Biological Resource Technical Report will include the following information at a minimum.

- a) **Preliminary Agency Consultation.** Describe any pre-survey contact with agencies. Describe any agency approvals that were required for biologists or agency protocols that were applied to the survey effort. Provide copies of correspondence and meeting notes with the names and contact information for agency staff and the dates of consultation as an appendix to the Biological Resources Technical Report.
- b) **Records Search.** Provide the results of all database and literature searches for biological resources within and surrounding the project area. Identify all sources reviewed (e.g., CNDDDB, CNPS, USFWS, etc.).
- c) **Biological Resource Survey Method.** Identify agency survey requirements and protocols applicable to each biological survey that was conducted. Identify the areas where each survey occurred. Identify any limitations for the surveys (e.g., survey timing or climatic conditions) that could affect the survey results.
- d) **Vegetation Communities and Land Cover.** Identify all vegetation communities or land cover types (e.g., disturbed or developed) within the biological survey area. The biological survey area should include a 1,000-foot buffer from project facilities to support CPUC's evaluation of indirect effects.
- e) **Aquatic Resources.** Identify any wetlands, streams, lakes, reservoirs, estuarine, or other aquatic resources within the biological survey area. Provide a wetland delineation and all data sheets including National Wetlands Inventory maps (or the appropriate state wetland maps, if National Wetlands Inventory maps are not available) that show all proposed facilities and include milepost locations for proposed pipeline routes. Provide a copy of agency verification of the wetland delineation if the delineation has been verified by the U.S. Army Corps of Engineers or CDFW. If the delineation has not been verified, describe the process and timing for obtaining agency verification.
- f) **Habitat Assessments.** Evaluate the potential for suitable habitat in the biological survey area for each species identified in the database and literature search.
- g) **Native Wildlife Corridors and Nursery Sites.** Identify any wildlife corridors or nursery sites that occur within the biological survey area.
- h) **Survey Results.** Describe all survey results and include a copy of any focused (e.g., rare plant, protocol special-status wildlife) biological resources survey reports.

Mapping and GIS Data

Provide detailed maps (at approximately 1:3,000 scale or similar), and all associated GIS data for the Biological Resources Technical Report and any supporting biological survey reports, including:

- a) Biological survey area for each survey that was conducted
- b) Vegetation communities and land cover types
- c) Aquatic resource delineation
- d) Special-status plant locations
- e) Special-status wildlife locations
- f) Avian point count locations
- g) Critical habitat
- h) California Coastal Commission or Bay Conservation and Development Commission jurisdictional areas

Attachment 3: Cultural Resource Technical Report Standards

Cultural Resource Inventory Report

Provide a cultural resource inventory report that includes archaeological, unique archaeological, and built-environment resources within all areas that could be affected by the proposed project including areas of indirect effect. The inventory report will include the results of both a literature search and pedestrian survey. The contents will address the requirements in *Archaeological Resource Management Reports: Recommended Contents and Guidelines*. The methodology and results of the inventory should be sufficient to provide the reader with an understanding of the nature, character, and composition of newly discovered and previously identified cultural resources so that the required recommendations about the resource(s) CRHR eligibility are clearly understood. No information regarding the location of the cultural resources will be included in these descriptions. The required Department of Parks and Recreation (DPR) 523 forms, including location information and photographs of the resources, are to be included in a removable confidential appendix to the report.³⁹

The inventory report will meet the following requirements:

- a) The report should clearly discuss the methods used to identify unique archaeological resources (e.g., how the determination was made about the resources' eligibility).
- b) The report should identify large resources such as districts and landscapes where resources indicate their presence, even if federal agencies disagree. It is understood that often only a few contributing elements may be in the project area, and that the boundaries of the large resource may need to be revisited as part of future projects. It is acknowledged that boundaries of districts and landscapes can be difficult to define and there is not always good recorded data on these resources.
- c) In the case of archaeological resources, the report should discuss whether each one is also a unique archaeological resource and explain why or why not.
- d) Descriptions of resources should include spatial relationships to other nearby resources, raw materials sources, and natural features such as water sources and mountains.
- e) The evidence that indicates a particular function or age for a resource should be explicitly described with a clear explanation, not simply asserted.

Cultural Resource Evaluation Report

Provide a cultural resource evaluation report. The report contents required by the state of California are outlined in the *Archaeological Resource Management Reports: Recommended Contents and Guidelines*. The evaluation report should also include:

- a) Resource descriptions and evaluations together, and not in separate volumes or report sections. This will facilitate understanding of each resource.
- b) An evaluation of each potential or eligible California Register of Historical Resources (CRHR) resource within the public archaeology laboratory (PAL) for all seven aspects of integrity⁴⁰ using specific examples for each resource. This evaluation needs to be included in the evaluation

³⁹ Any aspect of the PEA and associated data that Applicants believe to be confidential will be provided in full but may be marked confidential if allowed pursuant to General Order 66 or latest applicable Commission rule (e.g., see Public Records Act Proceeding R.14-11-001).

⁴⁰ The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association, as defined in “*Types of Historical Resources and Criteria for Listing in the California Register of Historical Resources*” [14 CCR 4852(c)].

- report for all resources that could be affected by the project even if the resources were not previously evaluated. Previous evaluations should be reviewed to address change over time.
- c) An evaluation of each potential or eligible CRHR resource within the PAL under all four criteria using specific examples for each resource. This evaluation needs to be included in the evaluation report for all resources that could be affected by the project even if the resources were not previously evaluated. The cultural resources professional should make their own recommendation regarding eligibility, which does not need to agree with previous recommendations for CRHR or NRHP, as long as it is clearly explained.
 - d) For **prehistoric archaeological resources**, Criteria 1, 2 and 341 should be explicitly considered. Research efforts to search for important events and persons related to the resource must be described. This evaluation needs to be included in the evaluation report for all resources that could be affected by the project even if the resources were not previously evaluated. The cultural resources professional should make their own recommendation, which does not need to agree with previous recommendations for CRHR or NRHP eligibility, as long as it is clearly explained.
 - e) While **potential unique archaeological resources** could be identified in the records search report or inventory report, the justification for each individual resource to be considered a resource under CEQA should be presented in this report.
 - f) If surface information collected during survey is sufficient to make an eligibility recommendation, this reasoning should be outlined explicitly for each resource. This is particularly the case for resources that are believed to have buried subsurface components.
 - g) If archaeological testing or additional historical research was required in order to evaluate a resource, the evaluation report will be explicit about why the work was required, the results for each resource, and the subsequent eligibility recommendation.
 - h) For large projects with multiple similar resources where the eligibility justifications for similar resources are essentially identical, it is acceptable to discuss these resources as a group. However, eligibility justifications for each individual resource is preferred, so if the grouping strategy is used, the criteria used to group resources must be clearly justified.
 - i) Large resources such as districts and landscapes may be challenging to fully evaluate in the context of a single project. CPUC encourages the identification and evaluation of these resources with the understanding that often only a few contributing elements may be located within the project area, and that the boundaries of the large resource may need to be revisited as part of future projects. It is understood that a full evaluation of the resource may be beyond the scope of one project. Regardless, the potential for the project to affect any resources within a district or landscape must be defined.

⁴¹ Criteria for Designation on the California Register are as follows (defined in http://ohp.parks.ca.gov/?page_id=21238):

- Criterion 1: Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
- Criterion 2: Associated with the lives of persons important to local, California or national history.
- Criterion 3: Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
- Criterion 4: Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

Attachment 4: CPUC Draft Environmental Measures

About this Attachment: The following CPUC Draft Environmental Measures are provided for consideration during PEA development. They should be discussed with the CPUC's CEQA Unit Staff during Pre-filing, especially with respect to the development of Applicant Proposed Measures. The CPUC Draft Environmental Measures may form the basis for mitigation measures in the CEQA document if appropriate to the analysis of potentially significant impacts. These and other CPUC Draft Environmental Measures may be formally incorporated into Chapter 5 of future versions of the PEA Checklist.

5.1 Aesthetics

Aesthetics Impact Reduction During Construction

All project sites will be maintained in a clean and orderly state. Construction staging areas will be sited away from public view where possible. Nighttime lighting will be directed away from residential areas and have shields to prevent light spillover effects. Upon completion of project construction, project staging and temporary work areas will be returned to pre-project conditions, including re-grading of the site and re-vegetation or re-paving of disturbed areas to match pre-existing contours and conditions.

5.3 Air Quality

Dust Control During Construction

The Applicant shall implement measures to control fugitive dust in compliance with all local air district(s) standards. Dust control measures shall include the following at a minimum:

- All exposed surfaces with the potential of dust-generating shall be watered or covered with coarse rock to reduce the potential for airborne dust from leaving the site.
- The simultaneous occurrence of more than two ground disturbing construction phases on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.
- Cover all haul trucks entering/leaving the site and trim their loads as necessary.
- Use wet power vacuum street sweepers to sweep all paved access road, parking areas, staging areas, and public roads adjacent to project sites on a daily basis (at minimum) during construction. The use of dry power sweeping is prohibited.
- All trucks and equipment, including their tires, shall be washed off prior to leaving project sites.
- Apply gravel or non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at project sites.
- Water and/or cover soil stockpiles daily.
- Vegetative ground cover shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
- All vehicle speeds shall be limited to fifteen (15) miles per hour or less on unpaved areas.
- Implement dust monitoring in compliance with the standards of the local air district.
- Halt construction during any periods when wind speeds are in excess of 50 mph.

5.5 Cultural Resources

Human Remains (Construction and Maintenance)

Avoidance and protection of inadvertent discoveries that contain human remains shall be the preferred protection strategy with complete avoidance of such resources ensured by redesigning the project. If human remains are discovered during construction or maintenance activities, all work shall be diverted from the area of the discovery, and the CPUC shall be informed immediately. The Applicant shall contact the County Coroner to determine whether or not the remains are Native American. If the remains are determined to be Native American, the Coroner will contact the Native American Heritage Commission (NAHC). The NAHC will then identify the person or persons it believes to be the most likely descendant of the deceased Native American, who in turn would make recommendations for the appropriate means of treating the human remains and any associated funerary objects.

If the remains are on federal land, the remains shall be treated in accordance with the Native American Graves Protection and Repatriation Act (NAGPRA). If the remains are not on federal land, the remains shall be treated in accordance with Health and Safety Code Section 7050.5, CEQA Section 15064.5(e), and Public Resources Code Section 5097.98.

5.8 Greenhouse Gas Emissions

Greenhouse Gas Emissions Reduction During Construction

The following measures shall be implemented to minimize greenhouse gas emissions from all construction sites:

- If suitable park-and-ride facilities are available in the project vicinity, construction workers shall be encouraged to carpool to the job site.
- The Applicant shall develop a carpool program to the job site.
- On road and off-road vehicle tire pressures shall be maintained to manufacturer specifications. Tires shall be checked and re-inflated at regular intervals.
- Demolition debris shall be recycled for reuse to the extent feasible.
- The contractor shall use line power instead of diesel generators at all construction sites where line power is available.
- The contractor shall maintain construction equipment per manufacturing specifications.

5.19 Utilities and Service Systems

Notify Utilities with Facilities Above and Below Ground

The Applicant shall notify all utility companies with utilities located within or crossing the project ROW to locate and mark existing underground utilities along the entire length of the project at least 14 days prior to construction. No subsurface work shall be conducted that would conflict with (i.e., directly impact or compromise the integrity of) a buried utility. In the event of a conflict, areas of subsurface excavation or pole installation shall be realigned vertically and/or horizontally, as appropriate, to avoid other utilities and provide adequate operational and safety buffering. In instances where separation between third-party utilities and underground excavations is less than 5 feet, the Applicant shall submit the intended construction methodology to the owner of the third-party utility for review and approval at least 30 days prior to construction. Construction methods shall be adjusted as necessary to assure that the integrity of existing utility lines is not compromised.

5.20 Wildfire

Construction Fire Prevention Plan

A project-specific Construction Fire Prevention Plan for both construction and operation of the project shall be submitted for review prior to initiation of construction. A draft copy of the Plan shall be provided to the CPUC and state and local fire agencies at least 90 days before the start of any construction activities in areas designated as Very High or High Fire Hazard Severity Zones. Plan reviewers shall also include

federal, state, or local agencies with jurisdiction over areas where the project is located. The final Plan shall be approved by the CPUC at least 30 days prior to the initiation of construction activities. The Plan shall be fully implemented throughout the construction period and include the following at a minimum:

- The purpose and applicability of the Plan
- Responsibilities and duties
- Preparedness training and drills
- Procedures for fire reporting, response, and prevention that include:
 - Identification of daily site-specific risk conditions
 - The tools and equipment needed on vehicles and to be on hand at sites
 - Reiteration of fire prevention and safety considerations during tailboard meetings
 - Daily monitoring of the red-flag warning system with appropriate restrictions on types and levels of permissible activity
- Coordination procedures with federal and local fire officials
- Crew training, including fire safety practices and restrictions
- Method(s) for verifying that all Plan protocols and requirements are being followed

A project Fire Marshal or similar qualified position shall be established to enforce all provisions of the Construction Fire Prevention Plan as well as perform other duties related to fire detection, prevention, and suppression for the project. Construction activities shall be monitored to ensure implementation and effectiveness of the Plan.

Fire Prevention Practices (Construction and Maintenance)

The Applicant shall implement ongoing fire patrols during the fire season as defined each year by local, state, and federal fire agencies. These dates vary from year to year, generally occurring from late spring through dry winter periods. During Red Flag Warning events, as issued daily by the National Weather Service, all construction/maintenance activities shall cease, with an exception for transmission line testing, repairs, unfinished work, or other specific activities which may be allowed if the facility/equipment poses a greater fire risk if left in its current state.

All construction/maintenance crews and inspectors shall be provided with radio and cellular telephone access that is operational in all work areas and access routes to allow for immediate reporting of fires. Communication pathways and equipment shall be tested and confirmed operational each day prior to initiating construction/maintenance activities at each work site. All fires shall be reported to the fire agencies with jurisdiction in the area immediately upon discovery of the ignition.

All construction/maintenance personnel shall be trained in fire-safe actions, initial attack firefighting, and fire reporting. All construction/maintenance personnel shall be trained and equipped to extinguish small fires in order to prevent them from growing into more serious threats. All construction/maintenance personnel shall carry at all times a laminated card and be provided a hard hat sticker that list pertinent telephone numbers for reporting fires and defining immediate steps to take if a fire starts. Information on laminated contact cards and hard hat stickers shall be updated and redistributed to all construction/maintenance personnel and outdated cards and hard hat stickers shall be destroyed prior to the initiation of construction/maintenance activities on the day the information change goes into effect.

Construction/maintenance personnel shall have fire suppression equipment on all construction vehicles. Construction/maintenance personnel shall be required to park vehicles away from dry vegetation. Water tanks and/or water trucks shall be sited or available at active project sites for fire protection during construction. The Applicant shall coordinate with applicable local fire departments prior to construction/maintenance activities to determine the appropriate amounts of fire equipment to be carried on vehicles and, should a fire occur, to coordinate fire suppression activities.

TECHNICAL ADVISORY

ON EVALUATING TRANSPORTATION IMPACTS IN CEQA



December 2018

Contents

A.	Introduction	1
B.	Background	2
C.	Technical Considerations in Assessing Vehicle Miles Traveled.....	4
1.	Recommendations Regarding Methodology	4
D.	General Principles to Guide Consideration of VMT	7
E.	Recommendations Regarding Significance Thresholds	8
1.	Screening Thresholds for Land Use Projects.....	12
2.	Recommended Numeric Thresholds for Residential, Office, and Retail Projects.....	15
3.	Recommendations Regarding Land Use Plans.....	18
4.	Other Considerations	19
F.	Considering the Effects of Transportation Projects on Vehicle Travel	19
1.	Recommended Significance Threshold for Transportation Projects	22
2.	Estimating VMT Impacts from Transportation Projects	23
G.	Analyzing Other Impacts Related to Transportation	25
H.	VMT Mitigation and Alternatives.....	26
	Appendix 1. Considerations About Which VMT to Count	29
	Appendix 2. Induced Travel: Mechanisms, Research, and Additional Assessment Approaches	32

A. Introduction

This technical advisory is one in a series of advisories provided by the Governor’s Office of Planning and Research (OPR) as a service to professional planners, land use officials, and CEQA practitioners. OPR issues technical assistance on issues that broadly affect the practice of land use planning and the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). (Gov. Code, § 65040, subs. (g), (l), (m).) The purpose of this document is to provide advice and recommendations, which agencies and other entities may use at their discretion. This document does not alter lead agency discretion in preparing environmental documents subject to CEQA. This document should not be construed as legal advice.

[Senate Bill 743](#) (Steinberg, 2013), which was codified in Public Resources Code section 21099, required changes to the guidelines implementing CEQA (CEQA Guidelines) (Cal. Code Regs., Title 14, Div. 6, Ch. 3, § 15000 et seq.) regarding the analysis of transportation impacts. As one appellate court recently explained: “During the last 10 years, the Legislature has charted a course of long-term sustainability based on denser infill development, reduced reliance on individual vehicles and improved mass transit, all with the goal of reducing greenhouse gas emissions. Section 21099 is part of that strategy” (*Covina Residents for Responsible Development v. City of Covina* (2018) 21 Cal.App.5th 712, 729.) Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” (*Id.*, subd. (b)(1); see generally, adopted CEQA Guidelines, § 15064.3, subd. (b) [Criteria for Analyzing Transportation Impacts].) To that end, in developing the criteria, OPR has proposed, and the California Natural Resources Agency (Agency) has certified and adopted, changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project’s transportation impacts. With the California Natural Resources Agency’s certification and adoption of the changes to the CEQA Guidelines, automobile delay, as measured by “level of service” and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. (Pub. Resources Code, § 21099, subd. (b)(3).)

This advisory contains technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. Again, OPR provides this Technical Advisory as a resource for the public to use at their discretion. OPR is not enforcing or attempting to enforce any part of the recommendations contained herein. (Gov. Code, § 65035 [“It is not the intent of the Legislature to vest in the Office of Planning and Research any direct operating or regulatory powers over land use, public works, or other state, regional, or local projects or programs.”].)

This December 2018 technical advisory is an update to the advisory it published in April 2018. OPR will continue to monitor implementation of these new provisions and may update or supplement this advisory in response to new information and advancements in modeling and methods.

B. Background

VMT and Greenhouse Gas Emissions Reduction. Senate Bill 32 (Pavley, 2016) requires California to reduce greenhouse gas (GHG) emissions 40 percent below 1990 levels by 2030, and Executive Order B-16-12 provides a target of 80 percent below 1990 emissions levels for the transportation sector by 2050. The transportation sector has three major means of reducing GHG emissions: increasing vehicle efficiency, reducing fuel carbon content, and reducing the amount of vehicle travel. The California Air Resources Board (CARB) has provided a path forward for achieving these emissions reductions from the transportation sector in its 2016 Mobile Source Strategy. CARB determined that it will not be possible to achieve the State's 2030 and post-2030 emissions goals without reducing VMT growth. Further, in its 2018 Progress Report on California's Sustainable Communities and Climate Protection Act, CARB found that despite the State meeting its 2020 climate goals, "emissions from statewide passenger vehicle travel per capita [have been] increasing and going in the wrong direction," and "California cannot meet its [long-term] climate goals without curbing growth in single-occupancy vehicle activity."¹ CARB also found that "[w]ith emissions from the transportation sector continuing to rise despite increases in fuel efficiency and decreases in the carbon content of fuel, California will not achieve the necessary greenhouse gas emissions reductions to meet mandates for 2030 and beyond without significant changes to how communities and transportation systems are planned, funded, and built."²

Thus, to achieve the State's long-term climate goals, California needs to reduce per capita VMT. This can occur under CEQA through VMT mitigation. Half of California's GHG emissions come from the transportation sector³, therefore, reducing VMT is an effective climate strategy, which can also result in co-benefits.⁴ Furthermore, without early VMT mitigation, the state may follow a path that meets GHG targets in the early years, but finds itself poorly positioned to meet more stringent targets later. For example, in absence of VMT analysis and mitigation in CEQA, lead agencies might rely upon verifiable offsets for GHG mitigation, ignoring the longer-term climate change impacts resulting from land use development and infrastructure investment decisions. As stated in CARB's 2017 Scoping Plan:

"California's future climate strategy will require increased focus on integrated land use planning to support livable, transit-connected communities, and conservation of agricultural and other lands. Accommodating population and economic growth through travel- and energy-efficient land use provides GHG-efficient growth, reducing GHGs from both transportation and building energy use. GHGs can be further reduced at the project level through implementing energy-efficient construction and travel demand management approaches."⁵ (*Id.* at p. 102.)

¹ California Air Resources Board (Nov. 2018) *2018 Progress Report on California's Sustainable Communities and Climate Protection Act*, pp. 4, 5, available at https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf.

² *Id.*, p. 28.

³ See <https://ca50million.ca.gov/transportation/>

⁴ Fang et al. (2017) *Cutting Greenhouse Gas Emissions Is Only the Beginning: A Literature Review of the Co-Benefits of Reducing Vehicle Miles Traveled*.

⁵ California Air Resources Board (Nov. 2017) *California's 2017 Climate Change Scoping Plan*, p. 102, available at https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf.

In light of this, the 2017 Scoping Plan describes and quantifies VMT reductions needed to achieve our long-term GHG emissions reduction goals, and specifically points to the need for statewide deployment of the VMT metric in CEQA:

“Employing VMT as the metric of transportation impact statewide will help to ensure GHG reductions planned under SB 375 will be achieved through on-the-ground development, and will also play an important role in creating the additional GHG reductions needed beyond SB 375 across the State. Implementation of this change will rely, in part, on local land use decisions to reduce GHG emissions associated with the transportation sector, both at the project level, and in long-term plans (including general plans, climate action plans, specific plans, and transportation plans) and supporting sustainable community strategies developed under SB 375.”⁶

VMT and Other Impacts to Health and Environment. VMT mitigation also creates substantial benefits (sometimes characterized as “co-benefits” to GHG reduction) in both in the near-term and the long-term. Beyond GHG emissions, increases in VMT also impact human health and the natural environment. Human health is impacted as increases in vehicle travel lead to more vehicle crashes, poorer air quality, increases in chronic diseases associated with reduced physical activity, and worse mental health. Increases in vehicle travel also negatively affect other road users, including pedestrians, cyclists, other motorists, and many transit users. The natural environment is impacted as higher VMT leads to more collisions with wildlife and fragments habitat. Additionally, development that leads to more vehicle travel also tends to consume more energy, water, and open space (including farmland and sensitive habitat). This increase in impermeable surfaces raises the flood risk and pollutant transport into waterways.⁷

VMT and Economic Growth. While it was previously believed that VMT growth was a necessary component of economic growth, data from the past two decades shows that economic growth is possible without a concomitant increase in VMT. (Figure 1.) Recent research shows that requiring development projects to mitigate LOS may actually reduce accessibility to destinations and impede economic growth.^{8,9}

⁶ *Id.* at p. 76.

⁷ Fang et al. (2017) *Cutting Greenhouse Gas Emissions Is Only the Beginning: A Literature Review of the Co-Benefits of Reducing Vehicle Miles Traveled*, available at https://ncst.ucdavis.edu/wp-content/uploads/2017/03/NCST-VMT-Co-Benefits-White-Paper_Fang_March-2017.pdf.

⁸ Haynes et al. (Sept. 2015) *Congested Development: A Study of Traffic Delays, Access, and Economic Activity in Metropolitan Los Angeles*, available at http://www.its.ucla.edu/wp-content/uploads/sites/6/2015/11/Haynes_Congested-Development_1-Oct-2015_final.pdf.

⁹ Osman et al. (Mar. 2016) *Not So Fast: A Study of Traffic Delays, Access, and Economic Activity in the San Francisco Bay Area*, available at http://www.its.ucla.edu/wp-content/uploads/sites/6/2016/08/Taylor-Not-so-Fast-04-01-2016_final.pdf.

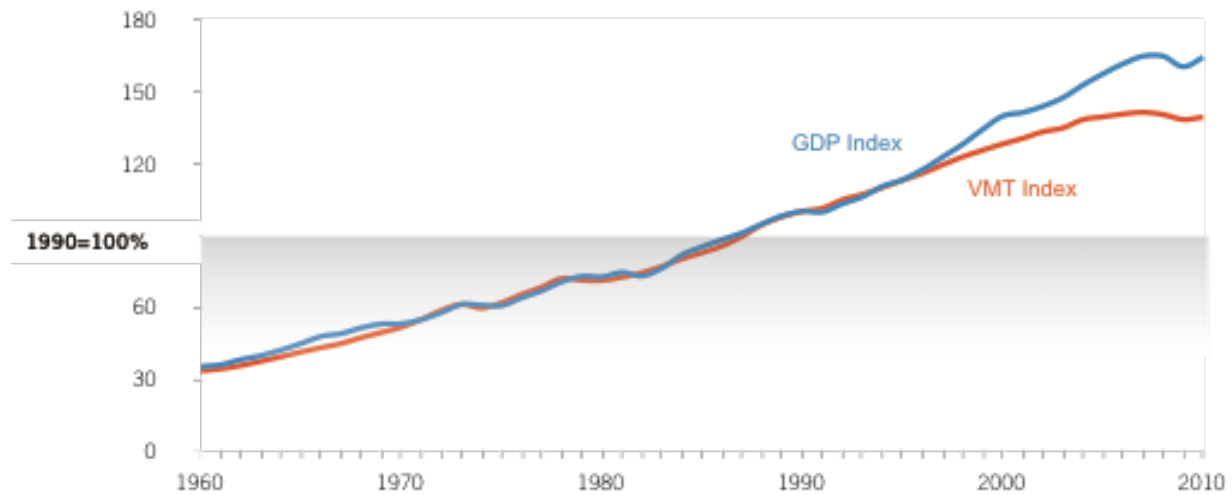


Figure 1. Kooshian and Winkelman (2011) *VMT and Gross Domestic Product (GDP), 1960-2010*.

C. Technical Considerations in Assessing Vehicle Miles Traveled

Many practitioners are familiar with accounting for VMT in connection with long-range planning, or as part of the CEQA analysis of a project’s greenhouse gas emissions or energy impacts. This document provides technical information on how to assess VMT as part of a transportation impacts analysis under CEQA. Appendix 1 provides a description of which VMT to count and options on how to count it. Appendix 2 provides information on induced travel resulting from roadway capacity projects, including the mechanisms giving rise to induced travel, the research quantifying it, and information on additional approaches for assessing it.

1. Recommendations Regarding Methodology

Proposed Section 15064.3 explains that a “lead agency may use models to estimate a project’s vehicle miles traveled . . .” CEQA generally defers to lead agencies on the choice of methodology to analyze impacts. (*Santa Monica Baykeeper v. City of Malibu* (2011) 193 Cal.App.4th 1538, 1546; see *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 409 [“the issue is not whether the studies are irrefutable or whether they could have been better” ... rather, the “relevant issue is only whether the studies are sufficiently credible to be considered” as part of the lead agency’s overall evaluation].) This section provides suggestions to lead agencies regarding methodologies to analyze VMT associated with a project.

Vehicle Types. Proposed Section 15064.3, subdivision (a), states, “For the purposes of this section, ‘vehicle miles traveled’ refers to the amount and distance of automobile travel attributable to a project.” Here, the term “automobile” refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT). For an apples-to-apples

comparison, vehicle types considered should be consistent across project assessment, significance thresholds, and mitigation.

Residential and Office Projects. Tour- and trip-based approaches¹⁰ offer the best methods for assessing VMT from residential/office projects and for comparing those assessments to VMT thresholds. These approaches also offer the most straightforward methods for assessing VMT reductions from mitigation measures for residential/office projects. When available, tour-based assessment is ideal because it captures travel behavior more comprehensively. But where tour-based tools or data are not available for all components of an analysis, a trip-based assessment of VMT serves as a reasonable proxy.

Models and methodologies used to calculate thresholds, estimate project VMT, and estimate VMT reduction due to mitigation should be comparable. For example:

- A tour-based assessment of project VMT should be compared to a tour-based threshold, or a trip-based assessment to a trip-based VMT threshold.
- Where a travel demand model is used to determine thresholds, the same model should also be used to provide trip lengths as part of assessing project VMT.
- Where only trip-based estimates of VMT reduction from mitigation are available, a trip-based threshold should be used, and project VMT should be assessed in a trip-based manner.

When a trip-based method is used to analyze a residential project, the focus can be on home-based trips. Similarly, when a trip-based method is used to analyze an office project, the focus can be on home-based work trips.

When tour-based models are used to analyze an office project, either employee work tour VMT or VMT from all employee tours may be attributed to the project. This is because workplace location influences overall travel. For consistency, the significance threshold should be based on the same metric: either employee work tour VMT or VMT from all employee tours.

For office projects that feature a customer component, such as a government office that serves the public, a lead agency can analyze the customer VMT component of the project using the methodology for retail development (see below).

Retail Projects. Generally, lead agencies should analyze the effects of a retail project by assessing the change in total VMT¹¹ because retail projects typically re-route travel from other retail destinations. A retail project might lead to increases or decreases in VMT, depending on previously existing retail travel patterns.

¹⁰ See Appendix 1, *Considerations About Which VMT to Count*, for a description of these approaches.

¹¹ See Appendix 1, *Considerations About Which VMT to Count*, “Assessing Change in Total VMT” section, for a description of this approach.

Considerations for All Projects. Lead agencies should not truncate any VMT analysis because of jurisdictional or other boundaries, for example, by failing to count the portion of a trip that falls outside the jurisdiction or by discounting the VMT from a trip that crosses a jurisdictional boundary. CEQA requires environmental analyses to reflect a “good faith effort at full disclosure.” (CEQA Guidelines, § 15151.) Thus, where methodologies exist that can estimate the full extent of vehicle travel from a project, the lead agency should apply them to do so. Where those VMT effects will grow over time, analyses should consider both a project’s short-term and long-term effects on VMT.

Combining land uses for VMT analysis is not recommended. Different land uses generate different amounts of VMT, so the outcome of such an analysis could depend more on the mix of uses than on their travel efficiency. As a result, it could be difficult or impossible for a lead agency to connect a significance threshold with an environmental policy objective (such as a target set by law), inhibiting the CEQA imperative of identifying a project’s significant impacts and providing mitigation where feasible. Combining land uses for a VMT analysis could streamline certain mixes of uses in a manner disconnected from policy objectives or environmental outcomes. Instead, OPR recommends analyzing each use separately, or simply focusing analysis on the dominant use, and comparing each result to the appropriate threshold. Recommendations for methods of analysis and thresholds are provided below. In the analysis of each use, a mixed-use project should take credit for internal capture.

Any project that includes in its geographic bounds a portion of an existing or planned Transit Priority Area (i.e., the project is within a ½ mile of an existing or planned major transit stop or an existing stop along a high quality transit corridor) may employ VMT as its primary metric of transportation impact for the entire project. (See Pub. Resources Code, § 21099, subs. (a)(7), (b)(1).)

Cumulative Impacts. A project’s cumulative impacts are based on an assessment of whether the “incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” (Pub. Resources Code, § 21083, subd. (b)(2); see CEQA Guidelines, § 15064, subd. (h)(1).) When using an absolute VMT metric, i.e., total VMT (as recommended below for retail and transportation projects), analyzing the combined impacts for a cumulative impacts analysis may be appropriate. However, metrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa. This is similar to the analysis typically conducted for greenhouse gas emissions, air quality impacts, and impacts that utilize plan compliance as a threshold of significance. (See *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal.4th 204, 219, 223; CEQA Guidelines, § 15064, subd. (h)(3).)

D. General Principles to Guide Consideration of VMT

SB 743 directs OPR to establish specific “criteria for determining the significance of transportation impacts of projects[.]” (Pub. Resources Code, § 21099, subd. (b)(1).) In establishing this criterion, OPR was guided by the general principles contained within CEQA, the CEQA Guidelines, and applicable case law.

To assist in the determination of significance, many lead agencies rely on “thresholds of significance.” The CEQA Guidelines define a “threshold of significance” to mean “an identifiable **quantitative, qualitative¹² or performance level** of a particular environmental effect, non-compliance with which means the effect will **normally** be determined to be significant by the agency and compliance with which means the effect **normally** will be determined to be less than significant.” (CEQA Guidelines, § 15064.7, subd. (a) (emphasis added).) Lead agencies have discretion to develop and adopt their own, or rely on thresholds recommended by other agencies, “provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.” (*Id.* at subd. (c); *Save Cuyama Valley v. County of Santa Barbara* (2013) 213 Cal.App.4th 1059, 1068.) Substantial evidence means “enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached.” (*Id.* at § 15384 (emphasis added); *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th 1099, 1108-1109.)

Additionally, the analysis leading to the determination of significance need not be perfect. The CEQA Guidelines describe the standard for adequacy of environmental analyses:

An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to **make a decision which intelligently takes account of environmental consequences**. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is **reasonably feasible**. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The **courts have looked not for perfection** but for **adequacy, completeness**, and a **good faith effort** at full disclosure.

(CEQA Guidelines, § 15151 (emphasis added).)

These general principles guide OPR’s recommendations regarding thresholds of significance for VMT set forth below.

¹² Generally, qualitative analyses should only be conducted when methods do not exist for undertaking a quantitative analysis.

E. Recommendations Regarding Significance Thresholds

As noted above, lead agencies have the discretion to set or apply their own thresholds of significance. (*Center for Biological Diversity v. California Dept. of Fish & Wildlife* (2015) 62 Cal.4th 204, 218-223 [lead agency had discretion to use compliance with AB 32's emissions goals as a significance threshold]; *Save Cuyama Valley v. County of Santa Barbara* (2013) 213 Cal.App.4th at p. 1068.) However, Section 21099 of the Public Resources Code states that the criteria for determining the significance of transportation impacts must promote: (1) reduction of greenhouse gas emissions; (2) development of multimodal transportation networks; and (3) a diversity of land uses. It further directed OPR to prepare and develop criteria for determining significance. (Pub. Resources Code, § 21099, subd. (b)(1).) This section provides OPR's suggested thresholds, as well as considerations for lead agencies that choose to adopt their own

The VMT metric can support the three statutory goals: “the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” (Pub. Resources Code, § 21099, subd. (b)(1), emphasis added.) However, in order for it to promote and support all three, lead agencies should select a significance threshold that aligns with state law on all three. State law concerning the development of multimodal transportation networks and diversity of land uses requires planning for and prioritizing increases in complete streets and infill development, but does not mandate a particular depth of implementation that could translate into a particular threshold of significance. Meanwhile, the State has clear quantitative targets for GHG emissions reduction set forth in law and based on scientific consensus, and the depth of VMT reduction needed to achieve those targets has been quantified. Tying VMT thresholds to GHG reduction also supports the two other statutory goals. Therefore, to ensure adequate analysis of transportation impacts, OPR recommends using quantitative VMT thresholds linked to GHG reduction targets when methods exist to do so.

Various legislative mandates and state policies establish quantitative greenhouse gas emissions reduction targets. For example:

- Assembly Bill 32 (2006) requires statewide GHG emissions reductions to 1990 levels by 2020 and continued reductions beyond 2020.
- Senate Bill 32 (2016) requires at least a 40 percent reduction in GHG emissions from 1990 levels by 2030.
- Pursuant to Senate Bill 375 (2008), the California Air Resources Board GHG emissions reduction targets for metropolitan planning organizations (MPOs) to achieve based on land use patterns and transportation systems specified in Regional Transportation Plans and Sustainable Community Strategies (RTP/SCS). Current targets for the State's largest MPOs call for a 19 percent reduction in GHG emissions from cars and light trucks from 2005 emissions levels by 2035.
- Executive Order B-30-15 (2015) sets a GHG emissions reduction target of 40 percent below 1990 levels by 2030.

- Executive Order S-3-05 (2005) sets a GHG emissions reduction target of 80 percent below 1990 levels by 2050.
- Executive Order B-16-12 (2012) specifies a GHG emissions reduction target of 80 percent below 1990 levels by 2050 specifically for transportation.
- Executive Order B-55-18 (2018) established an additional statewide goal of achieving carbon neutrality as soon as possible, but no later than 2045, and maintaining net negative emissions thereafter. It states, “The California Air Resources Board shall work with relevant state agencies to develop a framework for implementation and accounting that tracks progress toward this goal.”
- Senate Bill 391 requires the California Transportation Plan to support 80 percent reduction in GHGs below 1990 levels by 2050.
- The California Air Resources Board Mobile Source Strategy (2016) describes California’s strategy for containing air pollutant emissions from vehicles, and quantifies VMT growth compatible with achieving state targets.
- The California Air Resources Board’s 2017 Climate Change Scoping Plan Update: The Strategy for Achieving California’s 2030 Greenhouse Gas Target describes California’s strategy for containing GHG emissions from vehicles, and quantifies VMT growth compatible with achieving state targets.

Considering these various targets, the California Supreme Court observed:

Meeting our statewide reduction goals does not preclude all new development. Rather, the Scoping Plan ... assumes continued growth and depends on increased efficiency and conservation in land use and transportation from all Californians.

(Center for Biological Diversity v. California Dept. of Fish & Wildlife, supra, 62 Cal.4th at p. 220.) Indeed, the Court noted that when a lead agency uses consistency with climate goals as a way to determine significance, particularly for long-term projects, the lead agency must consider the project’s effect on meeting long-term reduction goals. *(Ibid.)* And more recently, the Supreme Court stated that “CEQA requires public agencies . . . to ensure that such analysis stay in step with evolving scientific knowledge and state regulatory schemes.” *(Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 504.)*

Meeting the targets described above will require substantial reductions in existing VMT per capita to curb GHG emissions and other pollutants. But targets for overall GHG emissions reduction do not translate directly into VMT thresholds for individual projects for many reasons, including:

- Some, but not all, of the emissions reductions needed to achieve those targets could be accomplished by other measures, including increased vehicle efficiency and decreased fuel carbon content. The CARB’s *First Update to the Climate Change Scoping Plan* explains:

“Achieving California’s long-term criteria pollutant and GHG emissions goals will require four strategies to be employed: (1) improve vehicle efficiency and develop zero emission technologies, (2) reduce the carbon content of fuels and provide market support to get these lower-carbon fuels into the marketplace, (3) **plan and build communities to reduce vehicular GHG emissions and provide more transportation options, and (4) improve the efficiency and throughput of existing transportation systems.**”¹³ CARB’s *2018 Progress Report on California’s Sustainable Communities and Climate Protection Act* states on page 28 that “California cannot meet its climate goals without curbing growth in single-occupancy vehicle activity.” In other words, vehicle efficiency and better fuels are necessary, but insufficient, to address the GHG emissions from the transportation system. Land use patterns and transportation options also will need to change to support reductions in vehicle travel/VMT.

- New land use projects alone will not sufficiently reduce per-capita VMT to achieve those targets, nor are they expected to be the sole source of VMT reduction.
- Interactions between land use projects, and also between land use and transportation projects, existing and future, together affect VMT.
- Because location within the region is the most important determinant of VMT, in some cases, streamlining CEQA review of projects in travel efficient locations may be the most effective means of reducing VMT.
- When assessing climate impacts of some types of land use projects, use of an efficiency metric (e.g., per capita, per employee) may provide a better measure of impact than an absolute numeric threshold. (*Center for Biological Diversity, supra.*)

Public Resources Code section 21099 directs OPR to propose criteria for determining the significance of transportation impacts. In this Technical Advisory, OPR provides its recommendations to assist lead agencies in selecting a significance threshold that may be appropriate for their particular projects. While OPR’s Technical Advisory is not binding on public agencies, CEQA allows lead agencies to “consider thresholds of significance . . . recommended by other public agencies, provided the decision to adopt those thresholds is supported by substantial evidence.” (CEQA Guidelines, § 15064.7, subd. (c).) Based on OPR’s extensive review of the applicable research, and in light of an assessment by the California Air Resources Board quantifying the need for VMT reduction in order to meet the State’s long-term climate goals, **OPR recommends that a per capita or per employee VMT that is fifteen percent below that of existing development may be a reasonable threshold.**

Fifteen percent reductions in VMT are achievable at the project level in a variety of place types.¹⁴

Moreover, a fifteen percent reduction is consistent with SB 743’s direction to OPR to select a threshold that will help the State achieve its climate goals. As described above, section 21099 states that the

¹³ California Air Resources Board (May 2014) *First Update to the Climate Change Scoping Plan*, p. 46 (emphasis added).

¹⁴ CAPCOA (2010) *Quantifying Greenhouse Gas Mitigation Measures*, p. 55, available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.

criteria for determining significance must “promote the reduction in greenhouse gas emissions.” In its document *California Air Resources Board 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals*¹⁵, CARB assesses VMT reduction per capita consistent with its evidence-based modeling scenario that would achieve State climate goals of 40 percent GHG emissions reduction from 1990 levels by 2030 and 80 percent GHG emissions reduction levels from 1990 by 2050. Applying California Department of Finance population forecasts, CARB finds per-capita light-duty vehicle travel would need to be approximately 16.8 percent lower than existing, and overall per-capita vehicle travel would need to be approximately 14.3 percent lower than existing levels under that scenario. Below these levels, a project could be considered low VMT and would, on that metric, be consistent with 2017 Scoping Plan Update assumptions that achieve climate state climate goals.

CARB finds per capita vehicle travel would need to be kept below what today’s policies and plans would achieve.

CARB’s assessment is based on data in the 2017 Scoping Plan Update and 2016 Mobile Source Strategy. In those documents, CARB previously examined the relationship between VMT and the state’s GHG emissions reduction targets. The Scoping Plan finds:

“While the State can do more to accelerate and incentivize these local decisions, local actions that reduce VMT are also necessary to meet transportation sector-specific goals and achieve the 2030 target under SB 32. Through developing the Scoping Plan, CARB staff is more convinced than ever that, in addition to achieving GHG reductions from cleaner fuels and vehicles, California must also reduce VMT. Stronger SB 375 GHG reduction targets will enable the State to make significant progress toward needed reductions, but alone will not provide the VMT growth reductions needed; there is a gap between what SB 375 can provide and what is needed to meet the State’s 2030 and 2050 goals.”¹⁶

Note that, at present, consistency with RTP/SCSs does not necessarily lead to a less-than-significant VMT impact.¹⁷ As the Final 2017 Scoping Plan Update states,

VMT reductions are necessary to achieve the 2030 target and must be part of any strategy evaluated in this Plan. Stronger SB 375 GHG reduction targets will enable the State to make significant progress toward this goal, but alone will not provide all of the VMT growth reductions that will be needed. There is a gap between what SB 375 can provide and what is needed to meet the State’s 2030 and 2050 goals.”¹⁸

¹⁵ California Air Resources Board (Jan. 2019) *California Air Resources Board 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals*, available at <https://ww2.arb.ca.gov/resources/documents/carb-2017-scoping-plan-identified-vmt-reductions-and-relationship-state-climate>.

¹⁶ California Air Resources Board (Nov. 2017) *California’s 2017 Climate Change Scoping Plan*, p. 101.

¹⁷ California Air Resources Board (Feb. 2018) *Updated Final Staff Report: Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets*, Figure 3, p. 35, available at https://www.arb.ca.gov/cc/sb375/sb375_target_update_final_staff_report_feb2018.pdf.

¹⁸ California Air Resources Board (Nov. 2017) *California’s 2017 Climate Change Scoping Plan*, p. 75.

Also, in order to capture the full effects of induced travel resulting from roadway capacity projects, an RTP/SCS would need to include an assessment of land use effects of those projects, and the effects of those land uses on VMT. (See section titled “*Estimating VMT Impacts from Transportation Projects*” below.) RTP/SCSs typically model VMT using a collaboratively-developed land use “vision” for the region’s land use, rather than studying the effects on land use of the proposed transportation investments.

In summary, achieving 15 percent lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State’s emissions goals.

1. Screening Thresholds for Land Use Projects

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

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 day¹⁹ generally may be assumed to cause a less-than-significant transportation impact.

Map-Based Screening for Residential and Office Projects

Residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are

¹⁹ CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

currently below threshold VMT (see recommendations below). Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis.

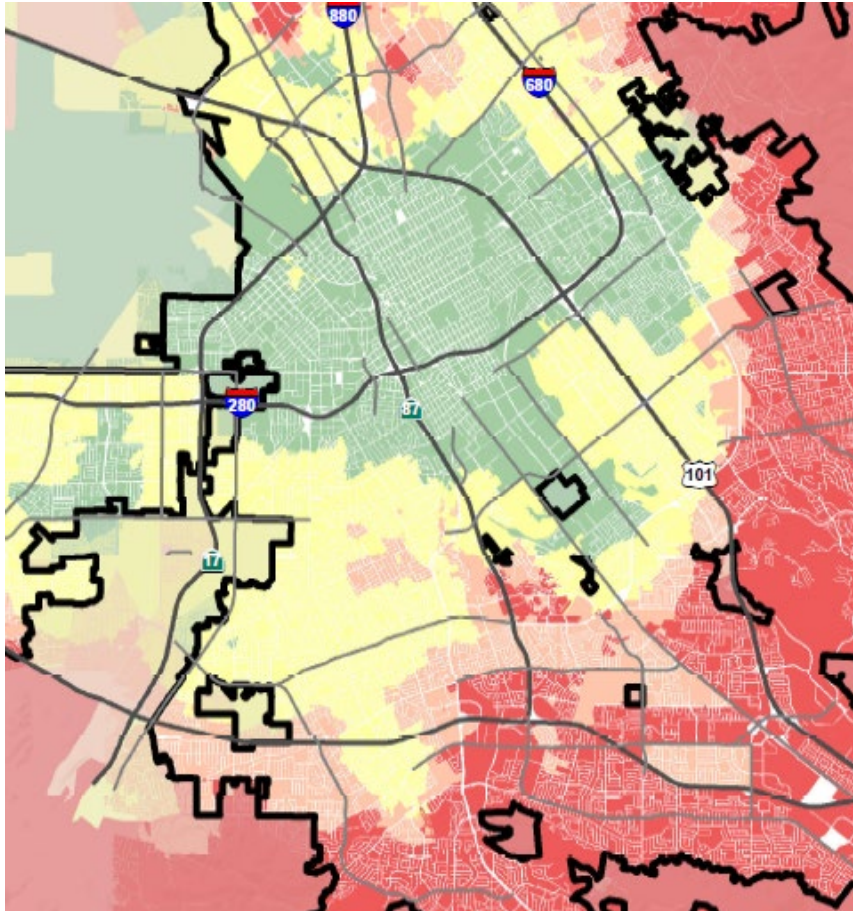


Figure 2. Example map of household VMT that could be used to delineate areas eligible to receive streamlining for VMT analysis. (Source: City of San José, Department of Transportation, draft output of City Transportation Model.)

Presumption of Less Than Significant Impact Near Transit Stations

Proposed CEQA Guideline Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop²⁰ or an existing stop

²⁰ Pub. Resources Code, § 21064.3 (“‘Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”).

along a high quality transit corridor²¹ will have a less-than-significant impact on VMT. This presumption would not apply, however, if project-specific or location-specific information indicates that the project will still generate significant levels of VMT. For example, the presumption might not be appropriate if the project:

- Has a Floor Area Ratio (FAR) of less than 0.75
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization)
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units

A project or plan near transit which replaces affordable residential units²² with a smaller number of moderate- or high-income residential units may increase overall VMT because the increase in VMT of displaced residents could overwhelm the improvements in travel efficiency enjoyed by new residents.²³

If any of these exceptions to the presumption might apply, the lead agency should conduct a detailed VMT analysis to determine whether the project would exceed VMT thresholds (see below).

Presumption of Less Than Significant Impact for Affordable Residential Development

Adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT.^{24,25} Further, "... low-wage workers in particular would be more likely to choose a residential location close to their workplace, if one is available."²⁶ In areas where existing jobs-housing match is closer to optimal, low income housing nevertheless generates less VMT than market-

²¹ Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

²² Including naturally-occurring affordable residential units.

²³ Chapple et al. (2017) *Developing a New Methodology for Analyzing Potential Displacement*, Chapter 4, pp. 159-160, available at <https://www.arb.ca.gov/research/apr/past/13-310.pdf>.

²⁴ Karner and Benner (2016) *The convergence of social equity and environmental sustainability: Jobs-housing fit and commute distance* ("[P]olicies that advance a more equitable distribution of jobs and housing by linking the affordability of locally available housing with local wage levels are likely to be associated with reduced commuting distances").

²⁵ Karner and Benner (2015) *Low-wage jobs-housing fit: identifying locations of affordable housing shortages*.

²⁶ Karner and Benner (2015) *Low-wage jobs-housing fit: identifying locations of affordable housing shortages*.

rate housing.^{27,28} Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less-than-significant impact on VMT. Evidence supports a presumption of less than significant impact for a 100 percent affordable residential development (or the residential component of a mixed-use development) in infill locations. Lead agencies may develop their own presumption of less than significant impact for residential projects (or residential portions of mixed use projects) containing a particular amount of affordable housing, based on local circumstances and evidence. Furthermore, a project which includes any affordable residential units may factor the effect of the affordability on VMT into the assessment of VMT generated by those units.

2. Recommended Numeric Thresholds for Residential, Office, and Retail Projects

Recommended threshold for residential projects: A proposed project exceeding a level of 15 percent below existing VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita. Proposed development referencing a threshold based on city VMT per capita (rather than regional VMT per capita) should not cumulatively exceed the number of units specified in the SCS for that city, and should be consistent with the SCS.

Residential development that would generate vehicle travel that is 15 or more percent below the existing residential VMT per capita, measured against the region or city, may indicate a less-than-significant transportation impact. In MPO areas, development measured against city VMT per capita (rather than regional VMT per capita) should not cumulatively exceed the population or number of units specified in the SCS for that city because greater-than-planned amounts of development in areas above the region-based threshold would undermine the VMT containment needed to achieve regional targets under SB 375.

For residential projects in unincorporated county areas, the local agency can compare a residential project's VMT to (1) the region's VMT per capita, or (2) the aggregate population-weighted VMT per capita of all cities in the region. In MPO areas, development in unincorporated areas measured against aggregate city VMT per capita (rather than regional VMT per capita) should not cumulatively exceed the population or number of units specified in the SCS for that city because greater-than-planned amounts of development in areas above the regional threshold would undermine achievement of regional targets under SB 375.

²⁷ Chapple et al. (2017) *Developing a New Methodology for Analyzing Potential Displacement*, available at <https://www.arb.ca.gov/research/apr/past/13-310.pdf>.

²⁸ CAPCOA (2010) *Quantifying Greenhouse Gas Mitigation Measures*, pp. 176-178, available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.

These thresholds can be applied to either household (i.e., tour-based) VMT or home-based (i.e., trip-based) VMT assessments.²⁹ It is critical, however, that the agency be consistent in its VMT measurement approach throughout the analysis to maintain an “apples-to-apples” comparison. For example, if the agency uses a home-based VMT for the threshold, it should also be use home-based VMT for calculating project VMT and VMT reduction due to mitigation measures.

Recommended threshold for office projects: A proposed project exceeding a level of 15 percent below existing regional VMT per employee may indicate a significant transportation impact.

Office projects that would generate vehicle travel exceeding 15 percent below existing VMT per employee for the region may indicate a significant transportation impact. In cases where the region is substantially larger than the geography over which most workers would be expected to live, it might be appropriate to refer to a smaller geography, such as the county, that includes the area over which nearly all workers would be expected to live.

Office VMT screening maps can be developed using tour-based data, considering either total employee VMT or employee work tour VMT. Similarly, tour-based analysis of office project VMT could consider either total employee VMT or employee work tour VMT. Where tour-based information is unavailable for threshold determination, project assessment, or assessment of mitigation, home-based work trip VMT should be used throughout all steps of the analysis to maintain an “apples-to-apples” comparison.

Recommended threshold for retail projects: A net increase in total VMT may indicate a significant transportation impact.

Because new retail development typically redistributes shopping trips rather than creating new trips,³⁰ estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) is the best way to analyze a retail project’s transportation impacts.

By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact. Regional-serving retail development, on the other hand, which can lead to substitution of longer trips for shorter ones, may tend to have a significant impact. Where such development decreases VMT, lead agencies should consider the impact to be less-than-significant.

Many cities and counties define local-serving and regional-serving retail in their zoning codes. Lead agencies may refer to those local definitions when available, but should also consider any project-

²⁹ See Appendix 1 for a description of these approaches.

³⁰ Lovejoy, et al. (2013) *Measuring the impacts of local land-use policies on vehicle miles of travel: The case of the first big-box store in Davis, California*, *The Journal of Transport and Land Use*.

specific information, such as market studies or economic impacts analyses that might bear on customers' travel behavior. Because lead agencies will best understand their own communities and the likely travel behaviors of future project users, they are likely in the best position to decide when a project will likely be local-serving. Generally, however, retail development including stores larger than 50,000 square feet might be considered regional-serving, and so lead agencies should undertake an analysis to determine whether the project might increase or decrease VMT.

Mixed-Use Projects

Lead agencies can evaluate each component of a mixed-use project independently and apply the significance threshold for each project type included (e.g., residential and retail). Alternatively, a lead agency may consider only the project's dominant use. In the analysis of each use, a project should take credit for internal capture. Combining different land uses and applying one threshold to those land uses may result in an inaccurate impact assessment.

Other Project Types

Of land use projects, residential, office, and retail projects tend to have the greatest influence on VMT. For that reason, OPR recommends the quantified thresholds described above for purposes of analysis and mitigation. Lead agencies, using more location-specific information, may develop their own more specific thresholds, which may include other land use types. In developing thresholds for other project types, or thresholds different from those recommended here, lead agencies should consider the purposes described in section 21099 of the Public Resources Code and regulations in the CEQA Guidelines on the development of thresholds of significance (e.g., CEQA Guidelines, § 15064.7).

Strategies and projects that decrease local VMT but increase total VMT should be avoided. Agencies should consider whether their actions encourage development in a less travel-efficient location by limiting development in travel-efficient locations.

Redevelopment Projects

Where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.

As described above, a project or plan near transit which replaces affordable³¹ residential units with a smaller number of moderate- or high-income residential units may increase overall VMT, because

³¹ Including naturally-occurring affordable residential units.

displaced residents' VMT may increase.³² A lead agency should analyze VMT for such a project even if it otherwise would have been presumed less than significant. The assessment should incorporate an estimate of the aggregate VMT increase experienced by displaced residents. That additional VMT should be included in the numerator of the VMT per capita assessed for the project.

If a residential or office project leads to a net increase in VMT, then the project's VMT per capita (residential) or per employee (office) should be compared to thresholds recommended above. Per capita and per employee VMT are efficiency metrics, and, as such, apply only to the existing project without regard to the VMT generated by the previously existing land use.

If the project leads to a net increase in provision of locally-serving retail, transportation impacts from the retail portion of the development should be presumed to be less than significant. If the project consists of regionally-serving retail, and increases overall VMT compared to with existing uses, then the project would lead to a significant transportation impact.

RTP/SCS Consistency (All Land Use Projects)

Section 15125, subdivision (d), of the CEQA Guidelines provides that lead agencies should analyze impacts resulting from inconsistencies with regional plans, including regional transportation plans. For this reason, if a project is inconsistent with the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), the lead agency should evaluate whether that inconsistency indicates a significant impact on transportation. For example, a development may be inconsistent with an RTP/SCS if the development is outside the footprint of development or within an area specified as open space as shown in the SCS.

3. Recommendations Regarding Land Use Plans

As with projects, agencies should analyze VMT outcomes of land use plans across the full area over which the plan may substantively affect travel patterns, including beyond the boundary of the plan or jurisdiction's geography. And as with projects, VMT should be counted in full rather than split between origin and destination. (Emissions inventories have sometimes split cross-boundary trips in order to sum to a regional total, but CEQA requires accounting for the full impact without truncation or discounting). Analysis of specific plans may employ the same thresholds described above for projects. A general plan, area plan, or community plan may have a significant impact on transportation if proposed new residential, office, or retail land uses would in aggregate exceed the respective thresholds recommended above. Where the lead agency tiers from a general plan EIR pursuant to CEQA Guidelines sections 15152 and 15166, the lead agency generally focuses on the environmental impacts that are specific to the later project and were not analyzed as significant impacts in the prior EIR. (Pub. Resources Code, § 21068.5; Guidelines, § 15152, subd. (a).) Thus, in analyzing the later project, the lead agency

³² Chapple et al. (2017) *Developing a New Methodology for Analyzing Potential Displacement*, Chapter 4, pp. 159-160, available at <https://www.arb.ca.gov/research/apr/past/13-310.pdf>.

would focus on the VMT impacts that were not adequately addressed in the prior EIR. In the tiered document, the lead agency should continue to apply the thresholds recommended above.

Thresholds for plans in non-MPO areas may be determined on a case-by-case basis.

4. Other Considerations

Rural Projects Outside of MPOs

In rural areas of non-MPO counties (i.e., areas not near established or incorporated cities or towns), fewer options may be available for reducing VMT, and significance thresholds may be best determined on a case-by-case basis. Note, however, that clustered small towns and small town main streets may have substantial VMT benefits compared to isolated rural development, similar to the transit oriented development described above.

Impacts to Transit

Because criteria for determining the significance of transportation impacts must promote “the development of multimodal transportation networks” pursuant to Public Resources Code section 21099, subd. (b)(1), lead agencies should consider project impacts to transit systems and bicycle and pedestrian networks. For example, a project that blocks access to a transit stop or blocks a transit route itself may interfere with transit functions. Lead agencies should consult with transit agencies as early as possible in the development process, particularly for projects that are located within one half mile of transit stops.

When evaluating impacts to multimodal transportation networks, lead agencies generally should not treat the addition of new transit users as an adverse impact. An infill development may add riders to transit systems and the additional boarding and alighting may slow transit vehicles, but it also adds destinations, improving proximity and accessibility. Such development also improves regional vehicle flow by adding less vehicle travel onto the regional network.

Increased demand throughout a region may, however, cause a cumulative impact by requiring new or additional transit infrastructure. Such impacts may be adequately addressed through a fee program that fairly allocates the cost of improvements not just to projects that happen to locate near transit, but rather across a region to all projects that impose burdens on the entire transportation system, since transit can broadly improve the function of the transportation system.

F. Considering the Effects of Transportation Projects on Vehicle Travel

Many transportation projects change travel patterns. A transportation project which leads to additional vehicle travel on the roadway network, commonly referred to as “induced vehicle travel,” would need to quantify the amount of additional vehicle travel in order to assess air quality impacts, greenhouse gas emissions impacts, energy impacts, and noise impacts. Transportation projects also are required to

examine induced growth impacts under CEQA. (See generally, Pub. Resources Code, §§ 21065 [defining “project” under CEQA as an activity as causing either a direct or reasonably foreseeable indirect physical change], 21065.3 [defining “project-specific effect” to mean all direct or indirect environmental effects], 21100, subd. (b) [required contents of an EIR].) For any project that increases vehicle travel, explicit assessment and quantitative reporting of the amount of additional vehicle travel should not be omitted from the document; such information may be useful and necessary for a full understanding of a project’s environmental impacts. (See Pub. Resources Code, §§ 21000, 21001, 21001.1, 21002, 21002.1 [discussing the policies of CEQA].) A lead agency that uses the VMT metric to assess the transportation impacts of a transportation project may simply report that change in VMT as the impact. When the lead agency uses another metric to analyze the transportation impacts of a roadway project, changes in amount of vehicle travel added to the roadway network should still be analyzed and reported.³³

While CEQA does not require perfection, it is important to make a reasonably accurate estimate of transportation projects’ effects on vehicle travel in order to make reasonably accurate estimates of GHG emissions, air quality emissions, energy impacts, and noise impacts. (See, e.g., *California Clean Energy Com. v. City of Woodland* (2014) 225 Cal.App.4th 173, 210 [EIR failed to consider project’s transportation energy impacts]; *Ukiah Citizens for Safety First v. City of Ukiah* (2016) 248 Cal.App.4th 256, 266.) Appendix 2 describes in detail the causes of induced vehicle travel, the robust empirical evidence of induced vehicle travel, and how models and research can be used in conjunction to quantitatively assess induced vehicle travel with reasonable accuracy.

If a project would likely lead to a measurable and substantial increase in vehicle travel, the lead agency should conduct an analysis assessing the amount of vehicle travel the project will induce. Project types that would likely lead to a measurable and substantial increase in vehicle travel generally include:

- Addition of through lanes on existing or new highways, including general purpose lanes, HOV lanes, peak period lanes, auxiliary lanes, or lanes through grade-separated interchanges

Projects that would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis, include:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadside safety devices or hardware installation such as median barriers and guardrails

³³ See, e.g., California Department of Transportation (2006) *Guidance for Preparers of Growth-related, Indirect Impact Analyses*, available at [http://www.dot.ca.gov/ser/Growth-related IndirectImpactAnalysis/GRI_guidance06May_files/gri_guidance.pdf](http://www.dot.ca.gov/ser/Growth-related%20IndirectImpactAnalysis/GRI_guidance06May_files/gri_guidance.pdf).

- Roadway shoulder enhancements to provide “breakdown space,” dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, or emergency breakdown lanes that are not utilized as through lanes
- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Conversion of existing general purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through lanes
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Installation of traffic metering systems, detection systems, cameras, changeable message signs and other electronics designed to optimize vehicle, bicycle, or pedestrian flow
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts or traffic circles
- Installation or reconfiguration of traffic calming devices
- Adoption of or increase in tolls
- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
- Initiation of new transit service
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
- Removal or relocation of off-street or on-street parking spaces
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
- Addition of traffic wayfinding signage
- Rehabilitation and maintenance projects that do not add motor vehicle capacity
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Installation of publicly available alternative fuel/charging infrastructure
- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor

1. Recommended Significance Threshold for Transportation Projects

As noted in Section 15064.3 of the CEQA Guidelines, lead agencies for roadway capacity projects have discretion, consistent with CEQA and planning requirements, to choose which metric to use to evaluate transportation impacts. This section recommends considerations for evaluating impacts using vehicle miles traveled. Lead agencies have discretion to choose a threshold of significance for transportation projects as they do for other types of projects. As explained above, Public Resources Code section 21099, subdivision (b)(1), provides that criteria for determining the significance of transportation impacts must promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. (*Id.*; see generally, adopted CEQA Guidelines, § 15064.3, subd. (b) [Criteria for Analyzing Transportation Impacts].) With those goals in mind, OPR prepared and the Agency adopted an appropriate transportation metric.

Whether adopting a threshold of significance, or evaluating transportation impacts on a case-by-case basis, a lead agency should ensure that the analysis addresses:

- Direct, indirect and cumulative effects of the transportation project (CEQA Guidelines, § 15064, subds. (d), (h))
- Near-term and long-term effects of the transportation project (CEQA Guidelines, §§ 15063, subd. (a)(1), 15126.2, subd. (a))
- The transportation project's consistency with state greenhouse gas reduction goals (Pub. Resources Code, § 21099)³⁴
- The impact of the transportation project on the development of multimodal transportation networks (Pub. Resources Code, § 21099)
- The impact of the transportation project on the development of a diversity of land uses (Pub. Resources Code, § 21099)

The CARB Scoping Plan and the CARB Mobile Source Strategy delineate VMT levels required to achieve legally mandated GHG emissions reduction targets. A lead agency should develop a project-level threshold based on those VMT levels, and may apply the following approach:

1. Propose a fair-share allocation of those budgets to their jurisdiction (e.g., by population);

³⁴ The California Air Resources Board has ascertained the limits of VMT growth compatible with California containing greenhouse gas emissions to levels research shows would allow for climate stabilization. (See [The 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target](#) (p. 78, p. 101); [Mobile Source Strategy](#) (p. 37).) CARB's [Updated Final Staff Report on Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets](#) illustrates that the current Regional Transportation Plans and Sustainable Communities Strategies will fall short of achieving the necessary on-road transportation-related GHG emissions reductions called for in the 2017 Scoping Plan (Figure 3, p. 35). Accordingly, OPR recommends not basing GHG emissions or transportation impact analysis for a transportation project solely on consistency with an RTP/SCS.

2. Determine the amount of VMT growth likely to result from background population growth, and subtract that from their “budget”;
3. Allocate their jurisdiction’s share between their various VMT-increasing transportation projects, using whatever criteria the lead agency prefers.

2. Estimating VMT Impacts from Transportation Projects

CEQA requires analysis of a project’s potential growth-inducing impacts. (Pub. Resources Code, § 21100, subd. (b)(5); CEQA Guidelines, § 15126.2, subd. (d).) Many agencies are familiar with the analysis of growth inducing impacts associated with water, sewer, and other infrastructure. This technical advisory addresses growth that may be expected from roadway expansion projects.

Because a roadway expansion project can induce substantial VMT, incorporating quantitative estimates of induced VMT is critical to calculating both transportation and other impacts of these projects. Induced travel also has the potential to reduce or eliminate congestion relief benefits. An accurate estimate of induced travel is needed to accurately weigh costs and benefits of a highway capacity expansion project.

The effect of a transportation project on vehicle travel should be estimated using the “change in total VMT” method described in *Appendix 1*. This means that an assessment of total VMT without the project and an assessment with the project should be made; the difference between the two is the amount of VMT attributable to the project. The assessment should cover the full area in which driving patterns are expected to change. As with other types of projects, the VMT estimation should not be truncated at a modeling or jurisdictional boundary for convenience of analysis when travel behavior is substantially affected beyond that boundary.

Transit and Active Transportation Projects

Transit and active transportation projects generally reduce VMT and therefore are presumed to cause a less-than-significant impact on transportation. This presumption may apply to all passenger rail projects, bus and bus rapid transit projects, and bicycle and pedestrian infrastructure projects. Streamlining transit and active transportation projects aligns with each of the three statutory goals contained in SB 743 by reducing GHG emissions, increasing multimodal transportation networks, and facilitating mixed use development.

Roadway Projects

Reducing roadway capacity (for example, by removing or repurposing motor vehicle travel lanes) will generally reduce VMT and therefore is presumed to cause a less-than-significant impact on transportation. Generally, no transportation analysis is needed for such projects.

Building new roadways, adding roadway capacity in congested areas, or adding roadway capacity to areas where congestion is expected in the future, typically induces additional vehicle travel. For the types of projects previously indicated as likely to lead to additional vehicle travel, an estimate should be made of the change in vehicle travel resulting from the project.

For projects that increase roadway capacity, lead agencies can evaluate induced travel quantitatively by applying the results of existing studies that examine the magnitude of the increase of VMT resulting from a given increase in lane miles. These studies estimate the percent change in VMT for every percent change in miles to the roadway system (i.e., “elasticity”).³⁵ Given that lead agencies have discretion in choosing their methodology, and the studies on induced travel reveal a range of elasticities, lead agencies may appropriately apply professional judgment in studying the transportation effects of a particular project. The most recent major study, estimates an elasticity of 1.0, meaning that every percent change in lane miles results in a one percent increase in VMT.³⁶

To estimate VMT impacts from roadway expansion projects:

1. Determine the total lane-miles over an area that fully captures travel behavior changes resulting from the project (generally the region, but for projects affecting interregional travel look at all affected regions).
2. Determine the percent change in total lane miles that will result from the project.
3. Determine the total existing VMT over that same area.
4. Multiply the percent increase in lane miles by the existing VMT, and then multiply that by the elasticity from the induced travel literature:

$$[\% \text{ increase in lane miles}] \times [\text{existing VMT}] \times [\text{elasticity}] = [\text{VMT resulting from the project}]$$

A National Center for Sustainable Transportation tool can be used to apply this method:

<https://ncst.ucdavis.edu/research/tools>

This method would not be suitable for rural (non-MPO) locations in the state which are neither congested nor projected to become congested. It also may not be suitable for a new road that provides new connectivity across a barrier (e.g., a bridge across a river) if it would be expected to substantially

³⁵ See U.C. Davis, Institute for Transportation Studies (Oct. 2015) *Increasing Highway Capacity Unlikely to Relieve Traffic Congestion*; Boarnet and Handy (Sept. 2014) *Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions*, California Air Resources Board Policy Brief, available at https://www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf.

³⁶ See Duranton and Turner (2011) *The Fundamental Law of Road Congestion: Evidence from US cities*, available at <http://www.nber.org/papers/w15376>.

shorten existing trips. If it is likely to be substantial, the trips-shortening effect should be examined explicitly.

The effects of roadway capacity on vehicle travel can also be applied at a programmatic level. For example, in a regional planning process the lead agency can use that program-level analysis to streamline later project-level analysis. (See CEQA Guidelines, § 15168.) A program-level analysis of VMT should include effects of the program on land use patterns, and the VMT that results from those land use effects. In order for a program-level document to adequately analyze potential induced demand from a project or program of roadway capacity expansion, lead agencies cannot assume a fixed land use pattern (i.e., a land use pattern that does not vary in response to the provision of roadway capacity). A proper analysis should account for land use investment and development pattern changes that react in a reasonable manner to changes in accessibility created by transportation infrastructure investments (whether at the project or program level).

Mitigation and Alternatives

Induced VMT has the potential to reduce or eliminate congestion relief benefits, increase VMT, and increase other environmental impacts that result from vehicle travel.³⁷ If those effects are significant, the lead agency will need to consider mitigation or alternatives. In the context of increased travel that is induced by capacity increases, appropriate mitigation and alternatives that a lead agency might consider include the following:

- Tolling new lanes to encourage carpools and fund transit improvements
- Converting existing general purpose lanes to HOV or HOT lanes
- Implementing or funding off-site travel demand management
- Implementing Intelligent Transportation Systems (ITS) strategies to improve passenger throughput on existing lanes

Tolling and other management strategies can have the additional benefit of preventing congestion and maintaining free-flow conditions, conferring substantial benefits to road users as discussed above.

G. Analyzing Other Impacts Related to Transportation

While requiring a change in the methodology of assessing transportation impacts, Public Resources Code section 21099 notes that this change “does not relieve a public agency of the requirement to analyze a project’s potentially significant transportation impacts related to air quality, noise, safety, or any other impact associated with transportation.” OPR expects that lead agencies will continue to

³⁷ See National Center for Sustainable Transportation (Oct. 2015) *Increasing Highway Capacity Unlikely to Relieve Traffic Congestion*, available at http://www.dot.ca.gov/newtech/researchreports/reports/2015/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf; see Duranton and Turner (2011) *The Fundamental Law of Road Congestion: Evidence from US cities*, available at <http://www.nber.org/papers/w15376>.

address mobile source emissions in the air quality and noise sections of an environmental document and the corresponding studies that support the analysis in those sections. Lead agencies should continue to address environmental impacts of a proposed project pursuant to CEQA's requirements, using a format that is appropriate for their particular project.

Because safety concerns result from many different factors, they are best addressed at a programmatic level (i.e., in a general plan or regional transportation plan) in cooperation with local governments, metropolitan planning organizations, and, where the state highway system is involved, the California Department of Transportation. In most cases, such an analysis would not be appropriate on a project-by-project basis. Increases in traffic volumes at a particular location resulting from a project typically cannot be estimated with sufficient accuracy or precision to provide useful information for an analysis of safety concerns. Moreover, an array of factors affect travel demand (e.g., strength of the local economy, price of gasoline), causing substantial additional uncertainty. Appendix B of OPR's [General Plan Guidelines](#) summarizes research which could be used to guide a programmatic analysis under CEQA. Lead agencies should note that automobile congestion or delay does not constitute a significant environmental impact (Pub. Resources Code, §21099(b)(2)), and safety should not be used as a proxy for road capacity.

H. VMT Mitigation and Alternatives

When a lead agency identifies a significant impact, it must identify feasible mitigation measures that could avoid or substantially reduce that impact. (Pub. Resources Code, § 21002.1, subd. (a).) Additionally, CEQA requires that an environmental impact report identify feasible alternatives that could avoid or substantially reduce a project's significant environmental impacts.

Indeed, the California Court of Appeal recently held that a long-term regional transportation plan was deficient for failing to discuss an alternative which could significantly reduce total vehicle miles traveled. In *Cleveland National Forest Foundation v. San Diego Association of Governments, et al.* (2017) 17 Cal.App.5th 413, the court found that omission "inexplicable" given the lead agency's "acknowledgment in its Climate Action Strategy that the state's efforts to reduce greenhouse gas emissions from on-road transportation will not succeed if the amount of driving, or vehicle miles traveled, is not significantly reduced." (*Cleveland National Forest Foundation, supra*, 17 Cal.App.5th at p. 436.) Additionally, the court noted that the project alternatives focused primarily on congestion relief even though "the [regional] transportation plan is a long-term and congestion relief is not necessarily an effective long-term strategy." (*Id.* at p. 437.) The court concluded its discussion of the alternatives analysis by stating: "Given the acknowledged long-term drawbacks of congestion relief alternatives, there is not substantial evidence to support the EIR's exclusion of an alternative focused primarily on significantly reducing vehicle trips." (*Ibid.*)

Several examples of potential mitigation measures and alternatives to reduce VMT are described below. However, the selection of particular mitigation measures and alternatives are left to the discretion of

the lead agency, and mitigation measures may vary, depending on the proposed project and significant impacts, if any. Further, OPR expects that agencies will continue to innovate and find new ways to reduce vehicular travel.

Potential measures to reduce vehicle miles traveled include, but are not limited to:

- Improve or increase access to transit.
- Increase access to common goods and services, such as groceries, schools, and daycare.
- Incorporate affordable housing into the project.
- Incorporate neighborhood electric vehicle network.
- Orient the project toward transit, bicycle and pedestrian facilities.
- Improve pedestrian or bicycle networks, or transit service.
- Provide traffic calming.
- Provide bicycle parking.
- Limit or eliminate parking supply.
- Unbundle parking costs.
- Provide parking cash-out programs.
- Implement roadway pricing.
- Implement or provide access to a commute reduction program.
- Provide car-sharing, bike sharing, and ride-sharing programs.
- Provide transit passes.
- Shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services.
- Providing telework options.
- Providing incentives or subsidies that increase the use of modes other than single-occupancy vehicle.
- Providing on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms.
- Providing employee transportation coordinators at employment sites.
- Providing a guaranteed ride home service to users of non-auto modes.

Notably, because VMT is largely a regional impact, regional VMT-reduction programs may be an appropriate form of mitigation. In lieu fees have been found to be valid mitigation where there is both a commitment to pay fees and evidence that mitigation will actually occur. (*Save Our Peninsula Committee v. Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 140-141; *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359; *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 727–728.) Fee programs are particularly useful to address cumulative impacts. (CEQA Guidelines, § 15130, subd. (a)(3) [a “project’s incremental contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact”].) The mitigation program must undergo CEQA evaluation, either on the program as a whole, or the in-lieu fees or other mitigation must be evaluated

on a project-specific basis. (*California Native Plant Society v. County of El Dorado* (2009) 170 Cal.App.4th 1026.) That CEQA evaluation could be part of a larger program, such as a regional transportation plan, analyzed in a Program EIR. (CEQA Guidelines, § 15168.)

Examples of project alternatives that may reduce vehicle miles traveled include, but are not limited to:

- Locate the project in an area of the region that already exhibits low VMT.
- Locate the project near transit.
- Increase project density.
- Increase the mix of uses within the project or within the project's surroundings.
- Increase connectivity and/or intersection density on the project site.
- Deploy management strategies (e.g., pricing, vehicle occupancy requirements) on roadways or roadway lanes.

Appendix 1. Considerations About Which VMT to Count

Consistent with the obligation to make a good faith effort to disclose the environmental consequences of a project, lead agencies have discretion to choose the most appropriate methodology to evaluate project impacts.³⁸ A lead agency can evaluate a project's effect on VMT in numerous ways. The purpose of this document is to provide technical considerations in determining which methodology may be most useful for various project types.

Background on Estimating Vehicle Miles Traveled

Before discussing specific methodological recommendations, this section provides a brief overview of modeling and counting VMT, including some key terminology.

Here is an illustrative example of some methods of estimating vehicle miles traveled. Consider the following hypothetical travel day (all by automobile):

1. Residence to Coffee Shop
2. Coffee Shop to Work
3. Work to Sandwich Shop
4. Sandwich Shop to Work
5. Work to Residence
6. Residence to Store
7. Store to Residence

Trip-based assessment of a project's effect on travel behavior counts VMT from individual trips to and from the project. It is the most basic, and traditionally the most common, method of counting VMT. A trip-based VMT assessment of the residence in the above example would consider segments 1, 5, 6 and 7. For residential projects, the sum of home-based trips is called *home-based* VMT.

A *tour-based* assessment counts the entire home-back-to-home tour that includes the project. A tour-based VMT assessment of the residence in the above example would consider segments 1, 2, 3, 4, and 5 in one tour, and 6 and 7 in a second tour. A tour-based assessment of the workplace would include segments 1, 2, 3, 4, and 5. Together, all tours comprise *household* VMT.

³⁸ The California Supreme Court has explained that when an agency has prepared an environmental impact report:

[T]he issue is not whether the [lead agency's] studies are irrefutable or whether they could have been better. The relevant issue is only whether the studies are sufficiently credible to be considered as part of the total evidence that supports the [lead agency's] finding[.]

(*Laurel Heights Improvement Assn. v. Regents of the University of California* (1988) 47 Cal.3d 376, 409; see also *Eureka Citizens for Responsible Gov't v. City of Eureka* (2007) 147 Cal.App.4th 357, 372.)

Both trip- and tour-based assessments can be used as measures of transportation efficiency, using denominators such as per capita, per employee, or per person-trip.

Trip- and Tour-based Assessment of VMT

As illustrated above, a tour-based assessment of VMT is a more complete characterization of a project's effect on VMT. In many cases, a project affects travel behavior beyond the first destination. The location and characteristics of the home and workplace will often be the main drivers of VMT. For example, a residential or office development located near high quality transit will likely lead to some commute trips utilizing transit, affecting mode choice on the rest of the tour.

Characteristics of an office project can also affect an employee's VMT beyond the work tour. For example, a workplace located at the urban periphery, far from transit, can require an employee to own a car, which in turn affects the entirety of an employee's travel behavior and VMT. For this reason, when estimating the effect of an office development on VMT, it may be appropriate to consider total employee VMT if data and tools, such as tour-based models, are available. This is consistent with CEQA's requirement to evaluate both direct and *indirect* effects of a project. (See CEQA Guidelines, § 15064, subd. (d)(2).)

Assessing Change in Total VMT

A third method, estimating the *change in total VMT* with and without the project, can evaluate whether a project is likely to divert existing trips, and what the effect of those diversions will be on total VMT. This method answers the question, "What is the net effect of the project on area VMT?" As an illustration, assessing the total change in VMT for a grocery store built in a food desert that diverts trips from more distant stores could reveal a net VMT reduction. The analysis should address the full area over which the project affects travel behavior, even if the effect on travel behavior crosses political boundaries.

Using Models to Estimate VMT

Travel demand models, sketch models, spreadsheet models, research, and data can all be used to calculate and estimate VMT (see Appendix F of the [preliminary discussion draft](#)). To the extent possible, lead agencies should choose models that have sensitivity to features of the project that affect VMT. Those tools and resources can also assist in establishing thresholds of significance and estimating VMT reduction attributable to mitigation measures and project alternatives. When using models and tools for those various purposes, agencies should use comparable data and methods, in order to set up an "apples-to-apples" comparison between thresholds, VMT estimates, and VMT mitigation estimates.

Models can work together. For example, agencies can use travel demand models or survey data to estimate existing trip lengths and input those into sketch models such as CalEEMod to achieve more

accurate results. Whenever possible, agencies should input localized trip lengths into a sketch model to tailor the analysis to the project location. However, in doing so, agencies should be careful to avoid double counting if the sketch model includes other inputs or toggles that are proxies for trip length (e.g., distance to city center). Generally, if an agency changes any sketch model defaults, it should record and report those changes for transparency of analysis. Again, trip length data should come from the same source as data used to calculate thresholds to be sure of an “apples-to-apples” comparison.

Additional background information regarding travel demand models is available in the California Transportation Commission’s [“2010 Regional Transportation Plan Guidelines,”](#) beginning at page 35.

Appendix 2. Induced Travel: Mechanisms, Research, and Additional Assessment Approaches

Induced travel occurs where roadway capacity is expanded in an area of present or projected future congestion. The effect typically manifests over several years. Lower travel times make the modified facility more attractive to travelers, resulting in the following trip-making changes:

- **Longer trips.** The ability to travel a long distance in a shorter time increases the attractiveness of destinations that are farther away, increasing trip length and vehicle travel.
- **Changes in mode choice.** When transportation investments are devoted to reducing automobile travel time, travelers tend to shift toward automobile use from other modes, which increases vehicle travel.
- **Route changes.** Faster travel times on a route attract more drivers to that route from other routes, which can increase or decrease vehicle travel depending on whether it shortens or lengthens trips.
- **Newly generated trips.** Increasing travel speeds can induce additional trips, which increases vehicle travel. For example, an individual who previously telecommuted or purchased goods on the internet might choose to accomplish those tasks via automobile trips as a result of increased speeds.
- **Land Use Changes.** Faster travel times along a corridor lead to land development farther along that corridor; that new development generates and attracts longer trips, which increases vehicle travel. Over several years, this induced growth component of induced vehicle travel can be substantial, making it critical to include in analyses.

Each of these effects has implications for the total amount of vehicle travel. These effects operate over different time scales. For example, changes in mode choice might occur immediately, while land use changes typically take a few years or longer. CEQA requires lead agencies to analyze both short-term and long-term effects.

Evidence of Induced Vehicle Travel. A large number of peer reviewed studies³⁹ have demonstrated a causal link between highway capacity increases and VMT increases. Many provide quantitative estimates of the magnitude of the induced VMT phenomenon. Collectively, they provide high quality evidence of the existence and magnitude of the induced travel effect.

³⁹ See, e.g., Boarnet and Handy (Sept. 2014) Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions, California Air Resources Board Policy Brief, available at https://www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf; National Center for Sustainable Transportation (Oct. 2015) *Increasing Highway Capacity Unlikely to Relieve Traffic Congestion*, available at http://www.dot.ca.gov/research/researchreports/reports/2015/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf.

Most of these studies express the amount of induced vehicle travel as an “elasticity,” which is a multiplier that describes the additional vehicle travel resulting from an additional lane mile of roadway capacity added. For example, an elasticity of 0.6 would signify an 0.6 percent increase in vehicle travel for every 1.0 percent increase in lane miles. Many of these studies distinguish “short run elasticity” (increase in vehicle travel in the first few years) from “long run elasticity” (increase in vehicle travel beyond the first few years). Long run elasticity is larger than short run elasticity, because as time passes, more of the components of induced vehicle travel materialize. Generally, short run elasticity can be thought of as excluding the effects of land use change, while long run elasticity includes them. Most studies find a long run elasticity between 0.6 and just over 1.0,⁴⁰ meaning that every increase in lanes miles of one percent leads to an increase in vehicle travel of 0.6 to 1.0 percent. The most recent major study finds the elasticity of vehicle travel by lanes miles added to be 1.03; in other words, each percent increase in lane miles results in a 1.03 percent increase in vehicle travel.⁴¹ (An elasticity greater than 1.0 can occur because new lanes induce vehicle travel that spills beyond the project location.) In CEQA analysis, the long-run elasticity should be used, as it captures the full effect of the project rather than just the early-stage effect.

Quantifying Induced Vehicle Travel Using Models. Lead agencies can generally achieve the most accurate assessment of induced vehicle travel resulting from roadway capacity increasing projects by applying elasticities from the academic literature, because those estimates include vehicle travel resulting from induced land use. If a lead agency chooses to use a travel demand model, additional analysis would be needed to account for induced land use. This section describes some approaches to undertaking that additional analysis.

Proper use of a travel demand model can capture the following components of induced VMT:

- Trip length (generally increases VMT)
- Mode shift (generally shifts from other modes toward automobile use, increasing VMT)
- Route changes (can act to increase or decrease VMT)
- Newly generated trips (generally increases VMT)
 - Note that not all travel demand models have sensitivity to this factor, so an off-model estimate may be necessary if this effect could be substantial.

However, estimating long-run induced VMT also requires an estimate of the project’s effects on land use. This component of the analysis is important because it has the potential to be a large component of

⁴⁰ See Boarnet and Handy (Sept. 2014) [Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions](https://www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf), California Air Resources Board Policy Brief, p. 2, available at https://www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf.

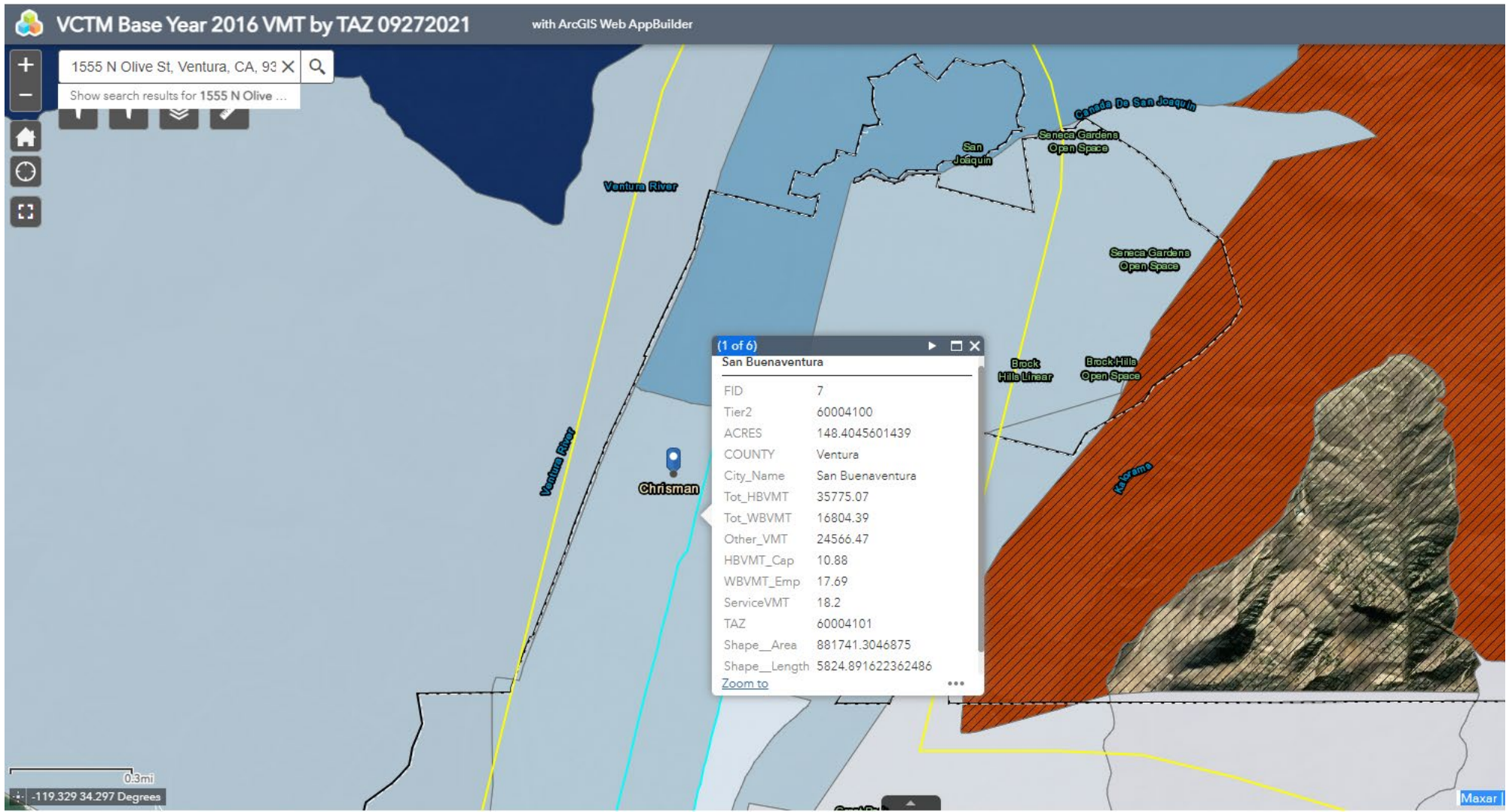
⁴¹ Duranton and Turner (2011) *The Fundamental Law of Road Congestion: Evidence from US cities*, available at <http://www.nber.org/papers/w15376>.

the overall induced travel effect. Options for estimating and incorporating the VMT effects that are caused by the subsequent land use changes include:

1. *Employ an expert panel.* An expert panel could assess changes to land use development that would likely result from the project. This assessment could then be analyzed by the travel demand model to assess effects on vehicle travel. Induced vehicle travel assessed via this approach should be verified using elasticities found in the academic literature.
2. *Adjust model results to align with the empirical research.* If the travel demand model analysis is performed without incorporating projected land use changes resulting from the project, the assessed vehicle travel should be adjusted upward to account for those land use changes. The assessed VMT after adjustment should fall within the range found in the academic literature.
3. *Employ a land use model, running it iteratively with a travel demand model.* A land use model can be used to estimate the land use effects of a roadway capacity increase, and the traffic patterns that result from the land use change can then be fed back into the travel demand model. The land use model and travel demand model can be iterated to produce an accurate result.

A project which provides new connectivity across a barrier, such as a new bridge across a river, may provide a shortened path between existing origins and destinations, thereby shortening existing trips. In rare cases, this trip-shortening effect might be substantial enough to reduce the amount of vehicle travel resulting from the project below the range found in the elasticities in the academic literature, or even lead a net reduction in vehicle travel overall. In such cases, the trip-shortening effect could be examined explicitly.

Whenever employing a travel demand model to assess induced vehicle travel, any limitation or known lack of sensitivity in the analysis that might cause substantial errors in the VMT estimate (for example, model insensitivity to one of the components of induced VMT described above) should be disclosed and characterized, and a description should be provided on how it could influence the analysis results. A discussion of the potential error or bias should be carried into analyses that rely on the VMT analysis, such as greenhouse gas emissions, air quality, energy, and noise.



SB743 Additional Resources



HOME

ABOUT ▾

MEETINGS

GETTING AROUND ▾

VCTC TRANSIT ▾

PLANS & PROJECTS ▾

WORK WITH VCTC ▾

CONTACT



TRIP
PLANNER

**ROUTES &
SCHEDULES**

SERVICE
ALERTS (!)

FROM (e.g. The Oaks Mall)

ROUTES & SCHEDULES

English ▾

TO (e.g. 136 E De La Guerra St)

What's new at VCTC?

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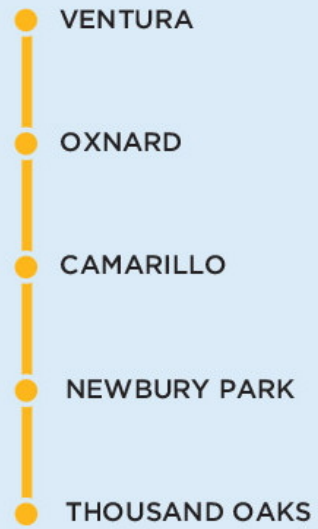
NEW REGIONAL
MAP

NEW INTERCITY
MAP

 English



HWY 101 ROUTES 50 – 55





HWY 126 ROUTES 60 – 62



East County ROUTES 70 – 73X



 English 

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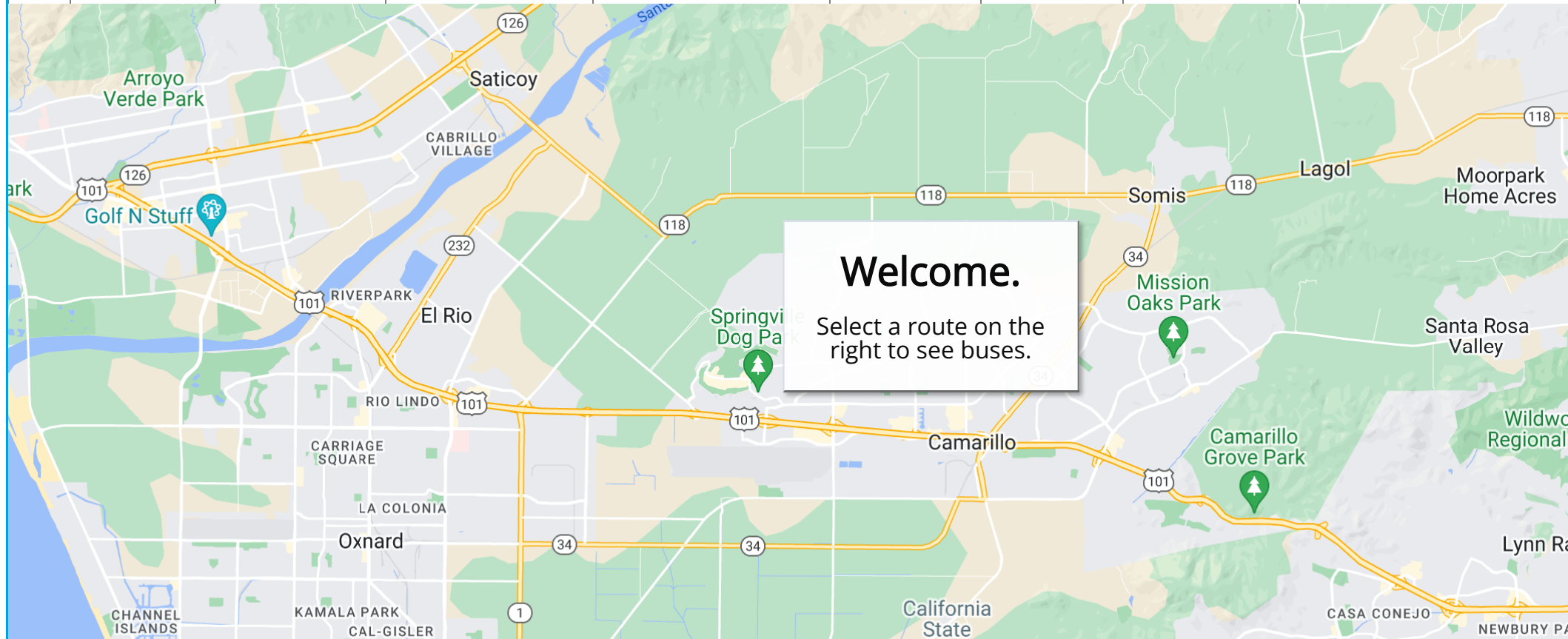
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 English 



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- Home
- Live Map
- Arrival Times
- Announcements
- Mobile
- Alerts
- Text Only
- Transit Operators & Trip Planner
- Android App



Menu

Routes

- VCTC Intercity ▲
- Gold Coast Transit District ▲
- Camarillo Area Transit ▲
- Kanan Shuttle ▲
- Ojai Trolley ▲
- Moorpark ▲
- Simi Valley Transit ▲
- Thousand Oaks Transit ▲
- Valley Express ▲

English ▼



VENTURA COUNTY TRANSPORTATION MODEL

VENTURA COUNTY TRANSPORTATION MODEL

The Ventura County Transportation Model (VCTM) is a countywide weekday model that helps us to better understand and project traffic and transportation features in relationship to land use. The model can be used for transportation impact assessments and Vehicle Miles Traveled analysis for environmental review and air quality greenhouse gas (GHG) emissions applications.

VCTC maintains a base-year (2016) and baseline forecast (2040) scenario built upon land-use data from the local jurisdictions, planned transportation projects from the Regional Transportation Plan, and research-based assumptions of current and future travel. The VCTM can be used to test how alternative land use development and transportation projects will impact travel in Ventura County by comparison to the base-year and forecast

scenarios.

The VCTM is consistent with the regional transportation model used by the Southern California Association of Governments (SCAG), including the base year and forecast year land-use projections and transportation networks. VCTM was developed using the SCAG Sub-Regional Model Development Tool, which allows subregions of SCAG to build a local version of the SCAG model. VCTC built VCTM through the sub-regional modeling program to provide travel demand modeling capabilities to the County and reduce the upfront cost for jurisdictions to build local transportation models.

DOCUMENTATION

The VCTM is validated to State and Federal model standards using observed traffic counts throughout the County. The model is an estimation tool that uses the best available practices combined with the best data available from a variety of sources, including local jurisdictions, SCAG, the U.S. Census, and travel surveys. As with all statistical models, VCTM has inherent limitations. When putting the model into practice, it is always important to combine the data outputs with professional judgement.

To best understand the capabilities and limitations of the VCTM, please read the Validation and Development Documentation.

VALIDATION AND DEVELOPMENT DOCUMENTATION

USERS GUIDE

HOW TO OBTAIN DATA FROM THE VCTM

The VCTM provides a wide variety of data outputs that can be used for analysis of traffic impacts in the County. The model automates several output reports for Vehicle Miles Traveled, Vehicle Delay, Trip Origins and Destinations, and automated jurisdiction maps of Volume Over Capacity on the road network.

On this page, you will find published data from the model base year and baseline forecast for Vehicle Miles Traveled and several maps based on the outputs from VCTM. Data from the traffic model base year and baseline scenarios not available on this page can be requested directly from VCTC Planning Staff.

To obtain a full copy of the traffic model to perform scenario model runs for a project, please fill out the forms below and return them to VCTC Planning Staff at akent@goventura.org

 English

VCTM MODEL USE AND DATA REQUEST FORM

VCTM MODEL DATA USEAGE AGREEMENT

MODELING VEHICLE MILES TRAVELED

In 2020 – 2021, VCTM was updated to produce an automated spreadsheet tool to assist local jurisdictions with Vehicle Miles Traveled (VMT) analysis in accordance with Senate Bill (SB)743. The spreadsheet tool generates recommended VMT metrics from the Office of Planning Research guidance for SB 743 for each incorporated city within Ventura County and the unincorporated County. The 2016 base-year and 2040 baseline forecast scenario VMT spreadsheets from VCTM are linked below. The VMT spreadsheet provides a table for each jurisdiction's VMT calculation and a lookup table to view VMT metrics for individual Traffic Analysis Zones (based on Census Tracts) within a jurisdiction.

2016 SB743 SPREADSHEET

2040 SB743 SPREADSHEET

The map below provides a visualization of Home-Based VMT per Capita (HBVMT_CAP) and Work-Based VMT per Employee (WBVMT_EMP) by TAZ from the base-year 2016 VMT spreadsheet. The aggregate Service VMT (VMT_SERVICE) metric is also available in the data attributes. Use the Layers List tab to toggle between the Home-Based VMT per Capita and Work-Based VMT per Employee layers. The map also contains preset filters for these two layers in the top left corner of the map. Use the filter buttons for the respective layer to visualize low VMT generating zones by jurisdiction. There is also an option to create a unique filter at the bottom of the filter popup.

Each jurisdiction in Ventura County has unique polices related to VMT under SB743. The local Planning Department should be always contacted for VMT thresholds and procedures related to CEQA analysis.

2019 CEQA STATUTES AND GUIDELINES

IMPLEMENTING SB743 UC BERKELEY

OPR SB743 TECHNICAL ADVISORY

SB743 FLOWCHART

SBCTA SAMPLE PROJECTS

DAILY ORIGIN-DESTINATION MAP

WRCOG SB743 IMPLEMENTATION

The map below visualizes daily (Weekday) trip origins and destinations (OD) for each City and regions of the Unincorporated County calculated by VCTM. This map can be used to view major trip distribution patterns between jurisdictions in Ventura County. Use the “Select Origin” filter in the top left corner of the map to view OD flow lines and trips originating from the selected jurisdiction. Use the layer tab to toggle flow lines for daily trips, AM Period (6AM-9AM), or PM Period (3PM-7PM). The OD data can also be viewed in the graph in the bottom left of the map, representing the number of trips originating from the jurisdiction selected in the “Select Origin” filter to major destinations in and around Ventura County. The destinations graph shows the number of trips ending in each jurisdiction, including internal-internal trips.

VOLUME OVER CAPACITY MAP

VCTM produces automated Volume Over Capacity (VOC) maps for VCTC's monitoring of the Ventura County Congestion Management Network. VOC is a measure of congestion for a road segment over a specified time period. The map below contains modeled VOC layers for the weekday AM Peak Period (6AM – 9AM), Midday Period (9AM-3PM), and the PM Peak Period (3PM-7PM). The map also provides these layers for both the 2016 base year and 2040 baseline forecast scenario. Since the model forecast scenario contains planned transportation projects (unconstrained) from the Regional Transportation Plan/Sustainable Communities Strategy, there are several road and highway segments where congestions is predicted to improve.

Local jurisdictions may have different requirements and thresholds for monitoring of VOC on local road networks. For local project analysis make sure to consult the local planning or public works department.

Use the Contents tab in the map to toggle between layers and the Legend tab to view the map legend.

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TITLE VI | ACCESSIBILITY | PRIVACY POLICY



VENTURA COUNTY COMPREHENSIVE TRANSPORTATION PLAN

Table of Contents

- 1 Introduction 01**
 - 1.1 Introduction.....03

- 2 Existing Conditions 18**
 - 2.1 Mobility in Ventura County Today 20

- 3 Future Baseline Conditions..... 54**
 - 3.1 Demographics 57
 - 3.2 Land Use 62
 - 3.3 Climate 66
 - 3.4 Observations 71

- 4 Community Engagement..... 72**
 - 4.1 Engagement Approach 74
 - 4.2 Key Engagement Themes..... 96

- 5 Equity 97**
 - 5.1 Mobility and Equity 100
 - 5.2 Equity Analysis 104
 - 5.3 Applying Equity to the CTP 130

6	Needs	132
6.1	Previously Identified Needs	134
6.2	Needs from Public Input/ Regional Advisory Committee	137
6.3	Demographics	139
6.4	Land Use and Transportation Integration	143
6.5	Roadways/Freeways.....	146
6.6	Transit	149
6.7	Active Transportation	152
6.8	Shared Mobility.....	156
6.9	Safety.....	159
6.10	Passenger Aviation.....	161
6.11	Goods Movement	163
7	Solutions	164
7.1	Scenario A Projects	167
7.2	Scenario B Projects.....	176
7.3	Scenario C Projects.....	191
7.4	Scenario Performance	197
7.5	Non-Project Policies, Programs, and Strategies	223
7.6	Technology and Future Mobility	227

8 Project Implementation/Conclusion 231

- 8.1 Project Priorities 233**
- 8.2 Funding Opportunities 251**
- 8.3 Agency Coordination 257**



Chapter 1 – INTRODUCTION



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The Comprehensive Transportation Plan (CTP) describes the vision for transportation and mobility in Ventura County for the next 25+ years. The Ventura County Transportation Commission (VCTC) is the agency responsible for long-

range regional transportation planning in the county, which includes the responsibility for preparing the CTP.

1.1

Introduction

Ventura County is home to approximately 850,000 residents and offers an unparalleled quality of life that includes access to job opportunities, recreation, quality education, agriculture, and extensive open space areas. Access to convenient and safe mobility options is an integral part of the high quality of life present in Ventura County and residents' ability to travel to their preferred destinations – for employment, education, shopping, or recreation – by whatever mode of travel they choose.

The next 25+ years are forecast to bring a range of changes, opportunities, and challenges related to mobility in Ventura County. The Comprehensive Transportation Plan recognizes this reality and helps VCTC and local jurisdictions plan and provide a transportation system that meets the needs of residents, businesses, and visitors, and maintains the quality of life that Ventura County residents enjoy and meets the needs of businesses to ensure a healthy local and regional economy.

1.1.1 Plan Purpose

VCTC adopted the first Ventura County Comprehensive Transportation Plan (CTP) in 2013. The 2023 update to the CTP includes a detailed listing of transportation projects, programs, and strategies that are planned or envisioned by VCTC and local agencies in the county. These projects, programs, and strategies are compiled from a range of sources, including community engagement, review of local agency plans and reports, and adopted local, regional, and State planning documents, such as the Federal Transportation Improvement Program (FTIP) and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), prepared by the Southern California Association of Governments (SCAG).

The CTP will help guide countywide transportation planning decisions and serves as Ventura County’s input into the 2024 RTP/SCS, currently being prepared by SCAG. By documenting planned transportation projects, programs, and strategies in an adopted countywide and regional document, the CTP will also help VCTC and local jurisdictions to pursue funding to assist in project implementation. Many State and Federal funding resources and grant programs require that projects be documented in adopted regional transportation planning documents such as the RTP/SCS.

The CTP also prepares VCTC and local jurisdictions should a local source of transportation funding be approved in Ventura County in the future. Ventura County is the only county among the six-county SCAG region without a local sales tax dedicated to transportation. Currently, agencies in Ventura County rely on a variety of sources to fund transportation projects. These include State gasoline tax allocations, local agency general funds, and grants awarded by State and Federal agencies. Each of the sources presents challenges due to the potential uncertainty of receiving transportation funding in the future.

State gasoline tax receipts are declining along with reductions in vehicle miles traveled statewide and the rising adoption of electric vehicles. Local agency general funds face competition from agency priorities other than transportation. Grant funds are becoming increasingly competitive and difficult to obtain as California continues to grow and competition increases for limited pools of funding.

While the CTP does not identify a preferred approach to establishing a locally controlled source of transportation funding, the Plan – and specifically Scenario B as described in Chapter 7 – lays a foundation for a program of multimodal transportation projects that could be funded and implemented if a locally controlled funding source emerges in the future.

Throughout this Plan, individual chapters will highlight where input, interests, and needs identified by community members in Ventura County have shaped the projects, programs, and recommendations presented in the CTP. The CTP development effort featured extensive efforts to engage community members living across Ventura County. VCTC worked to reach community members through a variety of avenues, activities, and events that included:

- 13 In-Person Pop-Up Events
- 2 Surveys
- 5 Regional Advisory Committee Meetings
- 18 Topic-Focused Advisory Committee Meetings
- 1 Countywide Walk Audit
- Numerous Social Media Posts
- Presentations to Ventura County Transportation Commission, Transportation Technical, Advisory Committee (TTAC), Transit Operators Advisory Committee (TRANSCOM), and Community Transportation Advisory Committee (CTAC).

These engagement efforts helped VCTC to understand what the key transportation and mobility needs are of residents in Ventura County today and into the future. The feedback received from community members highlighted a strong interest in the following types of transportation and mobility improvements:

- Expansion of bicycle and pedestrian facilities across the county
- Enhance the safety of bicycle and pedestrian infrastructure to protect users
- Faster, more frequent transit service
- Reduce the cost of transit and other transportation modes

- Provide more infrastructure to facilitate a shift to electric vehicles
- Balance land use and transportation planning decisions to provide more mobility choice
- Encourage efforts to reduce emissions from transportation sources to combat climate change.

These inputs helped guide the development of the CTP, as well as the development of the projects, programs, and strategies identified in the document.

Figure 1-1 Ventura County Location



2013 Ventura County Comprehensive Transportation Plan (CTP)

1.1.2 The Role of VCTC

VCTC is the regional transportation planning agency for Ventura County and is responsible for leading countywide transportation planning efforts. VCTC's mission is to improve mobility within the County and increase funding to meet transportation needs. To fulfill that mission, VCTC establishes transportation policies and priorities ensuring an equitable allocation of federal, state, and local funds for highway, transit, rail, aviation, bicycle, and other transportation projects. Within Ventura County, VCTC also operates intercity bus services, administers the Service Authority for Freeway Emergencies (SAFE), and is responsible for preparing the Airport Land Use Compatibility Plan as the Airport Land Use Commission (ALUC).

VCTC leads the preparation and update of the CTP to reflect the long-term vision for transportation and mobility of community members and agencies in Ventura County. Regular updates to the CTP also help to ensure that the plan includes recent transportation plans, studies, programs, and projects identified throughout Ventura County and makes these projects eligible for State and Federal transportation funding grant programs.

1.1.3 Related Ventura County Planning Efforts

The CTP consolidates current and past Ventura County planning documents. Recent planning efforts in the county provide a solid foundation for the development of the CTP and contain projects and programs incorporated into the CTP. These planning documents include the previous CTP prepared in 2013, the 101 Communities Connected Multimodal Corridor Study, the Ventura County Freight Corridors Study, and short-range transit plans prepared by VCTC and other transit operators in Ventura County.

The 2013 CTP is a community-based policy document that provides a framework for Ventura County's long-range transportation decisions. The vision of the Plan is to create "a connected and integrated transportation system that provides convenient, safe and accessible options. This system is inclusive of all community members and needs, balancing all interests. It is intended to be built from a sustainable plan that reflect local priorities."

The 2013 CTP developed a list of solutions for the future, including:

- Keep roads in good condition, develop complete streets, and add lanes on the busiest city streets;
- Create a more customer-focused transit system through sub-regional consolidation;
- Obtain supplemental revenue for arterials through adequate levels of developer fees and reciprocal traffic mitigation fees;
- Relieve US Highway 101, State Route 23, and State Route 118 peak period capacity pressure by availability of State and federal highway funds;
- Connect existing bicycle networks between cities through unincorporated areas on a regional scale;
- Implement pedestrian amenities and walkable communities through programs and projects;
- Implement environmental and mitigation programs to mitigate localized environmental impacts and encourage transportation-supportive land use and development;
- Sustain freight movement operations and connections while balancing their impact on local communities and;

- Introduce a Countywide Tax Measure to help fund future local transportation projects.

US 101 Communities Connected

Initiated by SCAG, VCTC, and Caltrans, US 101 Communities Connected establishes the need for a shared vision and comprehensive plan for the US 101 corridor in Ventura County to connect the jurisdictions of Ventura, Oxnard, Camarillo, and Thousand Oaks. The US 101 corridor plays a central role in the vitality of Ventura County, as it connects diverse communities, businesses, with coastal portions of California to the north and south. 101 Communities Connected seeks to foster a resilient, sustainable, and efficient transportation future to meet the diverse needs of the adjacent communities. It also provides a roadmap for collaboration across jurisdictions and develops funding priorities for infrastructure investments to improve connectivity, reduce vehicle miles traveled, and better serve Ventura County.

101 Communities Connected introduces goals and guiding principles to improve the overall corridor mobility while balancing safety and environmental considerations:

- **Safety and Health:** Improve safety and health by reducing the frequency and severity of safety incidents and hazards for all modes, improve air quality, and provide safe routes for children to get to school.
- **Social Equity:** Be inclusive of all community members and their needs by ensuring a fair share of benefits of the transportation system for disadvantaged communities, provide viable transportation options for people who do not have cars and improve workers' access to jobs.
- **Multimodal Mobility:** Improve mobility and accessibility for a connected and integrated transportation system by reducing Vehicle Miles Traveled, congestion and delay, increasing

throughput and reliability for all users, and increasing transit ridership and active transportation participation.

- **Robust Economy:** Improve freight movement while mitigating its impacts, manage curb demand, and improve access to jobs.
- **Environmental Stewardship:** Preserve and increase access to habitat and open space, reduce GHG emissions and improve air quality.

Ventura County Freight Corridors Study

The Ventura County Freight Corridors Study identifies and prioritizes the most significant freight corridors in Ventura County for safer, more efficient, and sustainable freight connections. The study also establishes an understanding for highway freight corridors in Ventura County to inform future highway planning and investment decisions. It will also assist the Port of Hueneme and Ventura County to move toward achieving State and regional emission reduction goals and increase social equity by planning for a transportation system that is efficient but not disproportionately centralized around disadvantage communities.

The long-range transportation infrastructure decisions identified in the study will ensure future investments yield the greatest sustainability benefit to the County's agricultural sector, economic competitiveness and growth, as well as human and environmental benefits.

The project objectives are to:

- Establish a thorough understanding of Ventura County's freight corridors and use the knowledge to inform future highway planning and investment decisions;
- Support cleaner freight, reduce greenhouse gas emissions, and improve air quality;
- Promote Ventura County's industry and agricultural economy;

- Plan a transportation system that does not disproportionately impact disadvantaged communities; and,
- Develop innovative solutions to benefit the economy and environmental health.

The study examined numerous elements, including:

- The importance of goods movement
- Goods movement in residential communities
- Safety in rail corridors, especially at highway/rail crossings
- Proximity of schools and parks to truck routes
- Availability of public truck parking
- A freeway connection from westbound SR 126 and southbound US 101, bypassing residential areas along Victoria Avenue
- Truck origin-destination analysis
- Zero-emission goods movement

Transit Integration and Efficiency Study (TIES)

The Transit Integration and Efficiency Study identifies strategies to improve bus transit throughout Ventura County with a focus on improving passenger experience, reducing operating and capital costs, and better integrating the existing transit systems. Initiated in 2021 as part of VCTC and transit agency efforts to recover transit ridership in the wake of the COVID-19 pandemic, the TIES recommends a range of strategies to align and improve transit service across the nine transit operators serving communities throughout Ventura County. The TIES planning effort remains underway at the time of completion of the CTP Update. Adopted and endorsed strategies of the TIES will be integrated with efforts to implement the CTP.

Transportation Emergency Preparedness Plan (TEPP)

The TEPP was developed by VCTC and the Santa Barbara County Association of Governments (SBCAG), with funding from Caltrans, to address the transportation challenges related to disasters that affect one or both counties. VCTC and SBCAG developed the TEPP to provide an all hazards framework for collaborating among responsible entities and coordinating with these entities during emergencies that may require a deployment of transportation resources. It defines roles and responsibilities, provides communication procedures, identifies transportation vulnerabilities and resources during an emergency or disaster that may affect the counties of Santa Barbara and Ventura.

Short Range Transit Plans (SRTP)

In addition to the plans above, several bus and rail providers have transportation planning and strategic documents for their agencies. The Ventura County SRTP, developed with input from VCTC and its stakeholders, provides strategies for improved regional coordination and connectivity and provides a framework for future growth with the primary goals of enhancing customer experience and increasing the viability of transit. The SRTP examines service provided by all transit operators in Ventura County and includes regional analyses to identify service gaps and prioritize investments. The SRTP was developed in conjunction with the VCTC Intercity Five-Year Plan.

Additionally, other operators such as Gold Coast Transit District and Simi Valley Transit, have also developed SRTPs that provide information about the service and operational plans for the transit service for the next 5-year period. Metrolink also prepares an SRTP, as well as a Strategic Business Plan detailing scenarios and strategies for transit service, policies, and expansion of their regional services. Similarly, the LOSSAN North Strategic Plan identifies

project opportunities to continue to improve the northern segment of the LOSSAN the corridor between Los Angeles and San Luis Obispo.

Other Agency and Entity Plans

Ventura County is home to two unique land uses and trip generators, both of which have unique mobility needs that were important considerations in the development of the CTP. These unique uses are the Port of Hueneme and Naval Base Ventura County (NBVC).

Port of Hueneme

The Port of Hueneme is the only deep-water port located between Los Angeles and San Francisco. The Port has utilized this distinction to carve out an important role in the movement of goods between California and across the United States and various foreign origins and destinations. Today, the Port serves several goods movement niches, with agricultural goods, fertilizer, and automobiles being the primary goods transported through the port. With capacity pressures projected to continue at the Ports of Los Angeles and Long Beach to the south and the Ports of Oakland and San Francisco in the north, the Port of Hueneme is anticipated to continue to fill an important role in the regional goods movement picture for Ventura County, Southern California, and the United States.

Naval Base Ventura County (NBVC)

NBVC is comprised of three separate locations – Point Mugu, Port Hueneme and San Nicholas Island – with the Point Mugu and Port Hueneme installations having the greatest interaction with the transportation network in Ventura County. Combined, the bases provide nearly 20,000 jobs in Ventura County and are a major economic driver for the county. Ventura County is also home to the California Air National Guard’s Channel Islands Air National Guard Station, located near Hueneme Road and SR-1 in unincorporated Ventura County.

The Navy has partnered with VCTC over the years to conduct collaborative planning efforts

focused on land use and transportation issues in the areas surrounding the installation. Throughout the CTP development process, the project team coordinated with the Navy and reviewed these previous planning efforts to ensure that the projects and programs identified in the CTP did not conflict with any adopted plans.

The NBVC Joint Land Use Study (JLUS) created recommendations to address climate change, local housing availability, land use, and roadway capacity elements including gate queuing, mobilization corridors, public transit availability and access, and regional circulation through expansion. The military installations also have specific needs related to mobilization and the transfer of military equipment, which would be transported along roadways and freeways in Ventura County. Continued coordination and collaboration between VCTC and the Department of the Navy and Air National Guard is essential to ensure that these military installations have adequate access and are able to fulfill their missions.

1.1.4 Regional and State Planning Efforts

In addition to establishing the vision and program for regional transportation improvements in Ventura County, the CTP also aligns with other SCAG region and statewide transportation planning efforts and programs. This alignment helps to ensure that Ventura County transportation projects identified in the CTP are likely to be competitive when pursuing funding opportunities at the regional and state level. This alignment also helps to ensure that Ventura County is contributing to help the SCAG region and the state meet the ambitious emission reduction goals established through state legislation to help reduce the impacts of climate change on residents throughout California. Relevant regional plans, state plans, and state legislation are discussed below.

SCAG 2020-2045 RTP/SCS Connect SoCal (2020)

SCAG's RTP/SCS, also known as Connect SoCal, was developed to align and better connect transportation investments across the six-county region, including Ventura County. Connect SoCal builds upon and expands land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern to close the gap and reach greenhouse gas emissions reduction goals.

Connect SoCal lays out a path to greater access, mobility, and sustainability. The Plan calls for complete streets, center focused placemaking, active transportation improvements, transportation safety, and connected transportation networks, and encourage improved land use, mobility, transportation, and circulation to achieve the desired outcome.

California Transportation Plan

Caltrans adopted the California Transportation Plan 2050 (CTP 2050) in 2021. This statewide long-range transportation plan is prepared by the State Transportation Agency and reflects input received from metropolitan planning organizations and county transportation agencies from across the state. CTP 2050 identifies 14 primary recommendations to address the goals of the plan and meet the mobility needs of Californians by 2050. These recommendations include:

- Expand access to safe and convenient active transportation options
- Improve transit, rail, and shared mobility
- Expand access to jobs, goods, services, and education
- Advance transportation equity
- Enhance transportation system resiliency
- Enhance transportation safety and security

- Improve goods movement systems and infrastructure
- Advance zero-emission vehicle technology and supportive infrastructure
- Manage the adoption of connected and autonomous vehicles
- Price roadways to improve the efficiency of auto travel
- Encourage efficient land use
- Expand protection of natural resources and ecosystems
- Strategically invest in state of good repair improvements
- Seek sustainable, long-term transportation funding mechanisms

Many of these recommendations align with the goals and recommendations contained in the Ventura County CTP, reflecting the alignment of this plan with state transportation goals.

California Freight Mobility Plan

Recognizing that California is the primary gateway for goods movement across the United States, the California Freight Mobility Plan, adopted in 2020, provides a vision to maintain a sustainable freight network in California and to ensure that this network provides for economic vitality, environmental stewardship, and equity.

The Freight Mobility Plan outlines recommendations to modernize the multimodal freight network, grow the economic competitiveness of the freight network, support strategies that reduce or avoid environmental impacts, enhance community health by reducing emissions impacts from freight movement, increase safety along goods movement corridors, and maintain and preserve goods movement infrastructure assets.

Climate Action Plan for Transportation Infrastructure (CAPTI)

This statewide climate action plan, adopted in

2021, is intended to align future transportation investment in California with the state’s climate, health, and social equity goals. CAPTI outlines a series of changes to how transportation planning, project scoping, project programming, and environmental mitigation are approached throughout the state. These changes are significant and will influence how transportation project development and implementation occurs in California and in Ventura County in the future. A primary example of this change is highlighted by this guiding principle outlined in the adopted CAPTI:

“Promoting projects that do not significantly increase passenger vehicle travel, particularly in congested urbanized settings where other mobility options can be provided and where projects are shown to induce significant auto travel. These projects should generally aim to reduce VMT and not induce significant VMT growth. When addressing congestion, consider alternatives to highway capacity expansion, such as providing multimodal options in the corridor, employing pricing strategies, and using technology to optimize operations.”¹

The CTP intends to align long-range transportation planning in Ventura County with this guiding principle, while also acknowledging local mobility needs, travel demands, and long-term maintenance of the transportation system in the county.

Senate Bill 743

Senate Bill (SB) 743 is an amendment to the California Environmental Quality Act (CEQA) adopted by the State of California which attempts to balance the needs of congestion management to reduce greenhouse gas emissions, promote infill development, and improve public health through active transportation. SB 743 requires an adoption of vehicle miles travelled (VMT) as the most appropriate measure of transportation impacts,

a departure from using vehicle delay or level-of-service (LOS) to determine transportation impact. LOS focuses on maintaining traffic speeds, which often results in adding supply, making it difficult to build infill housing and other land uses in denser areas. Using VMT addresses induced travel to reduce the amount of vehicle traffic. As of July 1, 2020, CEQA Guidelines Section 15064.3 requires that VMT is utilized during the preparation of CEQA documents to demonstrate the holistic impact of a project on factors associated with vehicle miles, such as greenhouse gas emissions.

In conjunction with State mandates, Ventura County has adopted strategies to utilize VMT as its leading tool to measure transportation impact. Local agencies have discretion to develop and adopt their own thresholds or rely on thresholds recommended by other agencies, such as the Governor’s Office of Planning and Research (OPR) Technical Advisory for VMT thresholds.

1.1.5 Opportunities and Challenges

Planning for transportation and mobility needs over the next 30 years presents a range of challenges related to understanding forecasted changes in demographics and population, anticipating the availability of funding for transportation, and responding to the impacts of climate change on the environment and transportation infrastructure. Looking forward also allows us to consider a range of potential opportunities, technologies, and advances in mobility that could provide substantial benefits to transportation and mobility in Ventura County.

A variety of opportunities and challenges that will influence the evolution of how people move

1. *Climate Action Plan for Transportation Infrastructure (CAPTI), July 2021*

and travel in Ventura County were identified during the development of the CTP. These opportunities and challenges help guide the development of the plan, as well as its projects, strategies and programs.

Opportunities

Increasing support for transit and active transportation – There is strong interest among residents in Ventura County in advancing improvements to transit services and active transportation infrastructure. While the relative number of transit trips in the county is very low compared to automobile travel, transit services fill a vital role in providing mobility to vulnerable populations and populations that have limited access to a vehicle. This includes low-income residents, youth, and seniors. For these residents, transit provides a vital service, offering access to employment, education, medical appointments, and shopping.

Active transportation modes saw a noticeable growth in mode share during the COVID-19 pandemic, and interest in active transportation has continued as Ventura County has emerged from the pandemic. The community engagement efforts conducted in support of the CTP revealed strong interest from community members across the county in upgrading and repairing existing active transportation infrastructure, adding new active transportation infrastructure, and connecting these facilities to key destinations and transit stops.

Increasing State transportation funding levels – In 2017, the state legislature passed SB1, which created a significant new source of funding for the repair, maintenance, and enhancement of the transportation network in California. SB1 and other recent state legislation have not only increased the amount of funding available for transportation, but also placed an emphasis on funding multimodal transportation projects that seek to reduce reliance on automobile travel and help the state meet its climate-related goals to reduce emissions and vehicle miles traveled. These

new funding sources create opportunities for VCTC and local agencies in Ventura County to fund multimodal transportation improvements.

Electrification of vehicle travel – In August 2022, the California Air Resources Board (CARB) issued a new rule requiring that all new cars sold in the state by 2035 be zero-emission vehicles. This rule also includes interim goals between 2022 and 2035, identifying minimum percentages of zero-emission vehicle sales. Increasing levels of zero-emission vehicle adoption in the state and in Ventura County will require a corresponding increase in the infrastructure to charge these vehicles. This infrastructure would be provided in a variety of forms, from public charging stations to charging stations integrated into new and existing private development, including single family and multi-family residential, commercial office, and commercial retail. As the regional transportation planning agency for the county, VCTC assist in the planning for public electric and zero-emissions vehicle charging infrastructure countywide, while also working with local agencies to provide input, expertise, and guidance related to local land use policies and programs to encourage the implementation of this infrastructure with private development and private property.

There are numerous recent and ongoing zero-emissions vehicle planning efforts, such as the California Energy Commission Electric (CEC) Vehicle Readiness Plan for Ventura, Santa Barbara, and San Luis Obispo Counties; the Ventura County Electric Vehicle Ready Blueprint prepared by the Ventura County Regional Energy Alliance (VCREA), CEC, and EV Alliance, the Central Coast ZEV strategy; and VCTC's and GCTD's Zero Emission Bus Transition Plans. The recommendations from these plans should be considered in development of the strategy for the future of electric and other zero-emissions vehicles in Ventura County.

Continued growth of economic engines –

Ventura County is home to several major employers that make substantial contributions to the county’s economy and job base. These include the Port of Hueneme, Naval Base Ventura County (NBVC), and California State University Channel Islands (CSUCI). Other industries, including agriculture, healthcare, and education also make substantial contributions to the county’s economy. Each of these major employers and the major industries noted are all projecting future growth in their operations and employment levels, creating additional demand for transportation infrastructure and mobility options for their employees, students, visitors, and goods. During the development of the CTP, the project team coordinated with representatives of these organizations and facilities to ensure that the projects, programs, and strategies identified in the CTP enhance these facilities and help to support their continued growth and contributions to Ventura County’s economy.

Challenges

Slowing population growth – The Southern California growth forecasts released by SCAG as part of the development of the 2024 RTP project that population in Ventura County is not projected to change between 2019 and 2050. Slowing population growth may help to reduce some travel pressures on the freeways and roadways in Ventura County, but limited growth also presents specific challenges. These include reductions in available local funding sources resulting from limited changes in tax receipts, changes in how and why people move, and potentially making Ventura County less competitive when pursuing outside sources of funding when compared to other counties that are growing. Table 1-1 illustrates these projections.

Table 1-1 Ventura County Population Forecasts (2019-2050)

JURISDICTION	2019	2050	% CHANGE
Camarillo	71,027	68,694	-3.28%
Fillmore	16,502	17,986	8.99%
Moorpark	36,514	37,474	2.63%
Ojai	7,679	6,962	-9.34%
Oxnard	202,705	214,077	5.61%
Port Hueneme	21,944	19,439	-11.42%
Santa Paula	30,834	31,975	3.70%
Simi Valley	126,804	123,220	-2.83%
Thousand Oaks	127,255	122,118	-4.04%
Ventura	110,934	109,528	-1.27%
Unincorporated Areas	93,737	86,325	-7.91%
Ventura County	845,935	837,798	-0.96%

Source: SCAG 2024 RTP Population Forecasts

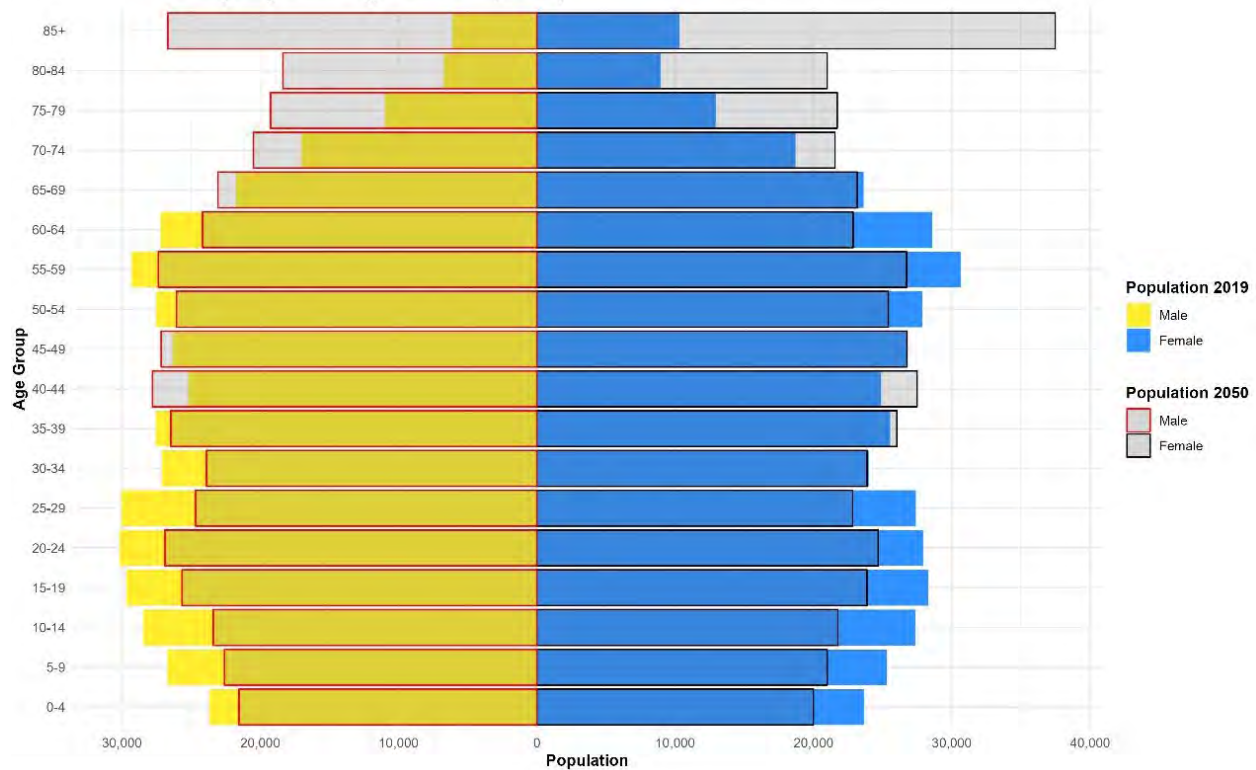
Another challenge with forecasted population growth is that many locations forecast to have positive growth, for example Fillmore, Moorpark, Santa Paula are lower density communities, and this growth may result in land use development patterns that encourage greater levels of automobile use, resulting in higher levels of per capita VMT. Denser communities with more compact development patterns, Ventura, Simi Valley, Thousand Oaks, are forecast to have small population declines through 2050, muting the potential positive impact of more compact and mixed-use development in these communities help to reduce VMT per capita on a countywide basis. Ongoing collaboration between VCTC and local cities will be important to encourage new development to locate near multimodal transportation services and infrastructure and to include design attributes that encourage multimodal travel.

An aging population – In addition to slowing growth, demographic shifts in Ventura County over the next 30 years will result in an aging population. Figure 1-1 illustrates the forecast change by age range between 2019 and 2050.

Significant increases in residents aged 70 years and older will create new demands and challenges for Ventura County’s transportation systems, and in particular for transit and paratransit services. Reductions in the size of the typical workforce age population (18-65 years) will also result in changes in how people travel, when they travel, and

where they travel when they do make trips. Together, these demographic changes in Ventura County highlight a need for flexibility in the transportation system and a variety of multimodal solutions to meet future mobility needs.

Figure 1-2 Population by Age Structure



Declining transit ridership – Chapter 2 details the years long trend of declines in transit ridership both in Ventura County and nationwide. These declines accelerated during the COVID-19 pandemic, and even though the county is emerging from the effects of the pandemic, in general, transit ridership is not recovering quickly. While the county is faced with challenges that would suggest a greater demand and need for transit services – an aging population, large numbers of low-income workers – the current nature of transit services in Ventura County – numerous small operators, limited connections between cities, and low frequency of service – contributes to low ridership and discourages residents from trying the service. VCTC is actively studying opportunities to improve and better integrate transit services through the Transit Integration and Efficiency Study (TIES), and the CTP identifies a variety of flexible and creative transit solutions and programs for further study.

Limitations on local funding - Ventura County does not currently have a locally-generated and controlled source of dedicated transportation funding. All other counties in the SCAG region – Los Angeles, Orange, Riverside, San Bernardino, and Imperial – in addition to Santa Barbara County to the north, all have a dedicated local transportation sales tax measure that serves as an ongoing source of funding for the repair, maintenance, and enhancement of the transportation networks in these counties. In addition to providing a locally controlled source of funding, the funds from these measures can help to serve as matching funds in the pursuit of additional State and Federal funding for transportation projects, compounding the benefits of these local funding sources. The absence of a locally controlled transportation funding source in Ventura County puts the county at a disadvantage when pursuing some State and Federal grants and in keeping pace with neighboring counties in making investments in the transportation network. This latter item can help to reduce Ventura County’s competitiveness in attracting businesses, residents, and other investment.

While the CTP cannot identify a specific or preferred local funding source, the projects, programs, and strategies outlined as part of Scenario B in Chapter 7 assume that during the 25-year horizon of the CTP, some form of local transportation funding would become available in Ventura County. Scenario B contains a package of multimodal improvements that could serve as the foundation for a program of projects that could be funded should a new local funding source emerge.

Balancing vehicle miles traveled (VMT) and level of service – SB743 changed the metric used to determine the performance of the transportation system in California, shifting the emphasis from traffic level of service to VMT. This shift has created a substantial change in how long-range planning documents like the CTP examine the performance of the future transportation network. The 2013 CTP considered metrics like vehicle hours of delay and volume to capacity ratios to determine how the future transportation network would perform. In this version of the CTP, evaluation of the performance of the different future transportation network scenarios focuses on changes to per capita VMT. This shift helps to ensure that the CTP is in alignment with the SCAG RTP and other State planning documents like the California Transportation Plan and CAPTI.

The opportunities and challenges highlighted above help to illustrate the importance of regular updates to long range planning documents like CTP. Many of these opportunities and challenges differ substantially from those identified in the 2013 version of the CTP. As the demographics, transportation network, economic environment, and climate of Ventura County continues change, regular future updates the CTP are necessary to ensure that VCTC continues to plan for the future of transportation in Ventura County.

1.1.6 CTP Goals and Principles

Defining clear goals and objectives is key to the development of a meaningful transportation plan, informing the strategic narrative, alternatives evaluation and implementation framework. Throughout the CTP preparation process, the project team worked collaboratively with the RAC over the course of several meetings to formulate a set of goals, objectives, and key principles to guide the development of projects, programs, and strategies for inclusion in the CTP. Integral to this process is review and consideration of goals and objectives expressed in previous VCTC planning efforts. This helps to ensure consistency with recent planning efforts and allows the CTP to build on and advance the transportation and mobility objectives that VCTC has identified as part of these recent plans.

The goals and their corresponding objectives identified for the CTP are the following:

- **Goal: Balance Transportation and Land Use**
 - Foster a diversity of land uses that improve ease of access to housing, employment, recreation, and other needs
 - Integrate transportation and land use planning to encourage walking, cycling and transit
 - Enhance transit services to encourage growth to locate within HQTAs
 - Improve active transportation facilities and infrastructure between residential and commercial zones
- **Goal: Reduce Emissions and Improve Sustainability**
 - Ensure availability of EV supportive infrastructure
 - Reduce per capita VMT

- Encourage travel using low or zero emissions modes for more trips

- **Goal: Foster Economic Prosperity**

- Provide residents with affordable access to opportunities for employment, education, and social services
- Improve the efficiency of freight movements while mitigating potential adverse impacts on local communities

- **Goal: Improve Multimodal Mobility Choices and Access to Destinations**








- Provide integrated and seamless travel connections between modes
- Reduce transit travel times, making them more competitive with private auto travel
- Supports a range of multimodal trip options to access key destinations

- **Goal: Enhance Transportation Safety to Eliminate Deaths and Serious Injuries**

- Reduce the number of serious injury collisions year on year
- Improve design and operations to ensure people feel safe using the transportation system
- Improve safety outcomes for vulnerable users of the transportation system

Figure 1-3 demonstrates how the selected goals are in alignment with goals and objectives that have been identified in both Ventura County's transportation and planning documents, and statewide strategies and plans. Figure 1-3 also includes additional goals that are present in these plans but were screened out in the process of developing this CTP.

Figure 1-3 CTP Goal Alignment with Local and Statewide Plans

	Local / Regional plans, strategies and projects				State strategies and plans		
Goal/Theme							
Choices/multimodal travel	G4	G3	G3	G1		G1	S2
Connection / integration			G2				
GHG emissions	G5	G5		G3	G2	G3	S4
Housing/Land Use	G9						S7, P8
Mobility and accessibility	G2				G4		
Preserve Agricultural lands	G10						S5, P10
Quality of life			G1		G5		
Regional /Econ Prosperity	G1	G4		G2	G6	G2	S2
Regionally specific							
Resilience and security	G3			G5	G1	G5	
Safety		G1	G5	G5	G1	G5	P5
Social Equity	G6	G2	G4		G3		P4
Technology	G8			G7		G7	S1
Throughput	G4			G1		G1	S2

In addition to the goals noted above, the CTP also includes a set of three guiding principles, which build on these goals and provide guidance for how to align values into actionable objectives. These principles are a foundation for the CTP, as well as for the projects, programs, and strategies identified within the document.

- Transportation projects enhance the **quality of life** for Ventura County residents and visitors.
- Transportation investments are **aligned with conservation priorities** to reduce impacts on the natural environment and **preserve agricultural and open space areas.**
- Transportation investments are **equitably** planned and implemented to eliminate burdens of low-income communities, disadvantaged groups and people of color.



Chapter 2 – EXISTING CONDITIONS



Photo Credit: Ventura County Transit Fan

Ventura County is home to approximately 850,000 residents, who enjoy access to the Pacific Coast, abundant open space, and a wide range of community amenities, while living in proximity to the significant employment opportunities that exist in Southern and Central California.

To understand how mobility needs and challenges for Ventura County residents will change and evolve over the next 25+ years,

it is essential to understand current conditions related to transportation and mobility. This chapter provides a high-level overview of existing conditions related to transportation, mobility, and demographics within Ventura County. Subsequent chapters will discuss how these conditions will change in the future, particularly with the improvement projects identified within the CTP.

2.1

Mobility in Ventura County Today

To inform development of the shared vision and priorities for the transportation system in Ventura County, the CTP compiles and shares a range of data and information that describe and characterize the existing state of the system. The following data regarding current demographics, land use policies, travel patterns, roadway conditions, public transit services, active transportation, and fund sources all contribute to how Ventura County's residents, businesses and visitors use and experience the transportation system.

2.1.1 Demographics

Ventura County's diverse geography covers 1,843 square miles and ranges from rugged mountain terrain to coastal plains. The county offers a range of attributes and amenities that contribute to the quality of life for its residents. These include convenient access to the coast and open space, significant amounts of preserved agricultural land, proximity to regional employment centers, and the benefits of the coastal climate in Southern California.

Population

Approximately half of Ventura County's population lives in the cities surrounding the U.S. Highway 101 corridor within the cities of Ventura, Oxnard, Camarillo, and Thousand Oaks. The most densely populated areas are located in the ten cities in the county, particularly along SR 23 in Thousand Oaks,

SR 118 in Simi Valley, SR 33 and SR 126 in the City of Ventura near the coast, SR 33 in Ojai, and U.S. Highway 101 and SR 1 in Oxnard.

Figure 2-1 illustrates existing population density across the county. In addition, in line with the national trend, Ventura County will be facing a significant uptick in the median age of the population in the county as the baby boomers enter their 70's and 80's. With lower rates of in-migration and seniors living longer, Ventura County will need to plan around the needs of an older population.

Employment

Another indicator that provides insight into where people travel is employment density. Employment density is calculated using the total number of jobs per square mile for each jurisdiction in Ventura County. Employment density data is derived from the latest projections for the preliminary 2024 Connect SoCal growth forecast.

Figure 2-1: Existing Population Density (2019)

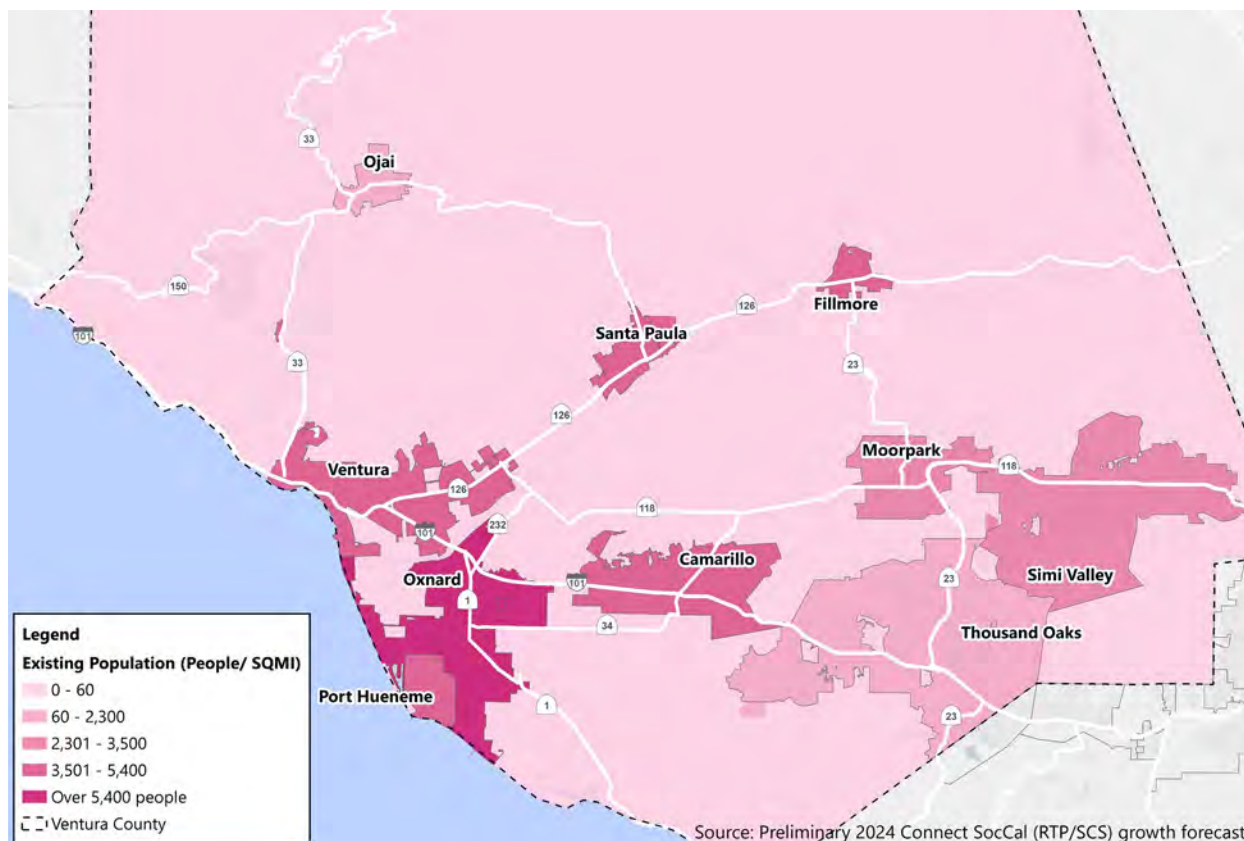
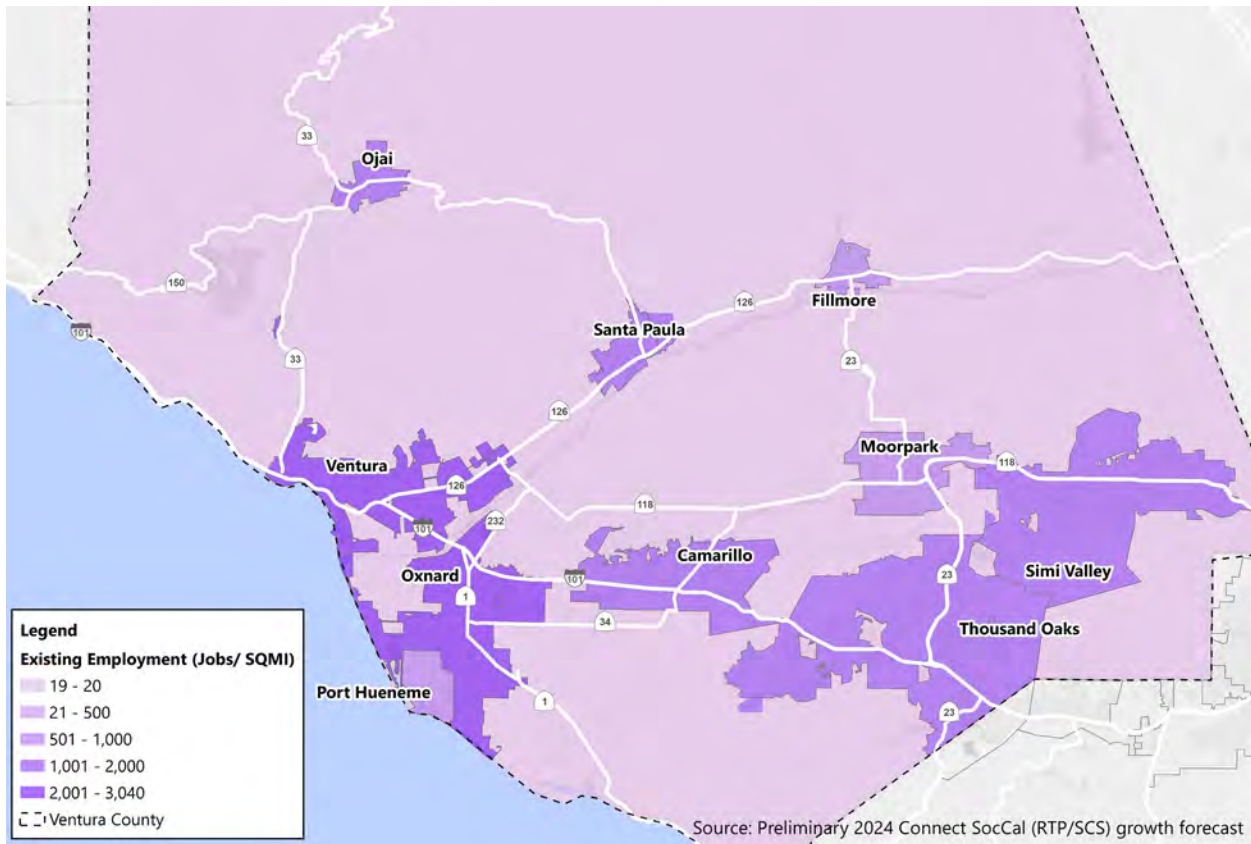


Figure 2-2: Existing Employment Density (2019)



2.1.2 Land Use

This section includes a description of the land use characteristics present in the county, as land use is a key indicator for understanding travel patterns, traffic flows, and vehicle miles traveled (VMT). More detailed information regarding land use policies for each jurisdiction is provided in Section 2.4.

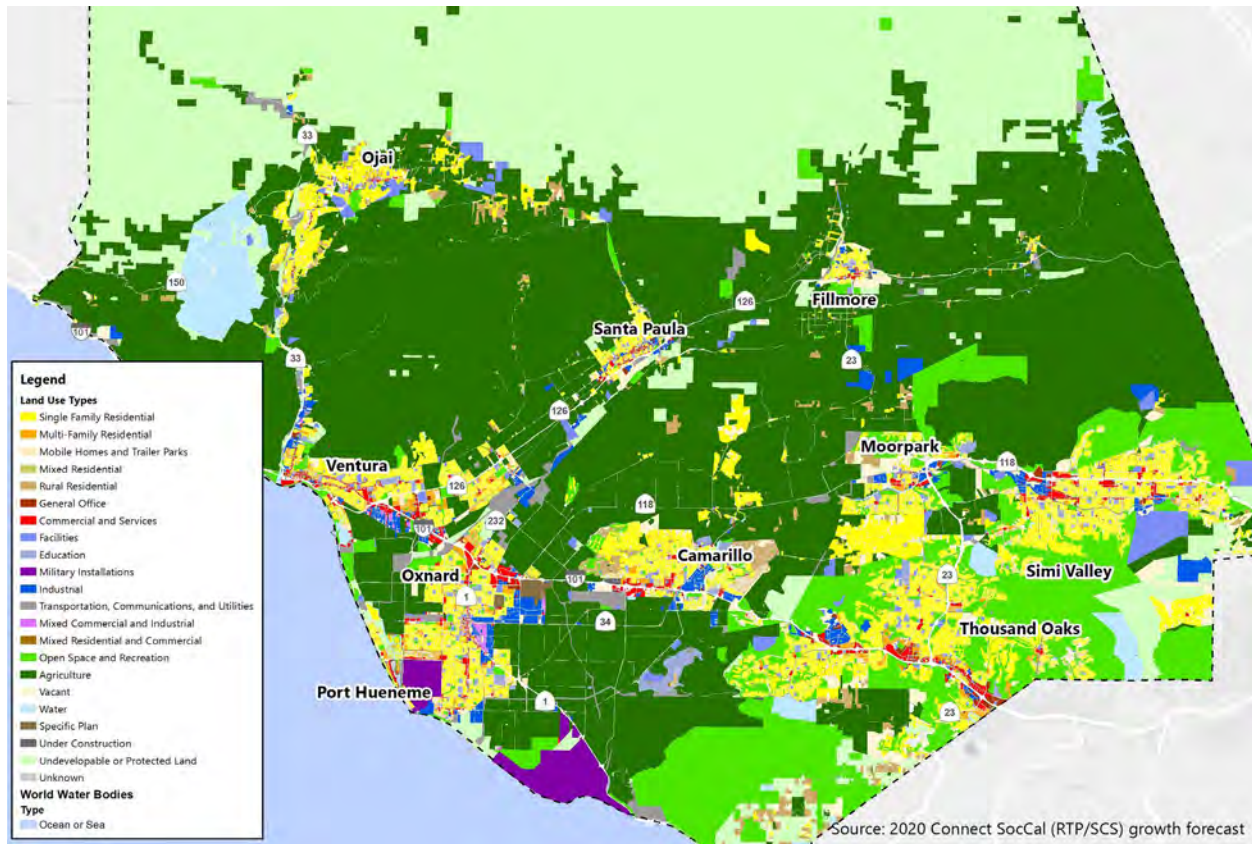
Existing Land Use

Development within Ventura County is concentrated within the ten incorporated cities. The Los Padres National Forest in the northern portion of Ventura County is classified as “undevelopable or protected land,” contributing to its low population density. A significant portion of land to the south of the National Forest is also designated for agriculture. Pockets of residential and commercial development are located within this central portion of the county in the cities of Ojai, Santa Paula, and Fillmore.

Areas with some of the most diverse land use development in the county can be found generally concentrated along the coast. This includes a mix of single family residential, multi-family residential, commercial, and industrial land uses. The southern portion of Ventura County is primarily comprised of agricultural, residential, and commercial land uses. A mix of commercial development and multi-family residential land uses can be found along U.S. Highway 101 and SR 1 as well. Residential, industrial, and commercial are the primary uses in the eastern areas of the county, along with agricultural, open space, and rural residential land uses. Existing land use patterns are further highlighted in Figure 2-3 below.

Land use development within Ventura County is guided by policies that protect agriculture and open space between more urbanized areas. These policies have been in effect since the adoption of the Guidelines for Orderly Development in 1969. These efforts are reinforced through voter-approved Save Open Space and Agricultural Resources (SOAR) initiatives, which establish City Urban Restriction Boundary (CURB) lines around the cities. SOAR initiatives require a majority vote to urbanize lands zoned for open space, agricultural or rural land uses. SOAR initiatives are active in the County and every city in the county except for Port Hueneme and Ojai. Unincorporated open space outside of Ojai’s city limits and around the unincorporated communities of Meiners Oaks and Oak View is protected by the countywide SOAR initiative. In addition to the Guidelines for Orderly Development and SOAR ordinances, Greenbelt Agreements reinforce protections for open space and agriculture lands. Under a Greenbelt Agreement, cities agree not to annex any property within a greenbelt, while the Board of Supervisors agrees to restrict development to uses consistent with existing zoning.

Figure 2-3: Existing Land Use



Key Destinations/Activity Centers/ Employment Centers

Key destinations within Ventura County include recreational areas, employment centers, centers for art and culture, and colleges. These destinations are concentrated in several areas throughout the county, with a high density located in the City of Ventura. These include, but are not limited to the Ventura Harbor Village, the Ventura Pier, Downtown Ventura, and the Ventura County Government Center. Key destinations in other parts of the county include The Oaks shopping center, Downtown Ojai, the Camarillo Outlet Mall, Sycamore Cove Beach, Wildwood Regional Park, Paradise Falls, and State beaches.

The Naval Base Ventura County (NVBC), including Point Mugu and Port Hueneme, serves as a major employment center in the county. Healthcare and related industries are some of the county's other largest employers, with the Ventura County Medical Center, Community Memorial Health System, Adventist Health Simi Valley, St. John's Regional Medical Center, Los Robles Regional Medical Center, Amgen Inc., and Baxter Healthcare serving as major employment areas. The City of Oxnard also has key agricultural and industrial areas that serve as employment hubs. The majority of jobs in the unincorporated areas of the County are in the agricultural, forestry, fishing, and hunting industries.

Institutional uses also serve as key activity centers within Ventura County. In addition to primary and secondary education facilities, several colleges and universities are located within Ventura County, including California State University (CSU) Channel Islands, California Lutheran University, Ventura College, Oxnard College, and Moorpark College. Enrollment at these institutions continues to increase, with travel demand also increasing as a result.

Ventura County Land Use and Climate Policies

Climate Action Plans

The 2040 County of Ventura General Plan serves as the Climate Action Plan (CAP) for the unincorporated areas in Ventura County, including both a greenhouse gas (GHG) emissions reduction strategy and climate adaptation strategy integrated throughout the 2040 General Plan. The GHG Strategy identifies policies and implementation programs that establish GHG emissions reduction targets and GHG reduction measures, consistent with state guidance and applicable GHG protocols. The Climate Adaptation Strategy includes analysis of climate change vulnerability and adaptation measures that address unincorporated county vulnerabilities to climate change and increase the County's long-term resilience, per the requirements of Government Code Section 65302(g). The specific goals and policies under both strategies that would otherwise form a "stand-alone" CAP are integrated into the Ventura County 2040 General Plan.

As part of the CAP, the County will facilitate the coordination of its Climate Action Plan implementation and maintenance with the cities in the county, the Air Pollution Control District, and other organizations to promote countywide collaboration on addressing climate change.

The GHG Strategy consists of five elements: baseline GHG emission inventory and forecasts, GHG emission reduction goals and targets, GHG emissions reduction measures, GHG Strategy Implementation and Monitoring, and Environmental Review of the GHG Strategy and General Plan. The CTP aims to address the reduction of GHG emissions through sustainable mobility strategies and recommendations. City-level Climate Action Plans will also be integrated into the development of these strategies to ensure consistency across jurisdictions.

Of the ten incorporated cities in Ventura County, two have implemented a CAP, those

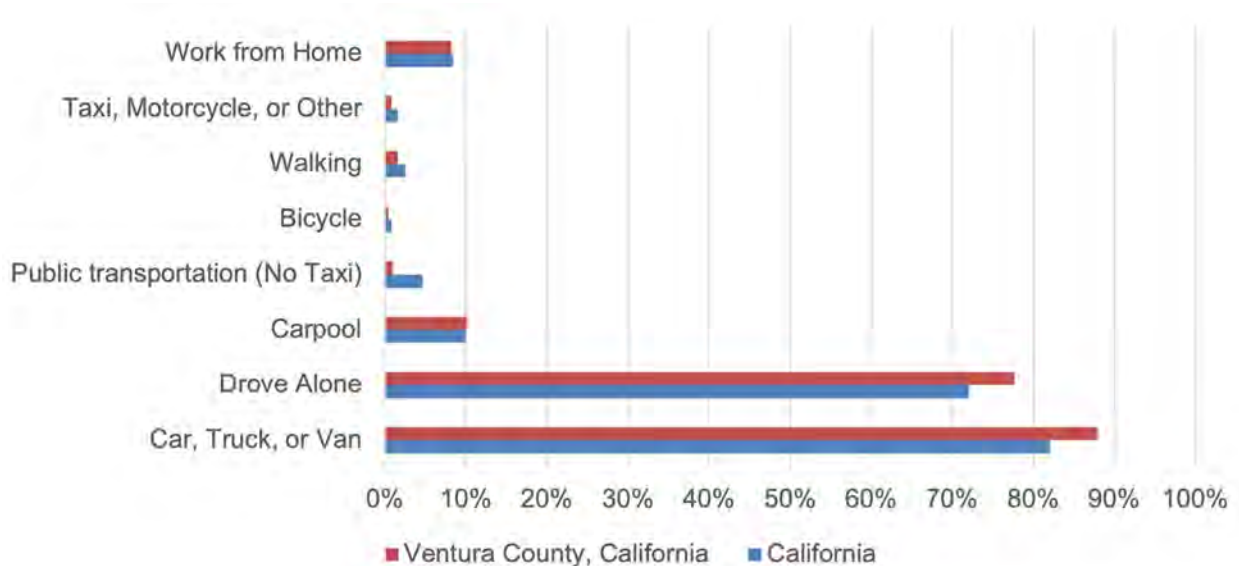
cities being Port Hueneme and Simi Valley. Additionally, four others are in the process of developing one: Camarillo, Moorpark, Oxnard, and Thousand Oaks. Each of the six incorporate their CAPs in differing ways, either as a section in their General Plan, or as a unique standalone plan. Each establishes GHG emission reduction targets and reduction measures that are consistent with state direction along with an analysis of climate change vulnerabilities and adaptation measures.

2.1.3 Vehicle Travel Patterns

2.1.3.1 Commute Mode Split

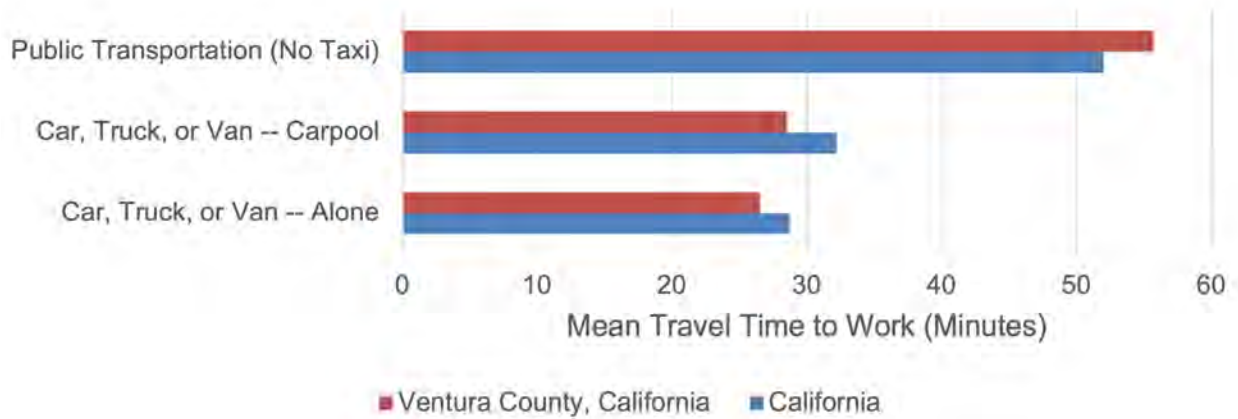
The majority of Ventura County residents drive to work, as shown in the figures below. Based on pre-pandemic data, Ventura County has a higher rate of single occupancy vehicle commuting and a lower rate of public transit use compared to the state. In terms of commute times, the average commute time in Ventura County is shorter than the state average, and a higher percentage of residents work outside their county of residence in Ventura County than statewide. The average commute time for public transit users in Ventura County is double the commute time of a single occupancy vehicle commuter. Ventura County also has a higher rate of households with 3+ vehicles compared to the state

Figure 2-4: Commute Mode Share



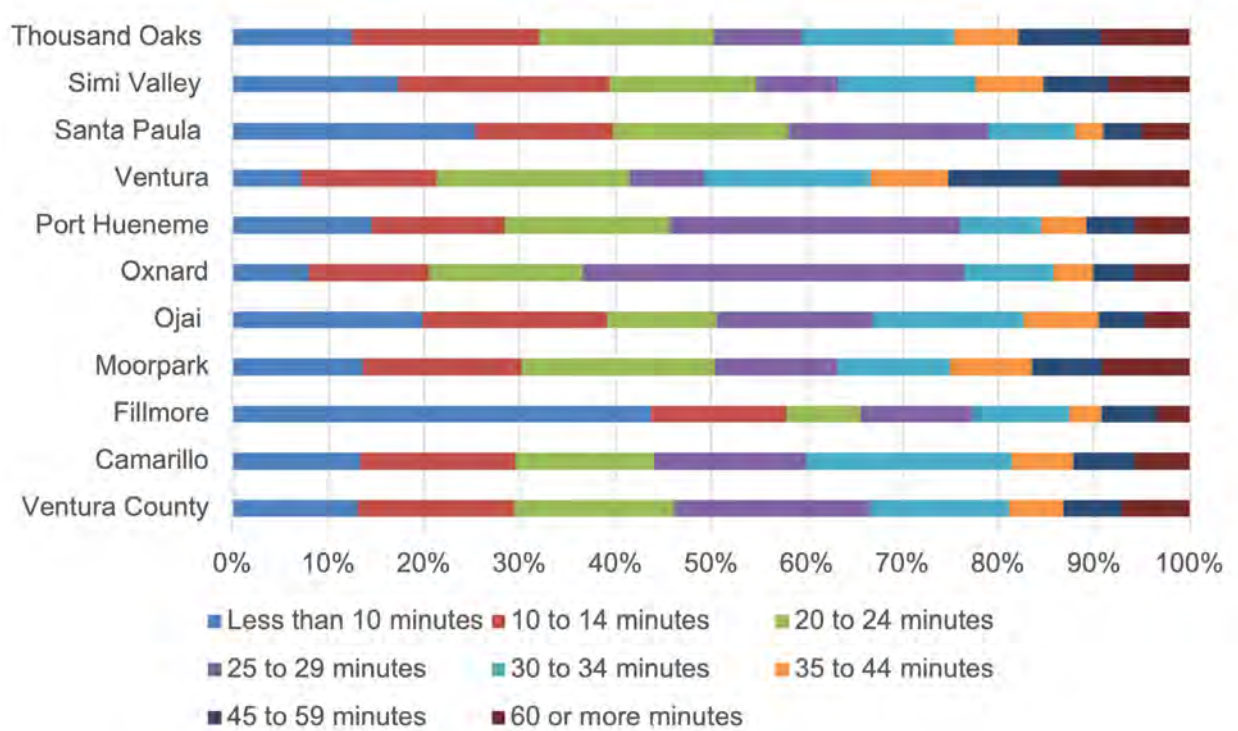
Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2015-2019)

Figure 2-5: Commute Time by Mode



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2015-2019)

Figure 2-6: Commute Time By Jurisdiction



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2015-2019)

During the COVID-19 pandemic, Ventura County saw an increase in the percentage of commuters that worked from home. This shift led to corresponding reductions in commute travel across all modes, with the most substantial changes occurring for the drive alone and transit modes. Figure 2-7 compares commute mode split data for Ventura County in 2019 and 2021.

As the pandemic has started to wane, VMT generation has rebounded to close to pre-pandemic levels, while traffic congestion

remains substantially lower. This suggests that work from home activities remain, but travel has migrated away from the typical peak weekday AM and PM commute periods and is more distributed throughout the day. Figure 2-8 shows how VMT levels on freeways in Caltrans District 7 (including both Los Angeles and Ventura counties) have changed monthly between the beginning of 2019 and summer 2022 throughout the day. Figure 2-9 illustrates this data for vehicle delay.

Figure 2-7: Ventura County Commuter Mode Split Data: 2019 to 2021

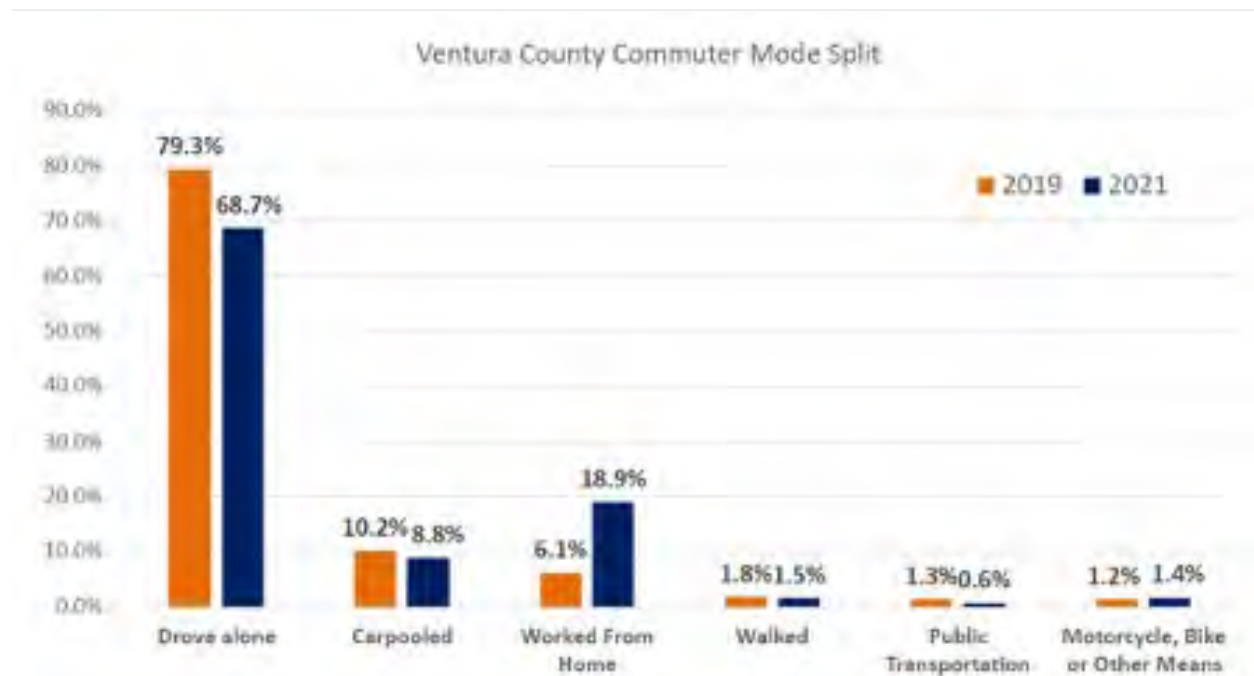


Figure 2-8: Caltrans District 7, Average Daily Freeway VMT by Month

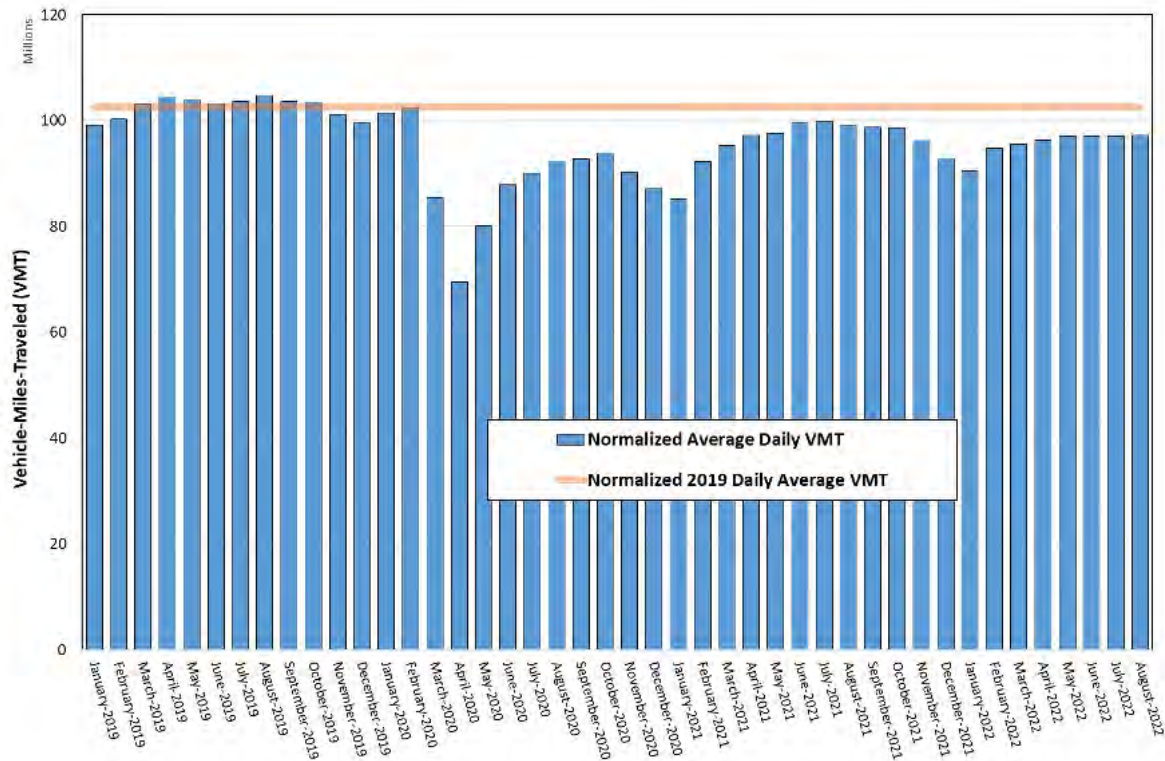
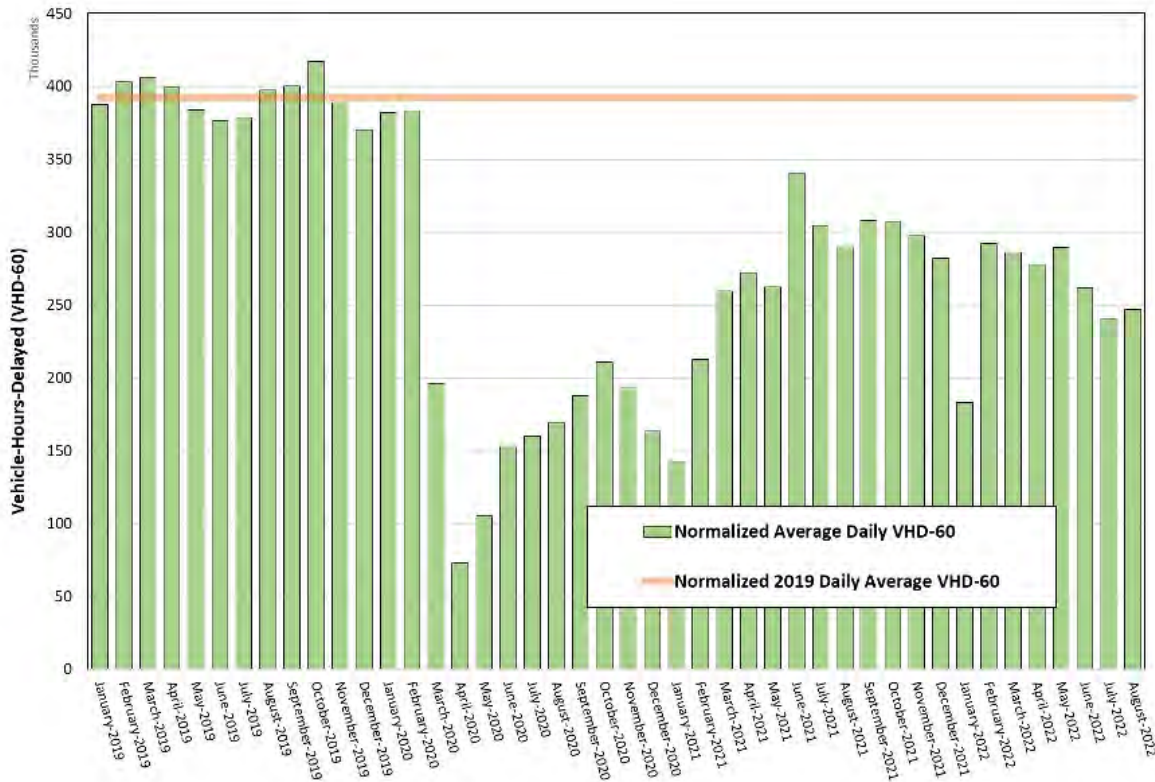


Figure 2-9: Caltrans District 7, Average Daily Freeway Vehicle Hours of Delay by Month

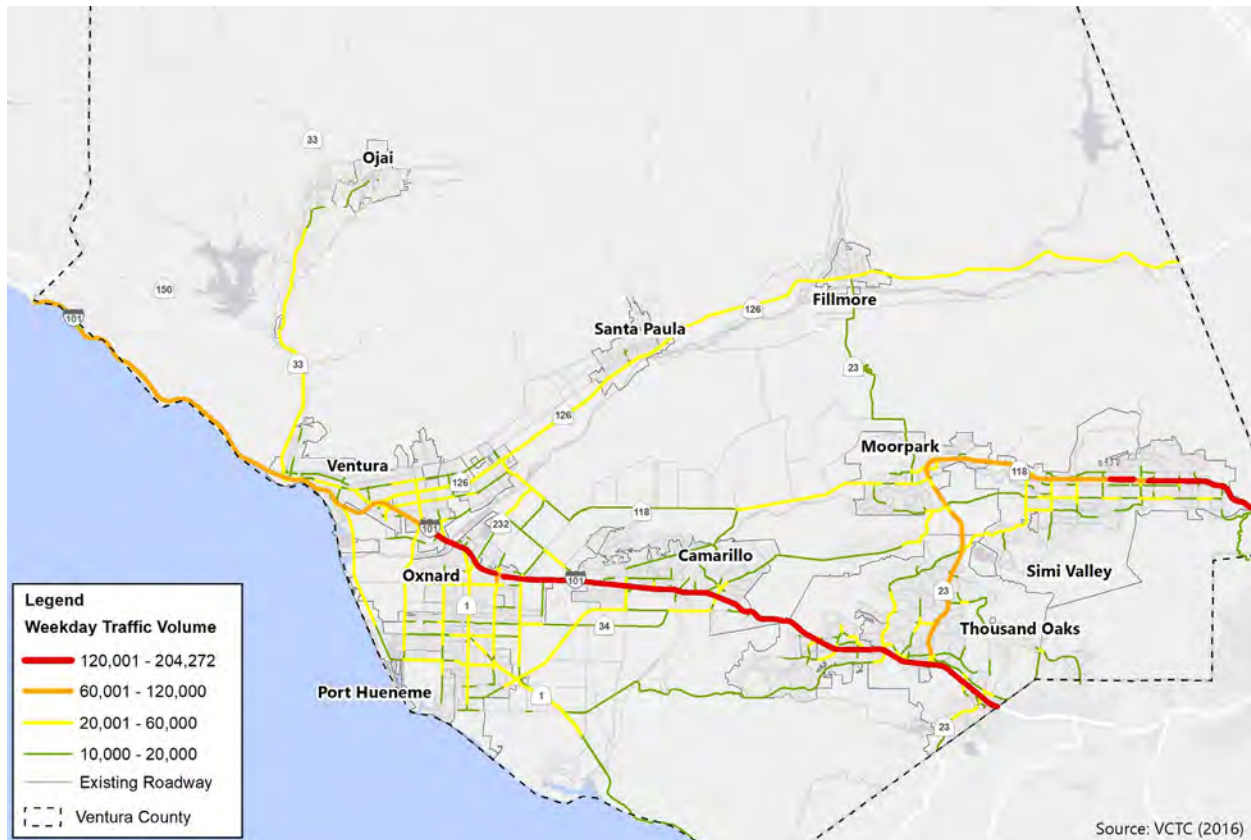


Average Weekday Traffic Volumes

In Ventura County, the highest travel volumes on weekdays are observed on portions of U.S. Highway 101, and portions of SR 118 in Simi Valley. Other segments with high average weekday volumes include U.S. Highway 101 within and north of the City of Ventura, SR 118 west of Simi Valley, and the entire segment of SR 23. Moderate volume segments include

the length of SR 126 through Santa Paula, Fillmore, and Piru, SR 33 from Ventura to Mira Monte, and major arterials in Oxnard, Ventura, Newbury Park, and Simi Valley. With few alternatives, traffic is funneled onto these routes which are the greatest contributors to delay countywide. Figure 2-10 below details average weekday volumes on major arterials and freeways in Ventura County.

Figure 2-10: Average Weekday Traffic Volume



Volume to Capacity Ratios

Existing travel pattern data is shown via 2016 AM and PM Volume/Capacity data available from the Ventura County Travel Demand Model. Volume/Capacity (V/C) is a metric to show how existing and future traffic volume compares to the capacity of a roadway or freeway corridor to handle for a given period of time. When volume meets or exceeds capacity, the V/C ratio is over 1.00, typically resulting in traffic delays and a breakdown in traffic operations. Letter grades are assigned to V/C to show the level of service. Corridors that are rated D, E, or F should consider remedies to improve V/C. Volume over Capacity ratios are graded relative to levels of service as follows:

- V/C at or greater than 1.00 is F
- V/C between 0.9 to 1.00 is E
- V/C between 0.8 to 0.9 is D
- V/C between 0.7 to 0.8 is C
- V/C between 0.6 to 0.7 is B
- V/C between 0.0 to 0.6 is A

The figures below show the V/C for each major Ventura County corridor for the AM and PM peak periods in the baseline year 2016. The volume/capacity data highlights the connection between land use patterns across Ventura County and transportation planning policy. As shown the figures below, notable high demand occurs on the few corridors that link separated cities throughout Ventura County. Roads with high V/C and low LOS in the AM Peak Period include:

- US 101 from Ventura to Ventura-LA County Line
- SR 118 from Moorpark to Ventura-LA County Border Line and SR 126 to Moorpark
- SR 23 from Fillmore to Moorpark and Olsen Road to US 101

- SR 34 from Pleasant Valley Road to Downtown Oxnard and Somis to Upland Road
- SR 1 from Ventura-LA County Line to Las Posas Road
- SR 126 in Piru, Fillmore, and west of Santa Paula
- SR 33 from Casitas Vista Road to Canada Street
- Santa Rosa Road/ Moorpark Road from Upland Road to Tierra Rejada Road
- Pleasant Valley Road from Rose Ave to Lewis Road
- Hueneme Road from Saviers Road to Potrero Road
- Most arterials in Downtown Oxnard
- Santa Susana Pass Road from Katherine Road to Rocky Peak Road
- Victoria Avenue from US 101 to Wooley Road
- Harbor Boulevard from Olivas Park Road to 5th Street

In the PM Peak Period, roads with high V/C and low LOS include:

- US 101 from Ventura to Ventura-LA County Line
- SR 118 throughout corridor except Moorpark
- SR 23 from Fillmore to Thousand Oaks
- SR 34 from Pleasant Valley Road to Downtown Oxnard and Somis to Upland Road
- SR 1 from Ventura-LA County Line to Las Posas Road
- SR 126 in Piru, Fillmore, and Santa Paula

- SR 33 from Casitas Vista Road to Canada Street
- Santa Rosa Road/ Moorpark Road from Upland Road to Tierra Rejada Road
- Pleasant Valley Road from Rose Ave to Lewis Road
- Hueneme Road from Saviers Road to Potrero Road
- Potrero Road/ Lynn Road from Lewis Road to Reino Road
- Westlake Boulevard from US 101 to Potrero Road
- Most arterials in Downtown Oxnard
- Santa Susana Pass Road from Katherine Road to Rocky Peak Road
- Victoria Avenue from US 101 to Wooley Road
- Harbor Boulevard from Olivas Park Road to 5th Street
- Olsen Road/ Madera Road from SR 23 to Royal Ave
- Tierra Rejada Road from Moorpark Road to Madera Road

For further context, the next section highlights countywide trends regarding internal versus external trips among the County's spheres of influence.

Figure 2-11: AM Peak Period V/C 2016

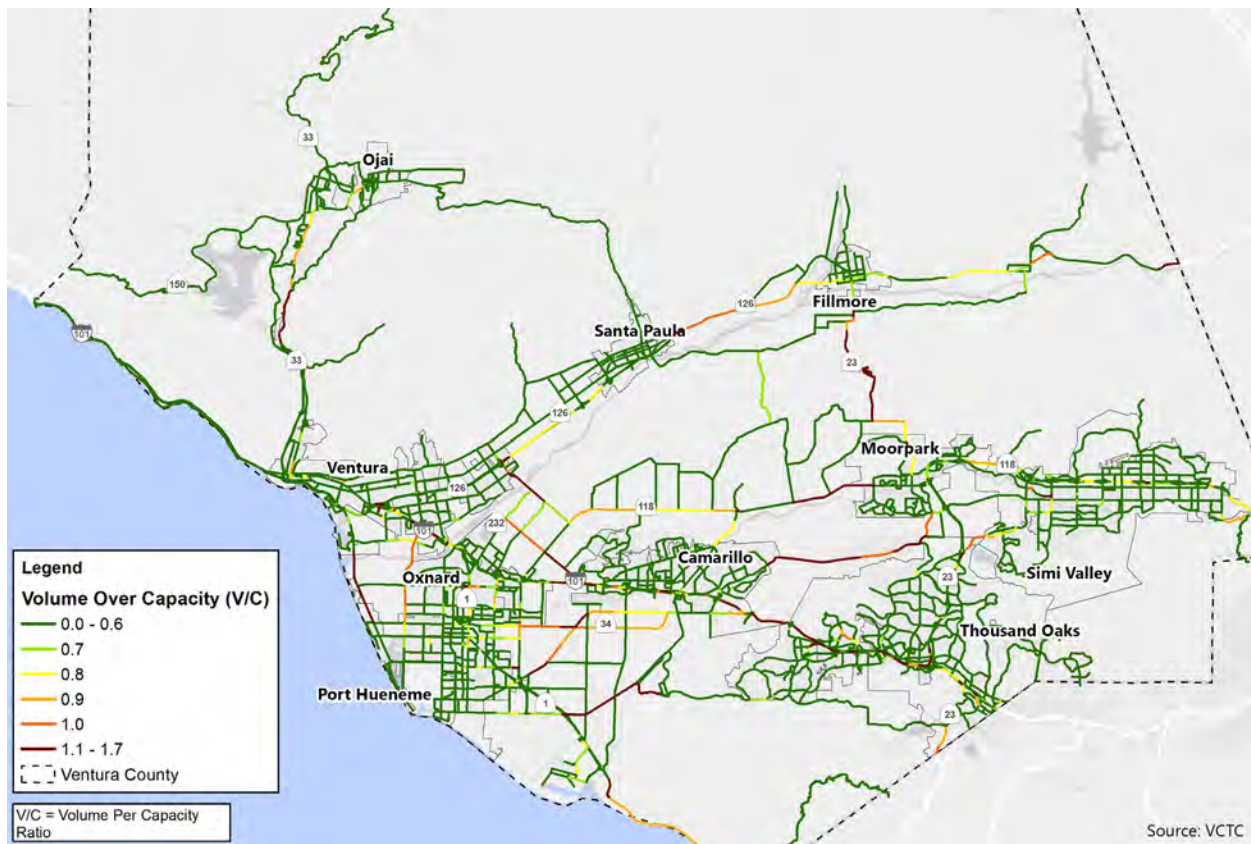
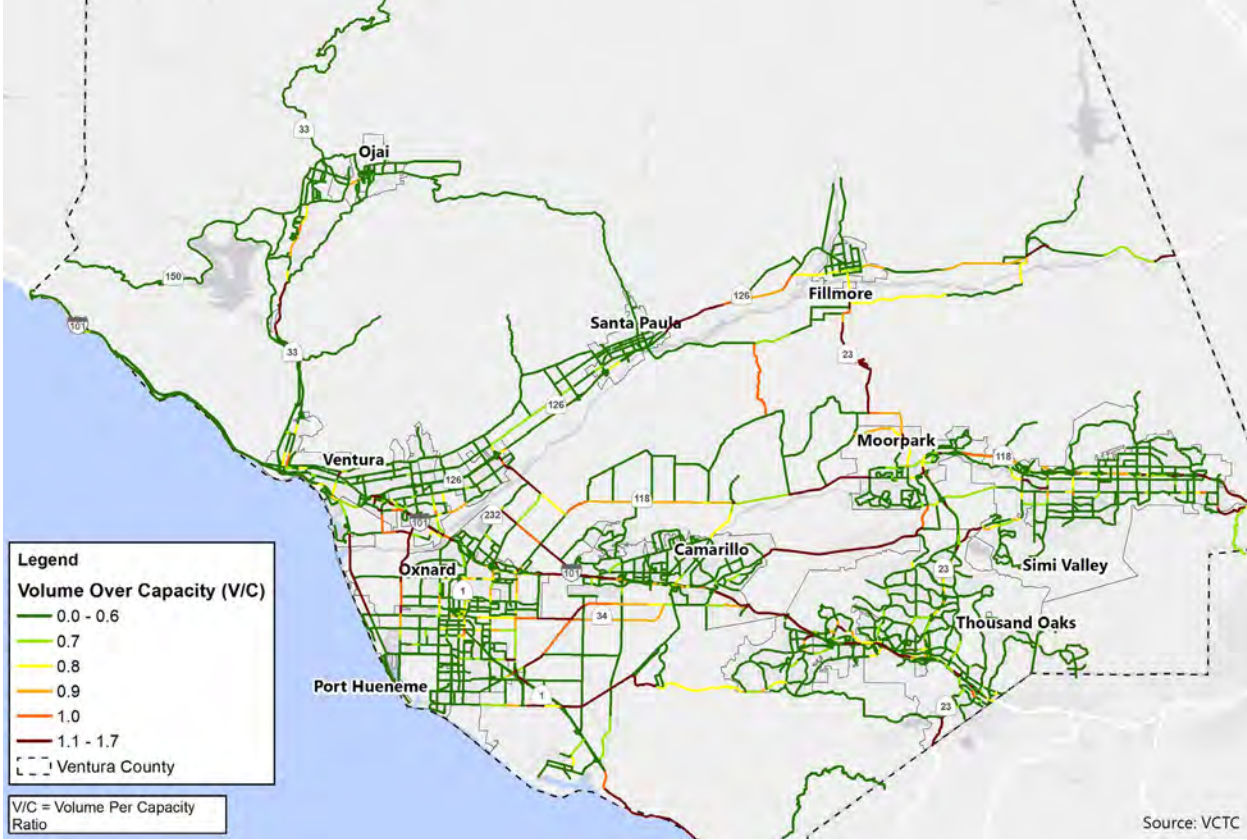


Figure 2-12: PM Peak Period V/C 2016



Origin-Destination Analysis

Origin-destination (OD) data is helpful to determine where drivers are coming from and going to in order to identify the freeway and arterial segments they use to reach their destinations. According to VCTC 2016 OD data, approximately 2.12 million trips in total originate or end daily in Ventura County. Of these, 1.86 million daily trips (88%) are internal trips, meaning they start and end in Ventura County, but do not leave the County. The remaining approximate 260,000 daily trips (12%) are cross-border trips, or trips that cross the Ventura County border but originate or end inside Ventura County.

A breakdown of VMT by time of day for internal-internal (origin and destination inside Ventura County) or internal-external trips (one origin or destination point outside Ventura County) is shown in Table 2-1 below. This chart demonstrates that most external trips occur in the AM peak period, while a greater percentage of internal trips occur in the midday as well as during the PM peak period. The midday period features the most VMT but the shortest trip length, emphasizing a significant amount of short distance trips within Ventura County.

Table 2-1: Daily Internal-Internal (I-I) and Internal-External (I-X) or External-Internal (X-I) Trip VMT in Ventura County

ADJACENT LOCATION	INTERNAL TRIP VMT	EXTERNAL TRIP VMT	TOTAL VMT	AVG. TRIP LENGTH
Average Daily VMT	10.4 million	6.9 million	17.3 million	8 miles
AM Peak Period 6AM to 9AM	53.2%	46.8%	3.6 million	9 miles
Midday Period 9AM to 3PM	64.7%	35.3%	5.6 million	7 miles
PM Peak Period 3PM to 7PM	62.1%	37.9%	5.1 million	9 miles
Evening and Night Periods	55.5%	44.5%	3.0 million	8-10 miles

Travel patterns also vary between different regions in Ventura County. For instance, West County Districts (Ventura, Oxnard, Central County, and Camarillo) see a higher percentage of internal trips than East County Districts (Thousand Oaks, Moorpark,

and Simi Valley), where a greater percentage of trips have an external origin or destination point. 84% of West County trips are internal, where only 70% of East County trips are internal. A breakdown of trip percentage by East and West County Districts is shown below.

Table 2-2: Trip Percentage by East and West County Districts

DESTINATION	FROM WEST COUNTY	FROM EAST COUNTY
Total Average Daily Trips	1.1 million	850,000
To West County	84% (Internal)	8%
To East County	6%	70% (Internal)
To North County	3%	1%
To Los Angeles County	4%	19%
To Santa Barbara County	2%	1%
Other	1%	1%

Citywide average daily origin-destination data was also studied to show travel patterns withing Ventura County jurisdictions. In general, the smaller the study area, such as a city, the greater the Internal-External or External-Internal trips and VMT. For example, some cities, such as Camarillo, Moorpark, and Port Hueneme, feature an Internal-Internal trip

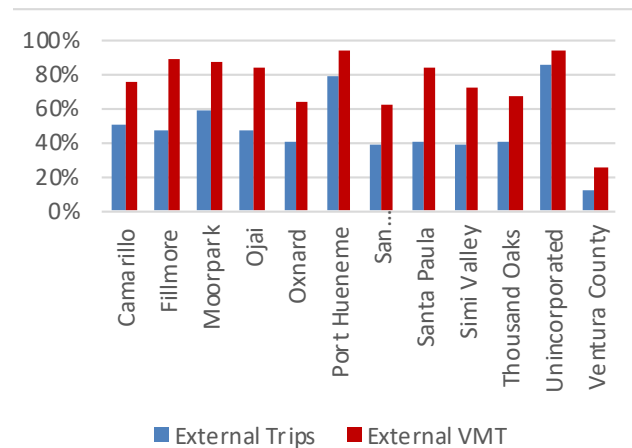
percentage of 50% or fewer, demonstrating a significant number of external trips. The City of Ventura has the highest percentage of Internal-Internal average daily trips at 62%. A summary of origin- destination trip and VMT percentage by jurisdiction is shown in Table 2-3 below.

Table 2-3: Daily Internal-Internal (I-I) and Internal-External (I-X) or External-Internal (X-I) Trip VMT by Ventura County Jurisdiction

JURISDICTION	AVERAGE DAILY TRIPS	DAILY I-I TRIP PERCENTAGE	DAILY I-X OR X-I TRIP PERCENTAGE	AVERAGE DAILY VMT (MILLIONS)	DAILY I-I VMT PERCENTAGE	DAILY I-X OR X-I VMT PERCENTAGE
Camarillo	179,387	50%	50%	1.4	24%	76%
Fillmore	28,754	53%	47%	0.3	11%	89%
Moorpark	83,037	42%	58%	0.8	14%	86%
Ojai	30,372	53%	47%	0.2	17%	83%
Oxnard	441,364	60%	40%	2.8	37%	63%
Port Hueneme	40,718	22%	78%	0.3	6%	94%
Ventura	339,889	62%	38%	2.2	38%	62%
Santa Paula	54,999	59%	41%	0.4	17%	83%
Simi Valley	324,619	61%	39%	3.0	28%	72%
Thousand Oaks	396,679	60%	40%	3.5	33%	67%
Unincorporated Areas	198,094	16%	84%	2.3	7%	93%
Ventura County	2,117,913	88%	12%	17.3	75%	25%

Table 2-3 presents the variation between internal trips and trips with one origin or destination point outside of any given jurisdiction. In each case, the percent of inter-jurisdictional VMT is greater than the percent of inter-jurisdictional trips. This is due to the average length of inter-jurisdictional trips, which is generally longer than the average length of an internal-internal trip. Inter-jurisdictional trips vs. VMT are shown in Figure 2-13.

Figure 2-13: Interjurisdictional (I-X or X-I) Trips vs VMT Percentage



Due to the geography of the county and the existing freeway network, Ventura County experiences substantial pass-through traffic, or trips that originate and end outside of the County but also enter and exit the County at some point. According to the 101 Communities Connected Multimodal Corridor Study, approximately 18,000 daily trips pass-through on the U.S. Highway 101 Corridor between Los Angeles and Santa Barbara County (or about .1% of total daily trips countywide). In 2019, for the 376,849 commuters in Ventura County, 296,273 (79%) live and work within the county boundaries, while 68,409 (18%) commute to Los Angeles County, and the remaining 12,167 (3%) commute to Santa Barbara County.

The figures below document the home-based VMT per capita and work-based VMT per employee by TAZ. The VMT in the figures below document Production–Attraction VMT, where VMT is attributed to zones producing and attracting the trip.

Vehicle Miles Traveled

Vehicle Miles Traveled (VMT) is an important metric to determine the amount of travel for all vehicles in a geographic region for a given period of time. It provides a measure of total distance traveled. With the changes with CEQA under SB743, California has shifted toward analyzing transportation impacts using

VMT. As noted in the previous section, daily total VMT for Ventura County was approximately 17.3 million in the year 2016. The metric of VMT utilized in the following analysis is VMT per capita, which is calculated as total daily miles traveled divided by total population.

Data collected for VMT in Ventura County is categorized by transportation analysis zone (TAZ) for both home-based trips per capita and work-based trips per employee in the year 2016. A home-based trip is a trip which starts or originates from home. A work-based trip is a trip that starts or originates from an employee's place of work.

Figure 2-14: Home Based VMT per Capita

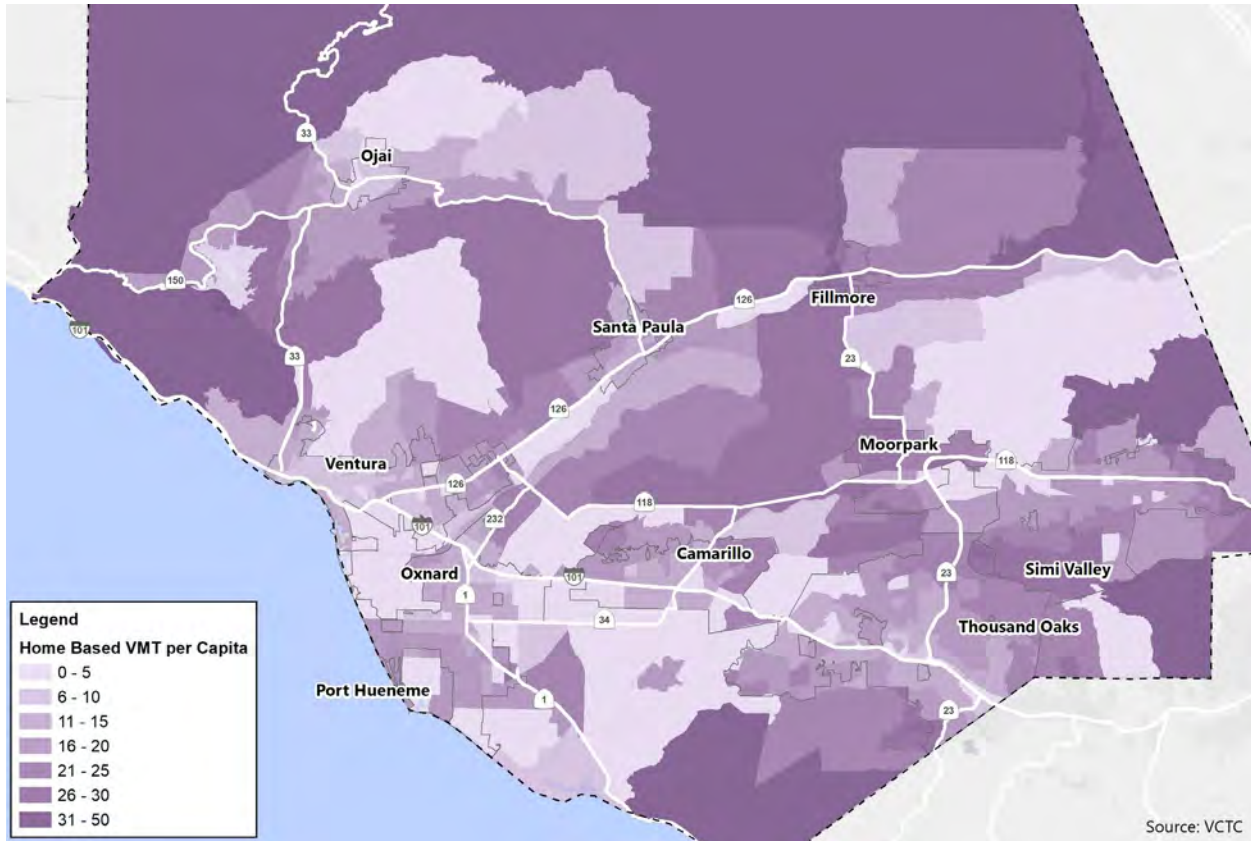
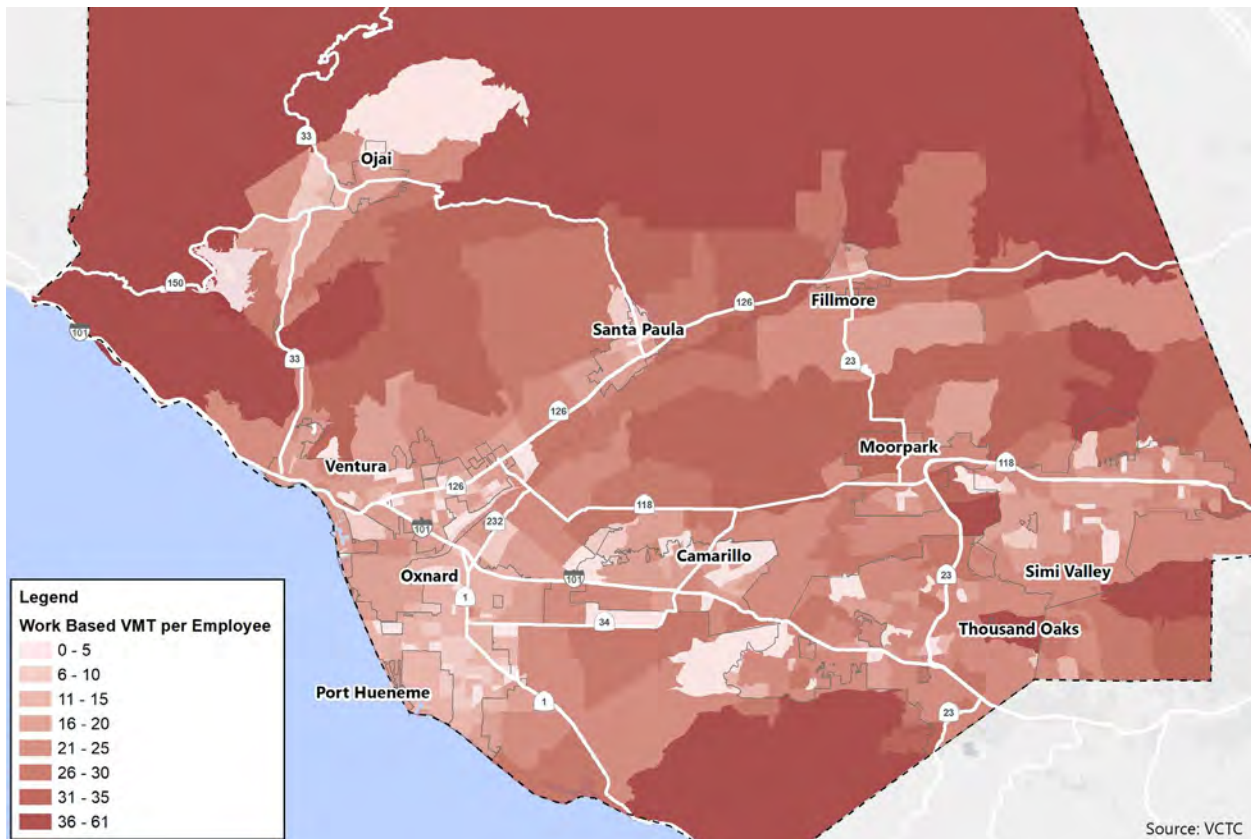


Figure 2-15: Work Based VMT per Capita

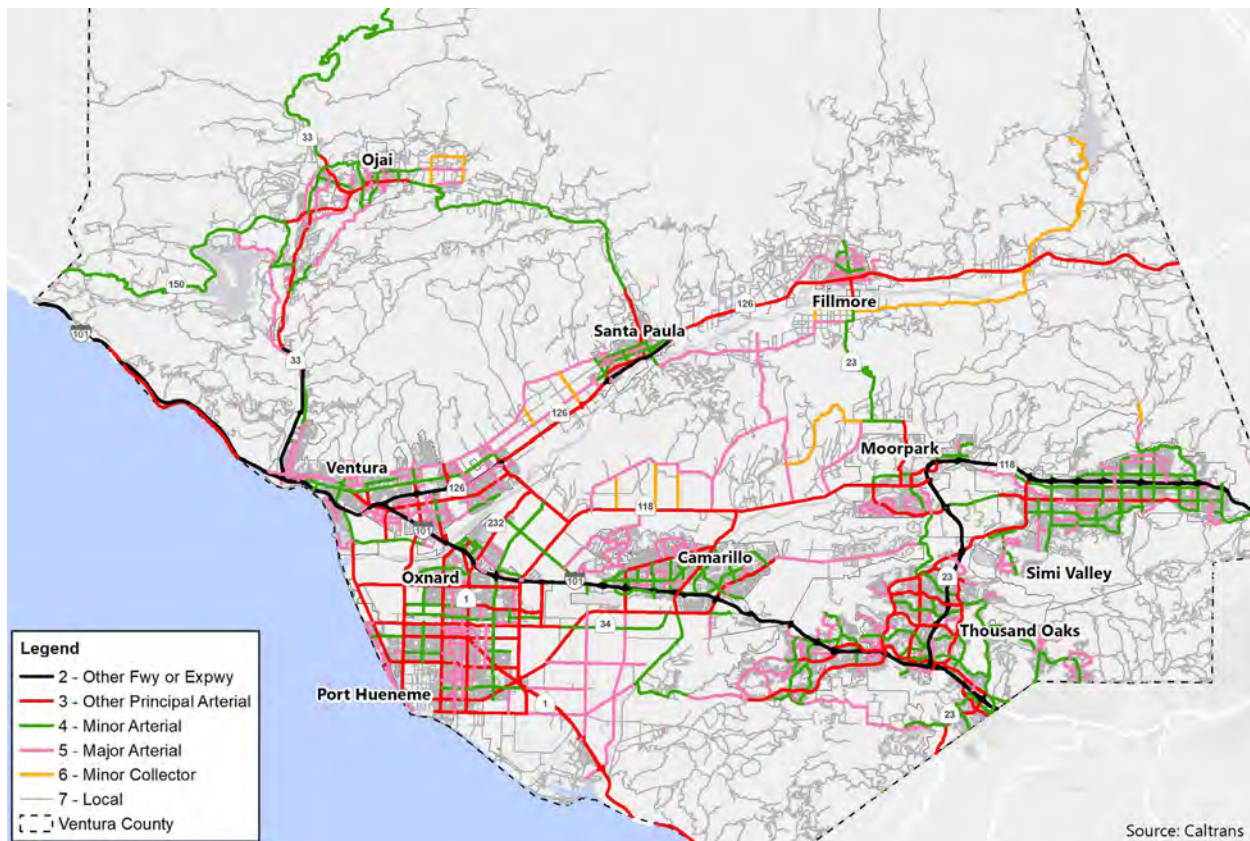


2.1.4 Roadway Conditions

The roadway network in Ventura County is mostly developed and concentrated in the southern portion of the county. According to the Federal Highway Classifications used by the California Department of Transportation (Caltrans), a significant network of freeways and principal arterials are located in Ventura, Oxnard, and the greater Thousand Oaks area

and a substantial number of minor arterials are located in the cities of Simi Valley and Camarillo. Most major roads in unincorporated Ventura County are classified as principal arterials or major collectors. Figure 2-16 below displays the functional classifications for the major roads network in Ventura County.

Figure 2-16: Federal Functional Classifications for Highways and Other Roads



Regional Highways

Ventura County features one U.S. Highway and eight State Routes:

- **U.S. Highway 101**, traverses in an east (southbound) – west (northbound) direction in Ventura County connecting Thousand Oaks, Camarillo, Oxnard, and Ventura, before heading to Carpinteria (Santa Barbara County) to the northwest and Westlake Village (Los Angeles County) to the southeast.
- **State Route 1**, a coastal route connecting Malibu (Los Angeles County) to the eastern edge of Oxnard before connecting to U.S. Highway 101. The route continues north of Ventura and runs parallel to U.S. Highway 101 adjacent to the coast.
- **SR 23**, a north-south route connecting Thousand Oaks and Moorpark, and connecting to SR 118 in the north and U.S. Highway 101 in the south.
- **SR 33**, a north-south route connecting Ventura to Oak View, Mira Monte and Ojai before continuing throughout mountainous northwest Ventura County, connecting to U.S. Highway 101 in the south.
- **SR 34**, a north-south route connecting Camarillo to unincorporated Somis, and connecting to U.S. Highway 101 and SR 1 near Oxnard in the south and SR 118 in the north.
- **SR 118**, a major east-west route in south Ventura County connecting Simi Valley, Moorpark, unincorporated Somis and Saticoy, before connecting to SR 126 in the west and the San Fernando Valley (Los Angeles County) to the east.
- **SR 126**, an east-west route in central Ventura County connecting Piru, Fillmore, Santa Paula, and Ventura before connecting to U.S. Highway 101 in the west and the Castaic Junction (I-5) in the east.

- **SR 150**, a mountainous east-west route connecting Santa Paula, Ojai, and Mira Monte, before heading to Carpinteria (Santa Barbara County) to the west and SR 126 to the east.
- **SR 232**, a short north-south route connecting U.S. Highway 101 and SR 118 between unincorporated Saticoy in the north and north Oxnard in the south.

Local Roads

Arterial roadways in urban Ventura County are typically laid out in a grid-like pattern, but often follow the geography of mountain ranges in central locations of south Ventura County as distance from the coast increases. Major roadways that intersect U.S. Highway 101 include:

- Seaward Avenue
- Main Street
- Telephone Road
- Victoria Avenue
- Johnson Drive
- Oxnard Boulevard
- Vineyard Avenue
- Rose Avenue
- Las Posas Road
- Lewis Road
- Santa Rosa Road
- Wendy Drive
- Borchard Road
- Ventu Park Road
- Lynn Road
- Moorpark Road
- Hampshire Road
- Westlake Boulevard
- Carmen Drive

Pavement Conditions

Pavement Condition Index (PCI) data provide an important metric for the determination of road condition. It is used to establish a baseline for evaluating the pavement condition of one road over another. The values of the index are a function of distress type, severity, and quantity present in the surface. These values have been established to range from 0 to 100, with a higher value indicating less distress and better pavement conditions. Generally, scores less than 25 are considered failed, less than 50 poor, less than 70 fair, and above 70 good.

Ventura County’s roadway network maintains a weighted average PCI of 77, resulting in a “good” designation. Average PCI scores for each district are listed in the table below.

Table 2-3: Pavement Score Index by Supervisorial District

SUPERVISORIAL DISTRICT	AVERAGE PCI 2021	CENTERLINE MILES PER SUPERVISORIAL DISTRICT
District 1	74	151.89
District 2	77	143.58
District 3	77	160.68
District 4	78	37.22
District 5	78	49.6
Countywide Weighted Avg.	77	542.97

Source: Ventura County Public Works Multi-Year Pavement Plan (FY 2022-2026)

2.1.5 Goods Movement

The presence of the Port of Hueneme, along with agricultural production, existing and planned freight distribution centers, and Ventura County’s location between Los

Angeles and Santa Barbara Counties combine to create significant freight movements on the area’s roadways. Port Hueneme specifically has a significant role in the movement of local, regional, national, and international goods.

According to the 2018 Economic Impact of the Port of Hueneme Study, the Port of Hueneme moved \$10.85 billion worth of cargo in 2018, resulting in a \$1.7 billion overall economic impact, \$119 million paid in annual taxes and supporting over 15,800 jobs.¹ The Port is a transportation asset and its role affects the highway/roadway and rail transportation network in Ventura County.

Figure 2-14 below illustrates freight corridors within the county, and Figure 2-15 illustrates daily large truck (3+ axles) volume. Whether population and employment in the area remains stable or grows in the future, freight traffic and its related impacts can still be expected to grow due to shifting patterns of purchasing, such as online commerce, and its impacts on goods movement.

VCTC’s recently adopted Ventura County Freight Corridors Study identifies impacts associated with freight rail movements and develops strategies to reduce or avoid negative impacts to promote a safer, more efficient, and sustainable freight transportation network. Part of this study focuses on the rail freight system, which transfers bulk goods to and from port facilities, industrial customers, and intermodal transfer facilities located in Ventura County. The freight rail system overlaps with passenger rail service, creating scheduling challenges for both service types.

The Freight Corridor Study emphasized three areas of focus split into three categories:

- Strengthen Existing Freight Corridors
- Strengthen the Port Intermodal Corridor
- Improve Truck Supportive Infrastructure

The areas of focus identified opportunities and vulnerabilities related to goods movement. Solutions aimed to better direct truck trips to the freeway system, improve efficiency by reducing localized congestion, improve operational improvements at intersections and ramps, and to improve state highway continuity and port access.

VCTC owns the Santa Paula Branch Line rail corridor, which extends 32-miles from the East Ventura/Montalvo station in the City of Ventura, through the Cities of Santa Paula and Fillmore, to the unincorporated community of Piru. In December 2021, VCTC executed

1. 2018 Economic Impact of the Port of Hueneme, Martin Associates, May 20, 2019

a 35-year Railroad Lease and Operations Agreement with Sierra Northern Railway to operate and maintain the railroad and right-of-way. Permitted railroad uses include tourist/ excursion trains, filming for movies and television, and freight rail service. The corridor served a limited amount of freight rail traffic under the previous rail operator, Fillmore and Western Railway, with one freight customer located in Santa Paula, and intermittent use for the movement and storage of freight rail cars in the area between Fillmore and Piru.

Sierra Northern Railway has begun to develop additional freight customers and plans to increase and improve freight service to the Santa Clara River Valley.

private, and military airports, including Camarillo Airport (public), Oxnard Airport (public), Santa Paula Airport (private), and Naval Base Ventura County – Point Mugu Naval Air Station (military).

Oxnard Airport currently has approximately 70,000 annual aircraft operations, and Camarillo Airport has approximately 140,000 annual operations, for a combined total of approximately 220,000 annual operations. Oxnard Airport has an annual economic impact of \$51 million, supports 310 jobs, is home to seven aeronautical businesses and 8 non-aeronautical businesses, and results in over \$2 million in State, local, and school tax revenues. Camarillo Airport has about 300 aircraft operations per day, compared to Oxnard Airport which typically sees 222 aircraft operations per day, and Santa Paula at 266 daily aircraft operations.

2.1.6 Aviation

Ventura County currently has four public,

Figure 2-17: Freight Corridors



Figure 2-18: Daily Truck Volumes (3+ Axles)



2.1.7 Public Transit

Public transit in Ventura County is provided by a range of regional and local/municipal providers as discussed in the sections below and illustrated in Figure 2-19.

Bus (Fixed-Route and Paratransit)

Local bus service is provided by several agencies including Camarillo Area Transit, Gold Coast Transit District (Ventura, Oxnard, Port Hueneme, Ojai), Kanan Shuttle (Thousand Oaks), Moorpark Transit, Ojai Trolley, Simi Valley Transit, Thousand Oaks Transit, VCTC Intercity, and Valley Express (Fillmore, Piru, Santa Paula). Each of these bus services come equipped with vehicles meeting the necessary ADA requirements, and except for Kanan Shuttle and Ojai Trolley, each offers Dial-A-Ride paratransit programs that operate on a reservation basis. Additionally, the East County Transit Alliance (ECTA), made up of the cities of Moorpark, Simi Valley, Thousand Oaks, and the County of Ventura, offers CONNECT Dial-A-Ride service in most of eastern Ventura County, specifically designed to permit travel outside of local Dial-A-Ride service areas. These programs are usable for seniors and any individuals who are certified as meeting ADA eligibility requirements.

VCTC Intercity

VCTC Intercity bus service is a fixed route inter-city bus network that operates primarily within Ventura County, but also provides service to Carpinteria, Santa Barbara, and Goleta.

VCTC Intercity offers six fixed route transit connections throughout its service area, including the U.S. Highway 101/Conejo Routes (Routes 50-52X), the Highway 126 Routes (Routes 60-62), the East County Routes (Routes 70-73X), the Cross-County Limited (Route 77), the Coastal Express (Routes 80-89), and the Channel Islands Route (Routes 90-99).

Rail

Amtrak & Metrolink

Amtrak and Metrolink provide intercity and regional rail service between Los Angeles County and Ventura County and beyond. Amtrak operates intercity rail between San Luis Obispo, Los Angeles, and San Diego on its Pacific Surfliner line, and between Seattle, Portland, Sacramento, and Los Angeles via the Coast Starlight. Amtrak serves stations in Ventura, Oxnard, Camarillo, Moorpark and Simi Valley in Ventura County. Six northbound trains and six southbound trains operate daily on the Pacific Surfliner service.

Metrolink operates seven lines of regional rail service in the Los Angeles region, with the Ventura County Line stopping at five locations in Ventura County including East Ventura, Oxnard, Camarillo, Moorpark, and Simi Valley. Seven northbound trains and seven southbound trains operate Monday through Friday, five of which operate southbound in the morning, and five operate northbound in the evening. There is one AM southbound train and one PM northbound train on Saturdays.

Figure 2-19: Existing Transit Network



Ridership/Performance Metrics

VCTC publishes a quarterly transit ridership and performance measures report. The report provides performance measure data to evaluate key elements regarding planning transit service as an objective basis for sound decision making. VCTC's key performance indicators include ridership, passengers per service hour, service cost per passenger, farebox recovery ratio, customer satisfaction, and road calls per 200,000 revenue miles. Data shown in this report is from fiscal year 2018/2019.

Bus Ridership

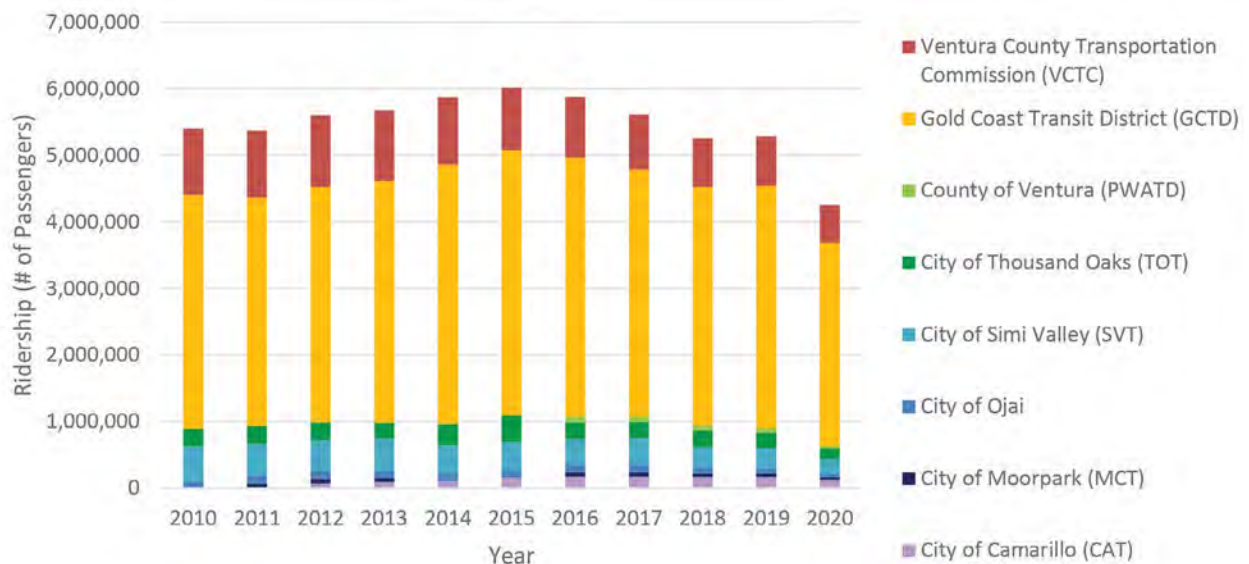
Ventura County bus transit use peaked in 2015 at just over 6 million transit trips, with steady decline through 2017 (Figure 2-20). Ventura County transit ridership is driven primarily by GCTD and VCTC Intercity services, followed by Simi Valley Transit and Thousand Oaks Transit. Gold Coast Transit District (GCTD) accounts for the highest share of ridership in the county, at approximately 69% of all trips in 2019.

Ventura County has been experiencing a long run decline in transit which was exacerbated by the COVID-19 pandemic. Annual declines are

not unique to Ventura County, but followed a general trend experienced nationwide in transit ridership. The decline in public transit use has been largely attributed to increased rates of car ownership and lower gas prices before 2020, and the pandemic and subsequent California stay-at-home orders at the beginning of 2020. As a result of the pandemic, many transit agencies have been struggling to rebuild their ridership base, especially on routes which relied on commuters, due to the increase in remote work. They are now challenged with attracting more riders, including both new commuters and recreational riders. Additionally, other pandemic-related challenges, such as safety concerns and changing travel patterns due to relocation, make transit ridership slower to recover. With emergency funds running low, poor fare box recovery and the shift in travel

patterns created by the pandemic, the future of transit in the county is uncertain. This presents an opportunity to consider new mobility solutions such as microtransit or Mobility as a Service, to attract new transit users.

Figure 2-20: Ventura County Transit Ridership (2010-2020)



Source: National Transit Database (NTD) (2020)

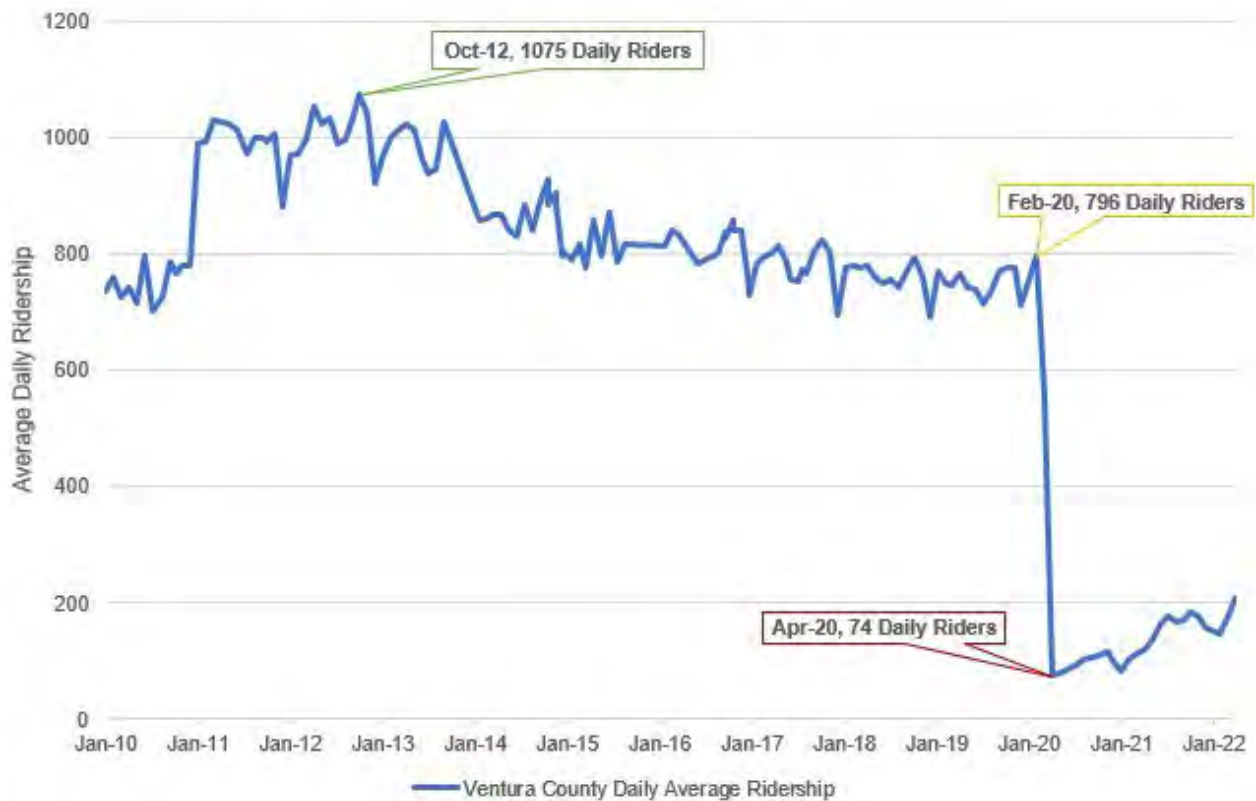
Rail Ridership

In the last twelve years, Metrolink ridership peaked at a daily average of 1,075 riders for the month of October 2012. This peak was followed by a consistent decrease in usage throughout the next eight years at which point a large decline occurred in the months of March and April 2020 due to the pandemic, bringing average daily ridership numbers to a low of 77. Since then, ridership has been steadily increasing, though at a rate which will necessitate some time before returning

to normality, prompting uncertainty regarding future ridership patterns.

Between the Ventura County stations of East Ventura, Oxnard, Camarillo, Moorpark, and Simi Valley, Metrolink ridership was mostly driven by the Simi Valley station, typically averaging over 300 daily riders before the pandemic. Like the other locations, each experienced a roughly proportionate drop caused by the pandemic, and each is recovering gradually at about the same rate.

Figure 2-21: Metrolink Ventura County Daily Average Ridership



Source: Metrolink (2022)

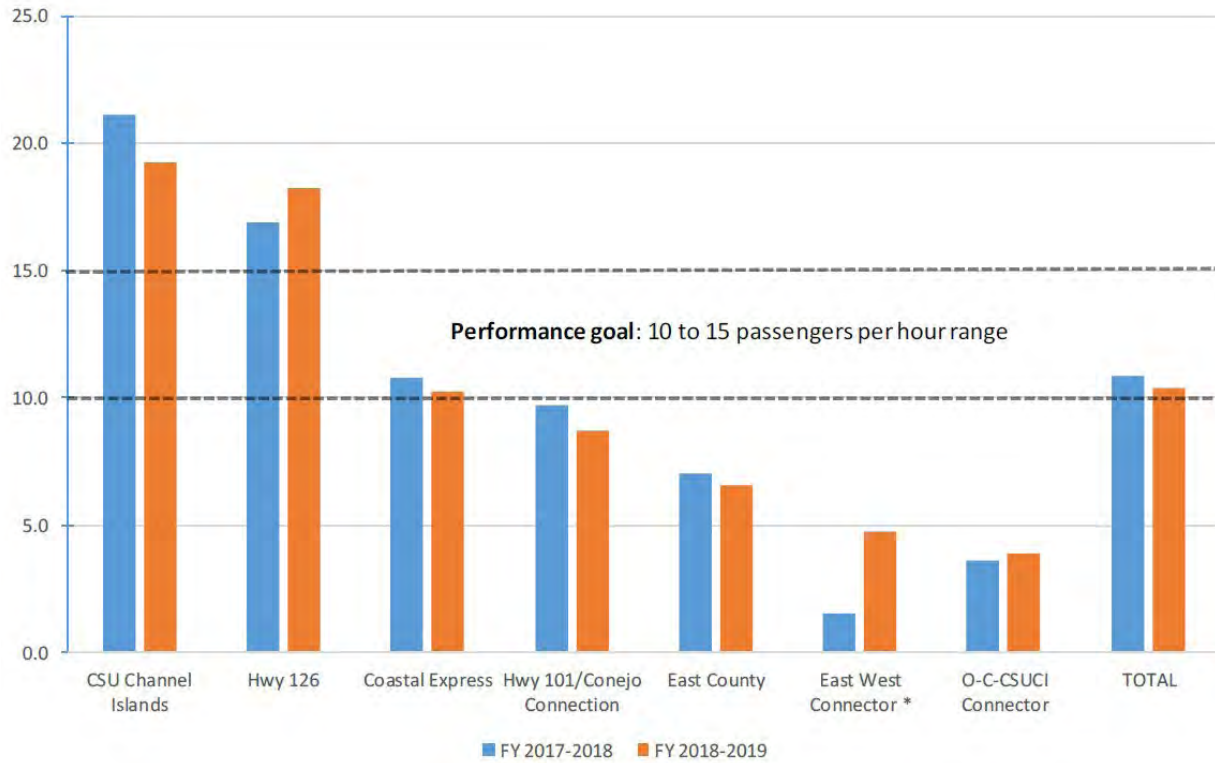
Passengers per Service Hour

The standard/goal for passengers per service hour is 10 passengers per hour for 'trunk' routes and 15 passengers per hour for 'commuter routes'. Trunk routes are designed to connect cities via freeways and arterials with few stops.

Commuter routes are peak period services connecting to employment centers with few stops and longer distances.

Figure 2-22 shows passengers per service hour for VCTC intercity service routes.

Figure 2-22: Passengers Per Service Hour



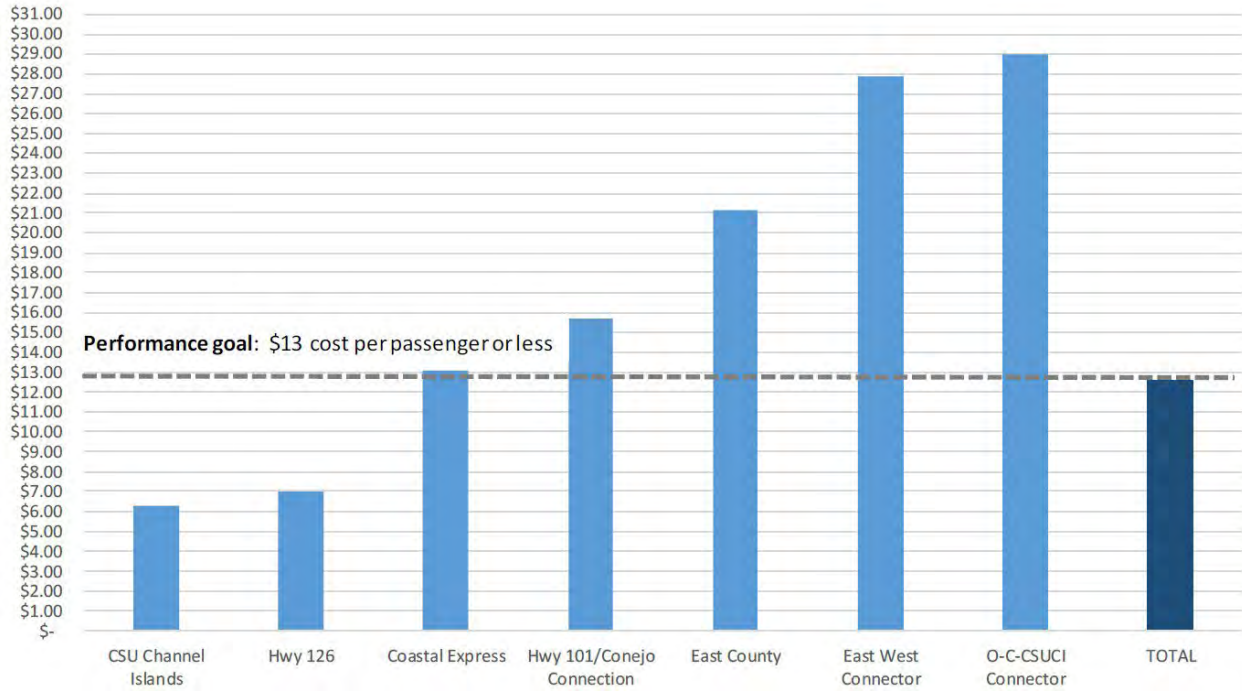
Source: VCTC Transit Ridership and Performance Measures Quarterly Report, FY18/19 Q2

Service Cost per Passenger

The standard/goal for service cost per passenger for 2018 is less than \$13.00. This

figure is adjusted annually according to CPI. Figure 2-23 shows service cost per passenger for VCTC intercity service routes for 2018.

Figure 2-23: Service Cost Per Passenger



Source: VCTC Transit Ridership and Performance Measures Quarterly Report, FY18/19 Q2

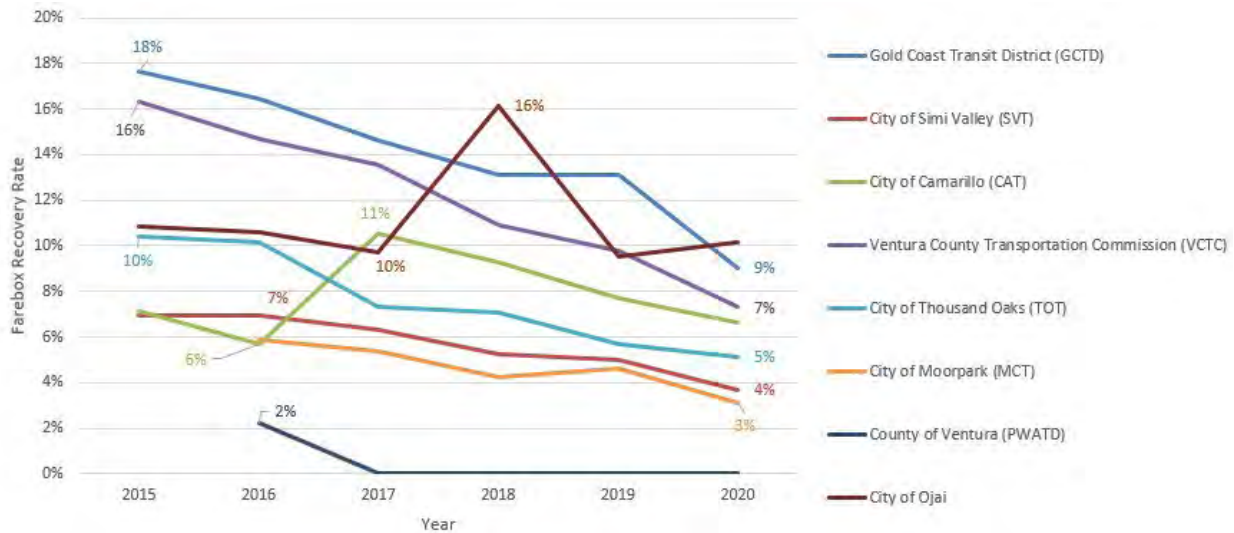
Farebox Recovery Ratio

Farebox recovery ratio is a ratio of passenger fares and other locally generated revenues divided by operating costs. Revenue typically includes passenger fares but may also include sale tax revenues, assessment fees, bond proceeds, and other sources. A minimum 20% farebox recovery ratio is required by the Transportation Development Act (TDA) for

designated 'urban' transit agencies, such as VCTC.

VCTC's standard/goal for farebox recovery ratio is 25%. For the 2nd Quarter of the 2018/2019 fiscal year, VCTC had a farebox recovery ratio of 27% including route guarantees of \$350,750 in locally generated fees from SBCAG and CSUCI but excluding Ox-Cam-CSUCI and East West demo routes.

Figure 2-24 Farebox Recovery Rates



Source: National Transit Database (NTD) (2020)

Shown in Figure 2-24 above are the calculated farebox recovery ratios for each transit operator in Ventura County. With the farebox recovery ratio indicating revenue based on the amount of travel conducted, it also gives some idea of ridership, as this is the primary mode of revenue generation. Aligning with overall transit ridership trends not exclusive to Ventura County, each transit operator has experienced a decline over the past five years with the exception of the City of Ojai.

Customer Satisfaction

The standard/goal for customer satisfaction is not to exceed 10 valid complaints per 100,000 boarded passengers. FY2018/2019 totaled 10.66 complaints per 100,000 passengers. 41% of the 17 total valid complaints in the fiscal year

second quarter were driver complaint related. Other complaints related to scheduling and routing (29%), vehicle complaint (18%), and equipment (12%).

Maintenance Reliability and Safety

The standard/goal for maintenance reliability is not to exceed 10 road calls per 200,000 revenue miles. FY2018/2019 totaled six road calls per 200,000 revenue miles. Calls related to mechanical failures, flat tires, and wheelchair lift malfunctions.

The standard/goal for safety is one or less injury/preventable accidents per 100,000 miles. In the second quarter of fiscal year 2018/2019, VCTC recorded two preventable accidents per 100,000 revenue miles.

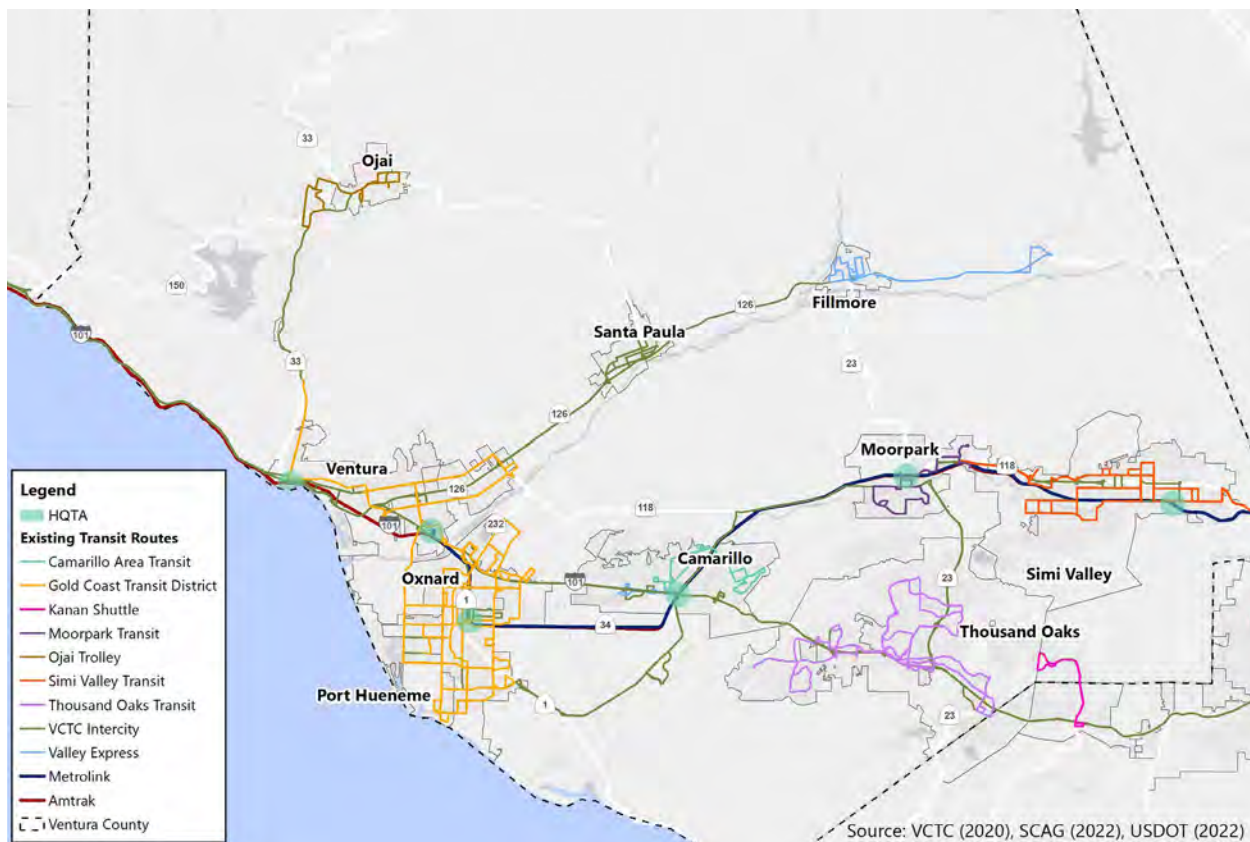
High Quality Transit Areas

High Quality Transit Areas (HQTAs) are located within a half-mile of a well-served transit

stop or transit corridor with 15-minute or less service frequency during peak commute hours. HQTAs highlight the connection between transit services, supporting land use, and reduced VMT. These corridors are intended to promote higher-density development patterns, which in turn support more frequent transit services and reduce reliance on automobiles for trip making. The new approach to measuring transportation impacts using VMT, as discussed in Section 2.1.3, incentivizes the expansion of HQTAs in

Ventura County and throughout California and should be coordinated with transit and land use improvements that include improving headways, expanding service, and concentrating future housing development near transit hubs to reduce overall VMT. HQTAs by definition provide convenient access to frequent transit service, which can make transit a more attractive and reliable commute option. This can lead to an increase in transit ridership and decrease in VMT. Observed VMT per capita is lower within HQTAs in Ventura County. The current HQTAs in Ventura County are located around transit stops servicing multiple transit services, in Ventura, Oxnard, Camarillo, Moorpark, and Simi Valley.

Figure 2-25: HQTAs in Ventura County



2.1.8 Active Transportation

Existing/Planned Infrastructure

Ventura County features significant existing bicycle infrastructure among all four bicycle classifications in its urban areas, mainly near coastal areas and along arterial streets. The Ventura Countywide Bicycle Master Plan was developed in 2008 by VCTC and provided a blueprint for bicycle transportation and recreation in Ventura County. The Master Plan’s intent was to maximize funding sources for the implementation of bicycle improvement projects, improve safety and encourage cycling, expand the network and support facilities, and enhance the quality of life in Ventura County. The Plan resulted in Caltrans-compliant bicycle transportation plan documents for all of the county’s ten incorporated cities and unincorporated areas, qualifying each jurisdiction for bicycle transportation funding in order to implement projects.

Currently, the county offers a total of 84.3 miles of Class I shared use paths, 397.9 miles of Class II bike lanes, and 76.3 miles of Class III bike routes, and 1.1 miles of Class IV separated bikeways. Table 2-4 below breaks down the total mileage by bikeway type for each jurisdiction in the county. The Plan details a suitability and needs analysis to connect gaps in the bikeway network, and recommends various programs and improvements regarding bicycle parking and end-of-trip facilities, maintenance and construction, Safe Routes to School (SRTS) programs, and educational efforts to improve safety for bicyclists.

Table 2-4: Total Bikeway Mileage by Jurisdiction

JURISDICTION	CLASS I	CLASS II	CLASS III	CLASS IV	TOTAL
Camarillo	4.4	43.3	12.6		60.3
Fillmore	6.6	0	1.8		8.4
Moorpark	1.4	23.6	0.8		25.8
Ojai	2.6	0	1.3		3.9
Oxnard	5.3	73.2	6.8		85.3
Port Hueneme	2.8	7.0	0		9.9
Ventura	28.0	51.7	18.8	1.1	99.5
Santa Paula	2.0	2.7	0		4.7
Simi Valley	14.2	42.3	13.8		70.4
Thousand Oaks	3.2	80.4	16.9		100.5
Unincorporated Areas	13.8	73.6	3.5		90.9
Total Mileage	84.3	397.9	76.3	1.1	559.5

Source: Ventura County Existing Bike Lane Inventory 2022 by City by Class - Centerline Miles

The current bicycle network is presented in Figure 2-26. Class II bike lanes make up the majority of the bikeways in the county, especially in the more densely populated cities. Approximately 61% of the population in Ventura County lives within 0.25 mile of an existing bikeway. The current bicycle network is fragmented and often concentrated within local jurisdictions with limited connections between different jurisdictions. An opportunity exists to extend these local bikeways regionally to provide a more complete and connected network for bicycle travel.

Additionally, the Ventura County Regional Bicycle Wayfinding Plan, developed by VCTC in 2017, identified 17 regional bicycle routes that provide regional connectivity in the county. It also prioritized locations for bicycle infrastructure improvements and developed a family of bicycle wayfinding signs and implementation plans to provide a consistent wayfinding experience for bicyclists across the county. Figure 2-27 presents the proposed regional bikeway routes identified in the Wayfinding Plan.

Figure 2-26: Existing Bike Infrastructure

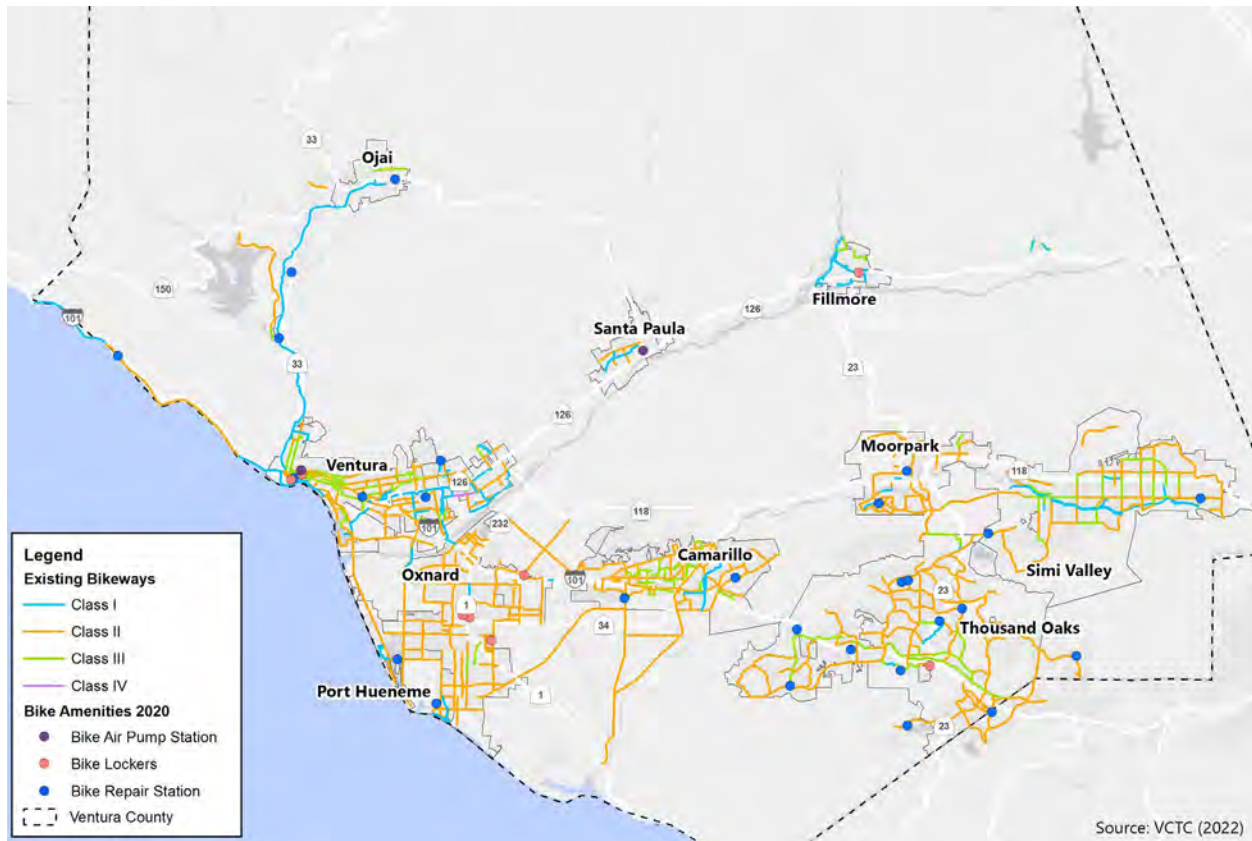
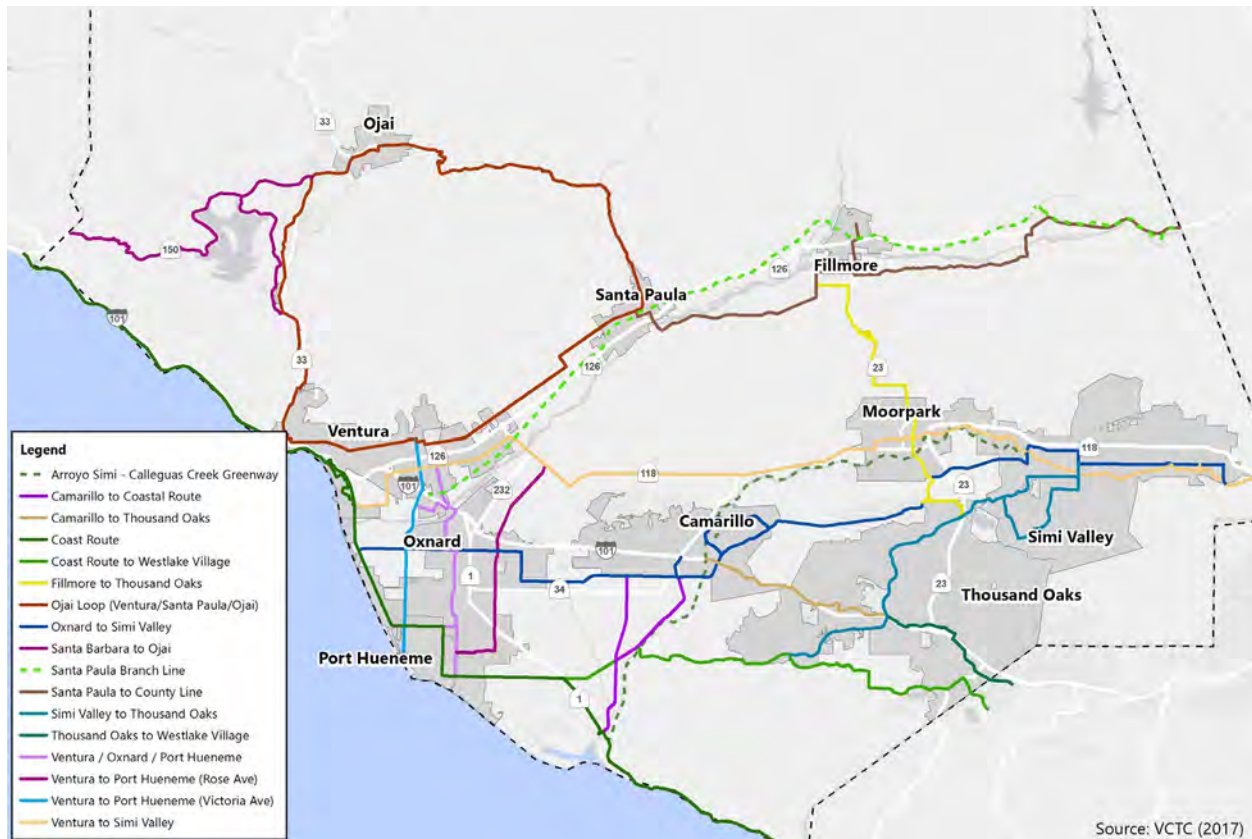


Figure 2-27: Proposed Regional Wayfinding Routes



Various jurisdictions in the county have also developed their own active transportation plans. Table 2-5 presents the existing or current active transportation plans by jurisdiction.

Table 2-5: Active Transportation Plans by Jurisdiction

JURISDICTION	ACTIVE TRANSPORTATION PLAN STATUS
Camarillo	City of Camarillo Bikeway Master Plan (2017)
Fillmore	N/A
Moorpark	City of Moorpark Bicycle Transportation Plan (2008)
Ojai	Ojai Complete Streets Master Plan (2017)
Oxnard	City of Oxnard Bicycle & Pedestrian Facilities Master Plan (2011)
	City of Oxnard Sustainable Transportation Plan (STP) (in development to be completed by February 2023)
Port Hueneme	N/A
Ventura	City of Ventura Bicycle Master Plan (2011)
	Ventura Active Transportation Plan (in development as part of General Plan update)
Santa Paula	“Bicycle Mobility” Plan part of Santa Paula 2040 General Plan (2020)
Simi Valley	Simi Valley Bicycle Master Plan (2009)
Thousand Oaks	City of Thousand Oaks Active Transportation Plan (2019)

Additional Analysis

Building on the existing conditions presented in this chapter, the next chapters of this plan will discuss future baseline conditions and trends, input received from community members on transportation challenges, needs, and priority, and equity considerations. These chapters inform the development of the transportation project scenarios and future strategies then presented later in the plan.



Chapter 3 – FUTURE BASELINE CONDITIONS



Photo Credit: <https://www.picuki.com/tag/govctc>

California and Ventura County have entered a time of change and demographic shift that looks very different from what the previous several decades have looked like. Past years have brought substantial continued population growth as a result of natural population increase and net inward migration and immigration to the state. In the past few years, these patterns have shifted as natural population growth is slowing, the state's and the county's populations are aging, and migration patterns are changing

as greater numbers of current California residents relocate to other states seeking lower housing costs.

In this changing demographic landscape, VCTC must examine what future demand for transportation and mobility will look like in Ventura County. These forecasts help establish an understanding of travel demand patterns, the mobility needs of different demographic populations, and where people will live and work, all of which influence how the transportation.

Changes are not limited solely to demographics as the county, state, and the world also grapple with the effects and impacts of climate change. Extended periods of drought, warmer temperatures, and more severe weather events are already being experienced in Southern California, and these effects are expected to increase as global average temperatures are projected to continue to rise in the coming years. The changing climate does create impacts to the transportation network, specifically impacting the resiliency of the network and the ability of VCTC and local agencies to maintain the physical and operational characteristics of the transportation system.

Coupled with these demographic and climate changes, a variety of advancements in technology could also have a profound influence on transportation networks over the next 30 years. The past 10 years have already brought significant change with technology leading to the rise of the sharing economy, allowing people to request rides and order on demand delivery from their phone or computer, and increased adoption of

electric vehicles. These two technology-driven changes will continue to advance in the coming years and may be joined by more advancements including autonomous vehicle technology, aerial drone-based deliveries and transport, and others we may not be able to envision currently.

The CTP cannot predict which technology advancements will have the greatest impact on mobility in Ventura County during the coming decades, but the document can provide VCTC and local jurisdictions in the county with a flexible roadmap and plan that creates room for these advancements to fit into the transportation network and provide residents in Ventura County with additional mobility opportunities.

This chapter discusses the forecast changes related to demographics, climate, and technology, setting the stage for discussion of the projects, programs, and solutions identified in Chapter 7, which are intended to provide VCTC and Ventura County with the tools and flexibility to respond to these challenges.

3.1

Demographics

Forecast future baseline conditions through the Year 2050 indicate changing demographics in Ventura County. These changing demographics include a slight decrease in population size – after many years and decades of growth - and an aging population that may have very different mobility and travel needs from today. Building an understanding of these changing demographics provides insight into what transportation demand and needs will look like in Ventura County during the next 30 years and helps to inform the development of projects and strategies to address these needs.

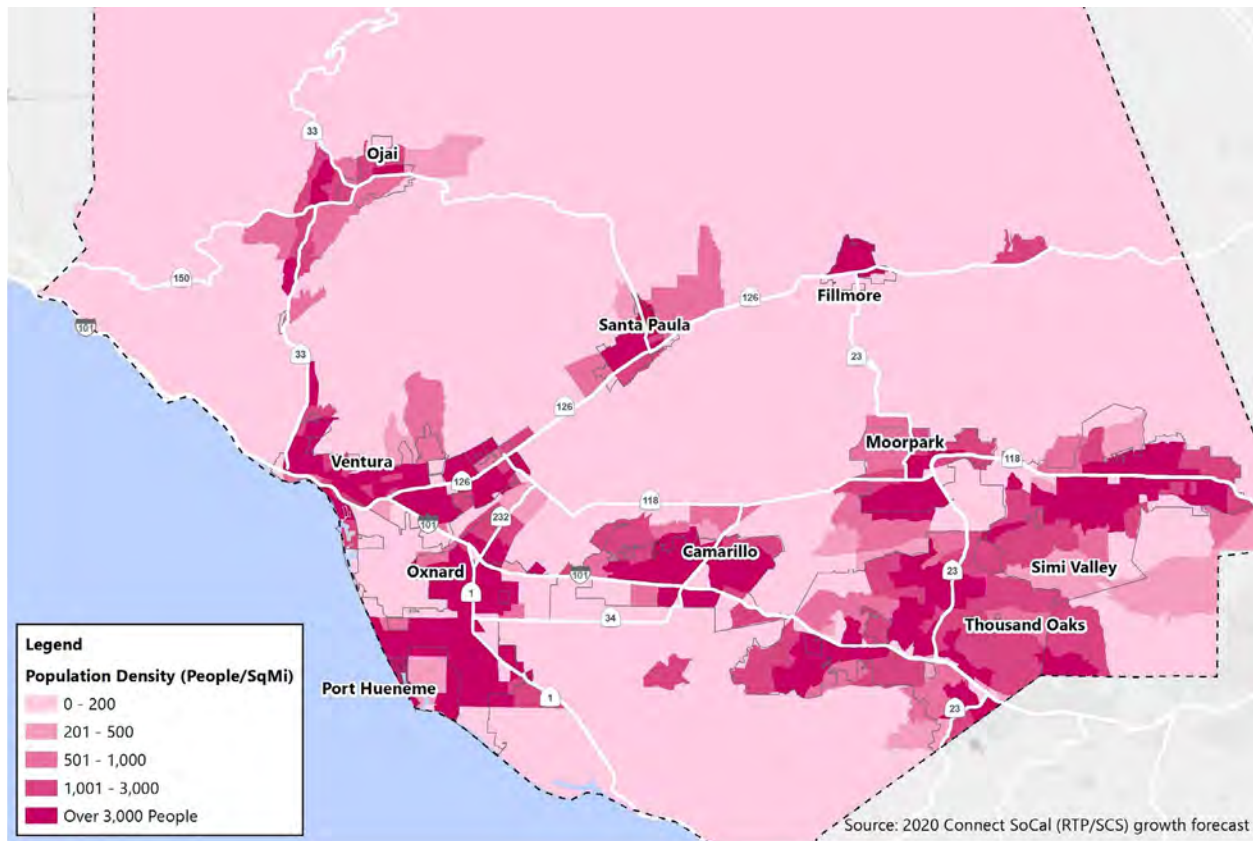
3.1.1 Population Growth

According to the most recent projections from SCAG, Ventura County is entering a period of slowing growth. The latest projections developed for the 2024 RTP/SCS present a sharp correction to previous rounds for forecasts from SCAG and the State, which previously indicated Ventura County could expect to add an additional 100,000 residents

over the next 30 years. The new consensus of demographic projections presents a forecast of essentially zero population growth in Ventura County between now and 2050.

Forecasts for both employment and household growth have also slowed and show Ventura County with lower levels of employment and household growth than the region. Figure 3-1 presents the population density forecasted in 2050. Additional discussion around the aging of the population is provided in Chapter 5.

Figure 3-1: Population Density in 2050

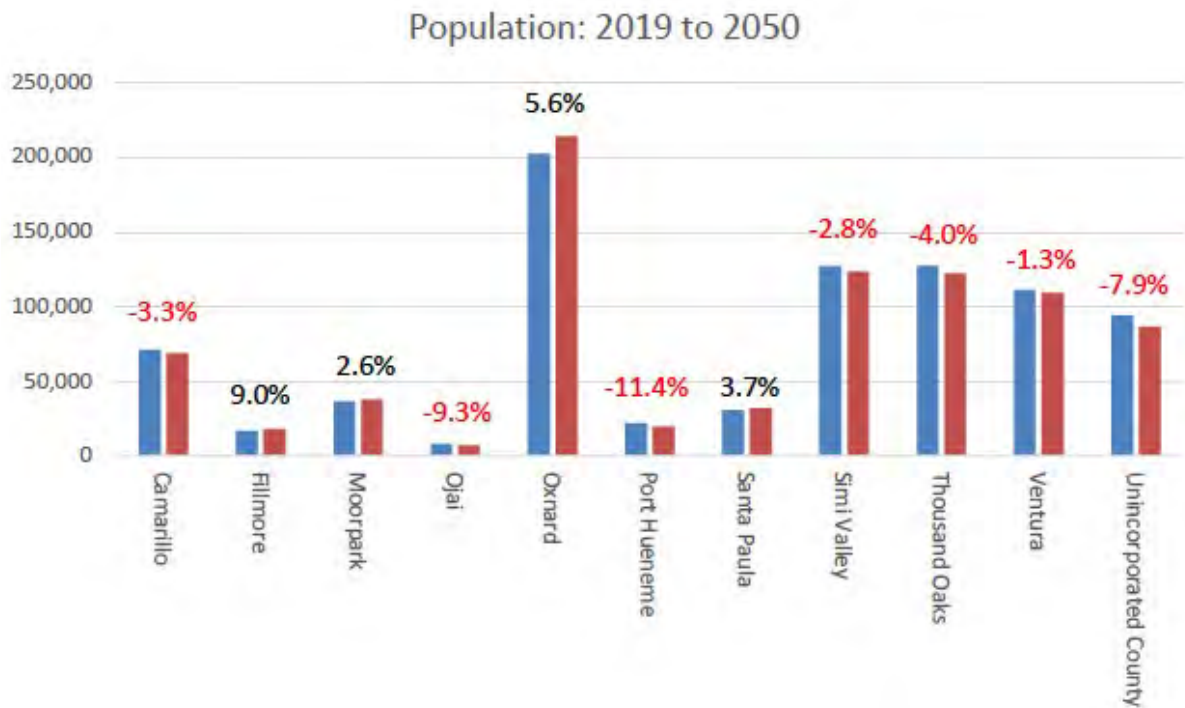


3.1.2 Population Change by Jurisdiction

Figure 3-2 presents the forecasted population change for each jurisdiction in Ventura County between 2019 and 2050. These forecasts show some limited growth in selected cities,

including Fillmore, Moorpark, and Santa Paula. Declines in population are forecast in other jurisdictions, including Port Hueneme, Thousand Oaks, and Simi Valley. Overall, Ventura County’s population is forecast to decline slightly by 2050, from 845,900 residents in 2019 to 837,800 in 2050, about 1% less than the 2019 figure.

Figure 3-2: Population Growth Forecast Between 2019 and 2050 by Jurisdiction



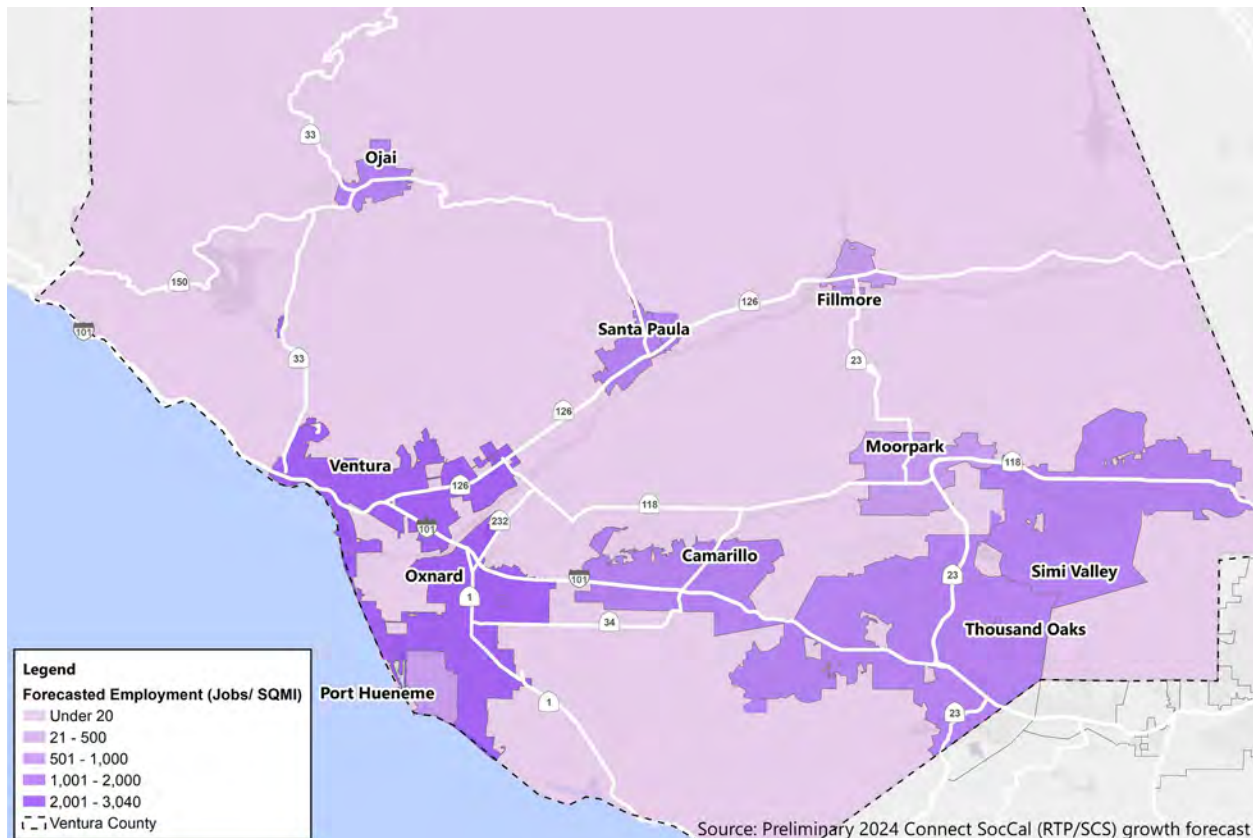
3.1.3 Household Size

The average household size in Ventura County was 3.08 people in 2019. With the forecasted changes in age distribution in Ventura County, by 2050 there will be more people over the age of 70 living alone or only with a spouse/partner than there were in 2019. Combined with the forecasted decrease in population overall, this demographic change will also lead to a forecasted decrease in average household size. Smaller households are forecast to generate fewer daily trips, and fewer vehicle miles traveled, while households primarily consisting of older adults creates an increased need for alternative mobility options, as those over 70 years of age are less likely to drive and more likely to use other modes of transportation such as transit or microtransit services.

3.1.4 Employment Growth

Employment within Ventura County is anticipated to decrease by -0.40% from 2019 to 2050. Employment is anticipated to continue to be concentrated in several areas throughout the county, including in the cities of Ventura, Port Hueneme, Camarillo, Thousand Oaks, Simi Valley, and Oxnard (Figure 3-3).

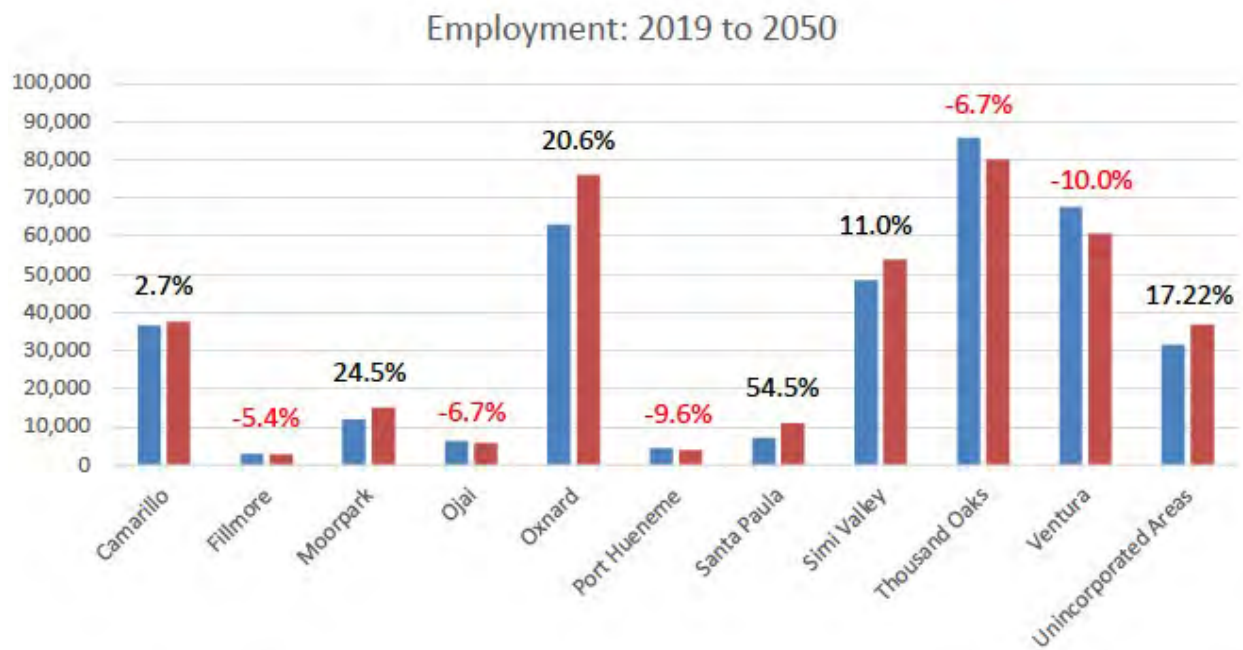
Figure 3-3: Forecasted Employment Density



3.1.5 Employment Change by Jurisdiction

Figure 3-4 presents the forecast percent change in employment for each city within the county. Cities forecasted to experience the most significant decline in employment include Ojai and Santa Paula. In contrast, some cities are forecast to experience a small increase in employment including Oxnard, Thousand Oaks, Port Hueneme, and Camarillo.

Figure 3-4: Change in Employment by Jurisdiction



3.2

Land Use

Local land use policies and development patterns have a major influence on current and future transportation demand and the mode of transportation that people are likely to choose when making different types of trips. Coordination between the regional transportation planning presented here in the CTP and land use planning and policy development at the local level is essential to ensuring that transportation and land use decisions work together to provide residents with mobility choices and the ability to access destinations in a convenient, safe, and efficient manner.

Ventura County faces challenges in coordinating land use and transportation planning in the future. An environment of anticipated slowing population growth may help the county to produce less VMT and place less strain on the transportation system into the future, but it may also make it more difficult to fulfill local General Plan policies that aim to create more efficient land use patterns. It is also possible that housing unit production could outpace population and employment growth and exacerbate the growth in VMT per capita.

3.2.1 Land Use and Housing Forecasts

Areas in the county where housing is expected to increase will impact transportation needs and commute patterns. For context, the Regional Housing Needs Allocation (RHNA) prepared by SCAG for the eight-year planning period of 2021 to 2029 projects a total of 24,452 new residential units in Ventura County for the next planning period (Table 3-1).

The cities of Oxnard and Ventura are expected to provide the greatest number of residential units, followed by the cities of Simi Valley and Thousand Oaks. In these jurisdictions, 32-48% of those units will be allocated for those with above-moderate income. Proportionately, the jurisdictions with the highest percentage of units needed for low-income or very low-income residents are Moorpark, Thousand Oaks, Simi Valley, Camarillo, and the Unincorporated Areas. In these jurisdictions 17-18% of the total new units are allocated for low income, while 25-29% of units are allocated for very low income.

Table 3-1: Regional Housing Needs Allocation 2021 – 2029 for Ventura County

JURISDICTION	VERY-LOW INCOME (<50% OF MEDIAN)		LOW INCOME (51-80% OF MEDIAN)		MODERATE INCOME (81-120% OF MEDIAN)		ABOVE-MODERATE INCOME (>120% OF MEDIAN)		TOTAL	
Camarillo	353	25.7%	244	17.7%	271	19.7%	508	36.9%	1,376	100%
Fillmore	73	17.6%	61	14.7%	72	17.3%	209	50.4%	415	100%
Moorpark	377	29.2%	233	18.1%	245	19.0%	434	33.7%	1,289	100%
Ojai	13	24.5%	9	17.0%	10	18.9%	21	39.6%	53	100%
Oxnard	1,840	21.5%	1,071	12.5%	1,538	18.0%	4,100	48.0%	8,549	100%
Port Hueneme	26	20.8%	16	12.8%	18	14.4%	65	52.0%	125	100%
Ventura	1,187	22.3%	865	16.3%	950	17.9%	2,310	43.5%	5,312	100%
Santa Paula	102	15.5%	99	15.1%	121	18.4%	335	51.0%	657	100%
Simi Valley	749	26.8%	493	17.7%	518	18.5%	1,033	37.0%	2,793	100%
Thousand Oaks	735	28.0%	494	18.8%	532	20.3%	860	32.8%	2,621	100%
Unincorporated Areas	319	25.3%	225	17.8%	250	19.8%	468	37.1%	1,262	100%
Ventura County	5,774	23.6%	3,810	15.6%	4,525	18.5%	10,343	42.3%	24,452	100%

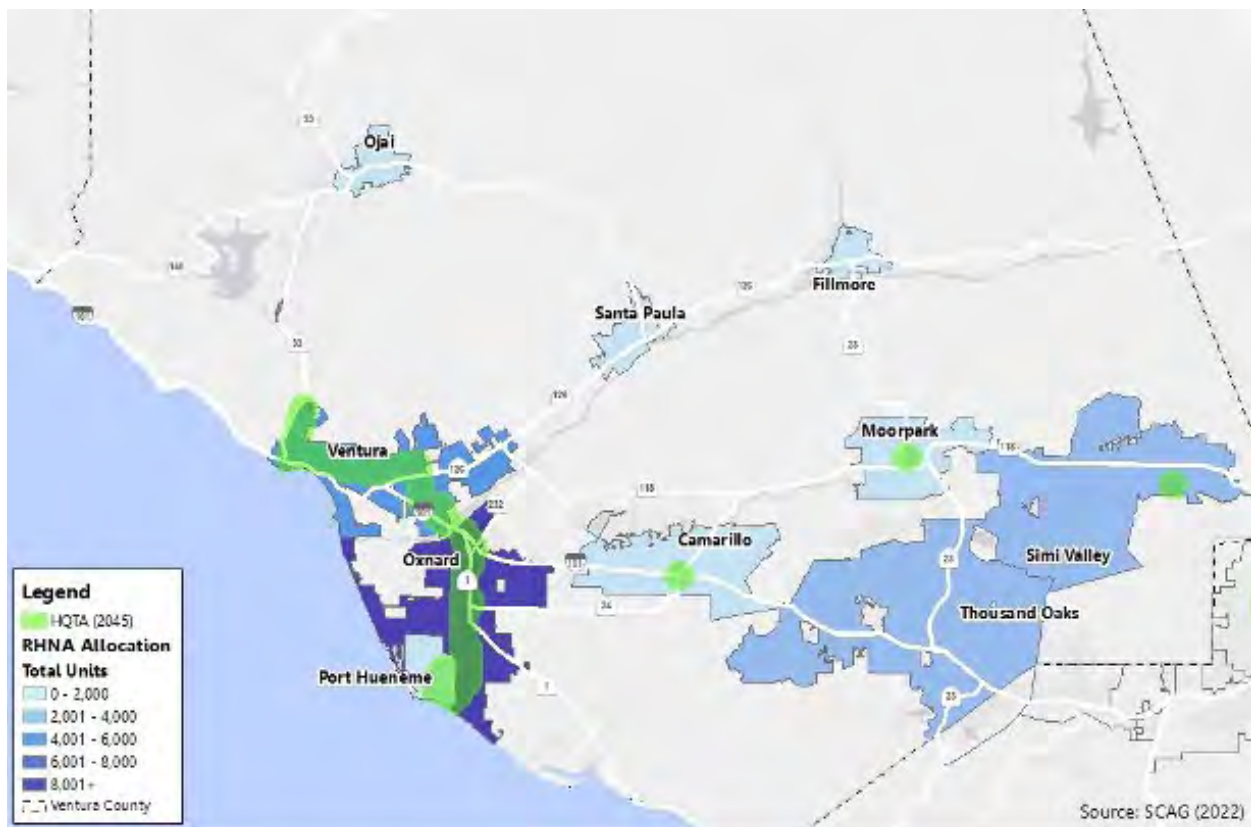
Source: SCAG 6th Cycle Final RHNA Allocation Plan (2021)

3.2.2 HQTAs and RHNA Allocations

The area designated as HQTAs in Ventura County is forecast to increase by 2045. This is a result of several transit improvements proposed as part of Scenarios A and B as presented in Chapter 7. New HQTAs are forecast to be located in Ventura and Oxnard along Oxnard Boulevard and within and adjacent to Downtown Ventura, corresponding with increases in transit service proposed for these areas. Figure 3-5 illustrates the forecast locations for HQTAs in Ventura County in

2045, compared with the RHNA allocation for each city. This figure illustrates that RHNA housing unit allocations aligns with the location of future HQTAs. This approach would assist in locating new housing development in areas that generally generate lower levels of VMT and provide access to high quality transit services. Oxnard and Ventura are allocated the greatest number of residential units in the RHNA, this is in alignment with the existing and future HQTAs located in these cities. Simi Valley, Moorpark, and Camarillo also have larger housing allocations compared with other cities in the county. Each of these cities has a HQTA centered around their existing Metrolink stations.

Figure 3-5: HQTAs in Ventura County in 2045 and RHNA Allocation (2021-2029)



3.2.3 Economic Development and Industry

Economic development within the SCAG region is forecasted to increase through 2050 across several industries. Top industries in 2050 for the SCAG region include health care and social assistance, accommodations and food service, educational services, retail trade, professional, scientific, and technical services, administrative and support, waste

services, and transportation and warehousing. While these industries represent the greatest share of employees, the greatest growth will occur in the health care and social assistance industry, which is forecast to see a 58% increase. This is significant, as the health care and social assistance industry was the highest performing industry sector in Ventura County in 2018. Other industries forecasted to experience significant growth within the SCAG region by 2050 include transportation and warehousing (36.4%) and the accommodation and food service industries (22.8%).

Table 3-2: Regional Percent Growth for Ventura County Highest Performing Industries¹

INDUSTRY	2016 (JOBS IN THOUSANDS)	2045 (JOBS IN THOUSANDS)	% CHANGE
Health Care and Social Assistance	1,264	2,002	58.4 %
Accommodation and Food Service	862	1,059	22.8 %
Educational Services	716	850	18.7 %
Retail Trade	841	889	5.8 %
Professional, Scientific and Technical Services	535	612	14.4 %
Administrative and Support and Waste Services	610	734	20.3 %
Transportation and Warehousing	382	522	36.4 %

1. *Final Connect SoCal Demographics and Growth Forecast*". SCAG. September 3, 2020.

3.3

Climate

The CTP is responsive to climate change related opportunities and challenges for the transportation network in Ventura County. As discussed in the introduction to this chapter, there is a need to ensure that the transportation network – both physically and operationally – is prepared for the effects of climate change, many of which have already begun. The CTP must also be responsive to direction from the State of California related to climate change and reducing the contribution of GHG emissions from transportation sources.

Several pieces of recent legislation and rules issued by state agencies in California have sought to help reduce the contribution of transportation sources to climate change. Legislation and administrative rulings have created targets for reductions in greenhouse gas (GHG) emissions and VMT, transition of new vehicle sales in the state away from gasoline by 2035, and conversion of public bus fleets and other public fleets to run on 100% renewable energy sources.

Understanding the influences of future climate conditions on the transportation network in Ventura County, and the state's response to mitigate these conditions, helps to shape a set of projects, programs, and strategies to help VCTC and local jurisdictions prepare and respond with a multimodal transportation network that reduces reliance on internal combustion engine vehicle travel.

This section provides an overview of forecast changes in VMT, vehicle hours of delay (VHD), mode share, and emissions between existing base year and forecast Year 2040 conditions.

3.3.1 VMT

Vehicle Miles Traveled (VMT) can be used as a guiding metric for understanding GHG emissions resulting from transportation projects. As VMT reflects the number of miles being traveled by vehicle, it can also be assumed that as vehicles travel farther, they are also contributing more polluting emissions. The percent change in total VMT countywide between existing conditions and conditions forecasted to occur in the future baseline in 2040 are reflected in Table 3-3 below. This information is useful for understanding how the proposed transportation projects discussed in later chapters of the CTP will impact future baseline conditions. The following subsections discuss forecast changes in per capita VMT for both home-based trips and work based trips.

Table 3-3: 2016 to 2040 Countywide VMT

	2016	2040
Countywide VMT	17,336,894	17,070,801

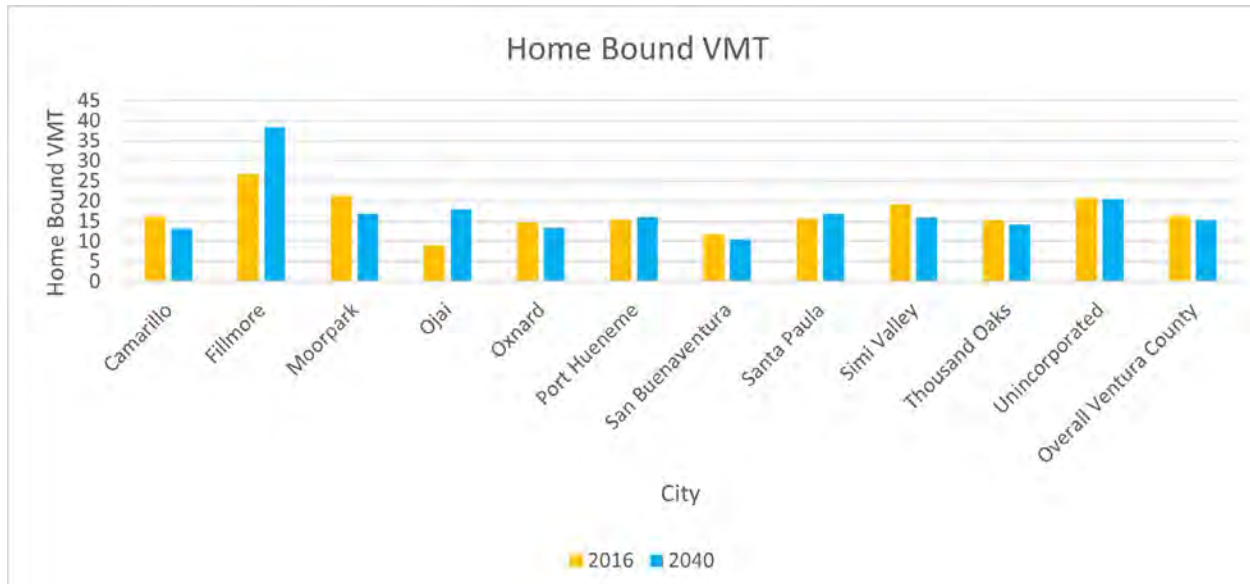
3.3.1.1 Home Bound VMT

Home Based VMT (HBVMT) per capita is forecasted to decrease slightly by 7% in Ventura County between 2016 and 2040. The greatest increase in HBVMT between 2016 and 2040 is forecast in Fillmore (44%) and Ojai (99%). This could in part be due to the forecasted increase in population and the lack of corresponding employment and local serving uses in Fillmore. In contrast, decreases in HBVMT was observed in Camarillo, Moorpark, Oxnard, Ventura, Simi Valley, and Thousand Oaks.

Table 3-4: Future Baseline Home Bound VMT Conditions

City	Home-based VMT/Capita	Home-based VMT/Capita	% Change
	2016	2040 Baseline CTP	
Camarillo	16.12	13.08	-19%
Fillmore	26.75	38.39	44%
Moorpark	21.32	16.79	-21%
Ojai	9.00	17.92	99%
Oxnard	14.80	13.33	-10%
Port Hueneme	15.44	16.03	4%
Santa Paula	15.64	16.77	7%
Simi Valley	19.28	15.85	-18%
Thousand Oaks	15.33	14.24	-7%
Ventura	11.79	10.55	-10%
Unincorporated	20.77	20.56	-1%
Overall Ventura County	16.47	15.24	-7%

Figure 3-6: Home Bound VMT in Ventura County in 2040



3.3.1.2 Work Bound VMT

Work Based VMT per Employee in Ventura County is forecasted to decrease significantly by 31% between 2016 and 2040. Several factors contribute to this forecast, including increased remote work opportunities, the placement of future affordable housing in closer proximity to jobs and services, and

the limited employment growth in the most recent SCAG forecast. Additionally in 2020, approximately 11% of the population of Ventura County was over 70 years of age. According to SCAG forecasts, by 2040, the percentage of the population over age 70 will nearly double to 21%. There is a corresponding decrease in the typical working age population (24-65 years old), which leads to fewer workers in the county and lower work-based trips and VMT.

Table 3-5: Future Baseline WBVMT Conditions

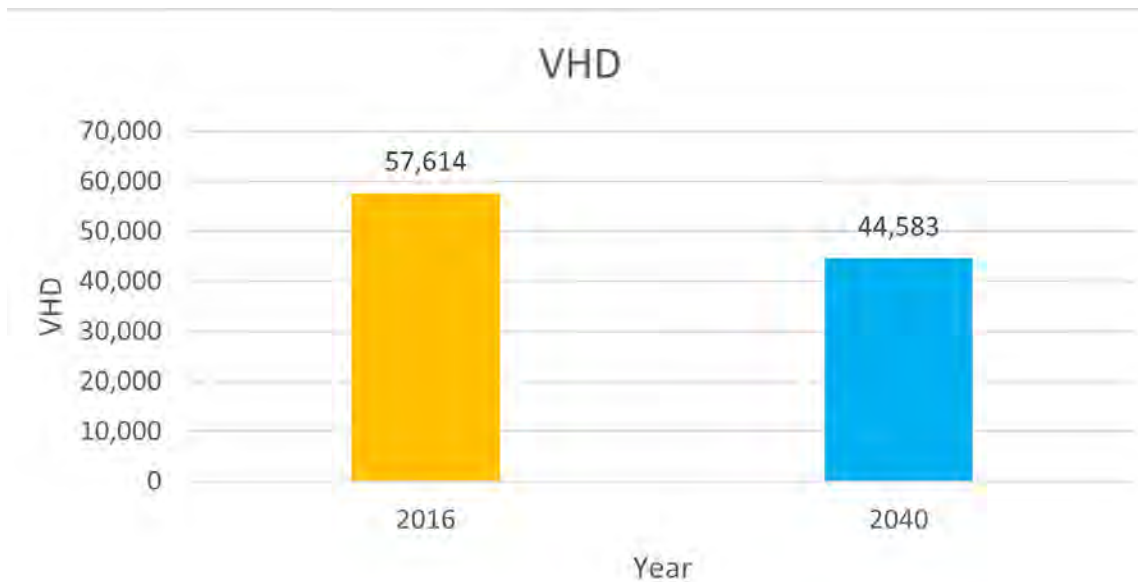
City	Work-based VMT/Capita	Work-based VMT/Capita	% Change
	2016	2040	
Camarillo	20.22	14.13	-30%
Fillmore	19.11	9.33	-51%
Moorpark	22.73	16.26	-28%
Ojai	17.95	8.13	-55%
Oxnard	12.89	8.93	-31%
Port Hueneme	12.36	8.11	-34%
Santa Paula	16.59	9.37	-44%
Simi Valley	20.07	14.57	-27%
Thousand Oaks	22.63	16.22	-28%
Ventura	17.38	11.35	-35%
Unincorporated	23.95	16.21	-32%
Overall Ventura County	19.08	13.19	-31%

3.3.2 Vehicle Hours of Delay

Vehicle Hours of Delay (VHD) is used as an indicator for levels of traffic congestion. If there are high levels of VHD, then vehicles are

traveling slower due to congestion and are taking longer to reach their destinations. VHD is forecast to decrease by 23% between 2016 and Scenario A in 2040. This decrease in VHD may be in response to reduced VMT levels for work bound based trips and improvement projects implemented from the RTP and FTIP.

Figure 3-7: VHD in 2016 and 2040



3.3.3 Mode Share

Shifts in mode share are important for analyzing how travel trends may change in the future. Mode share refers to the form of transportation that travelers take on their trip. Modes reviewed include driving alone, carpooling, transit, non-motorized trips, and auto-passenger trips. Mode share patterns are forecasted to remain consistent under 2016 and 2040 conditions. Table 3-6 shows the percent mode share for driving alone, carpool, transit trips, non-motorized trips, and auto passenger trips for 2016 and 2040.

Table 3-6: Percent Mode Share in 2016 and 2040

Mode	Year	
	2016	2040
Drove Alone	47.5%	47.0%
Carpool	16.0%	15.2%
Transit Trips	0.2%	0.1%
Non-Motorized Trips	12.0%	11.8%
Auto Passenger Trips	25.3%	25.8%

3.3.4 Emissions

Emissions resulting from transportation sources in Ventura County are forecasted to increase slightly between 2016 and 2040 under future baseline scenario conditions. This is likely due to a decrease in Work Based and Home Based VMT, and a decrease in VHD. Additionally, emissions are likely to decrease as more electric and more fuel-efficient vehicles become more common on roadways. Table 3-7 below shows the concentration of GHG emissions under 2016 and 2040 conditions, showing a .13% increase within this time frame. Emission concentrations are represented as metric tons of Carbon Dioxide output per year. There is an opportunity to further reduce emissions with the implementation of a variety of strategies and transportation improvements. These tools and strategies range from coordination of land use and transportation policy and planning to better coordinate the location of new denser development in more urbanize areas with lower VMT, encouraging increased multimodal travel, and increasing the electrification of vehicle travel. These improvements will be further discussed in Chapter 7.

Table 3-7: Emissions between 2016 and 2040

	2016	2040	% Change
Emissions Total	27,076 CO2E/vehicle /year	25,526 CO2E/vehicle /year	-6%

3.4

Observations

Future baseline conditions in 2040 provide a baseline understanding for the future needs of Ventura County residents and travelers. Key findings from this analysis indicate a declining population size and employment growth. Ventura County's aging population also contributes to shifting demographics and indicates a need for more senior-friendly mobility options.

Changes in land use and housing in Ventura County include a focus on allocating more housing for low- and middle-income residents. The recent Regional Housing Needs Assessment (RHNA) requirement to place a higher density of lower income housing in closer proximity to jobs and services also had a positive impact on forecasted VMT, VHD, and emissions. There is an opportunity to further decrease these metrics with increased access to more sustainable transportation alternatives, which will be discussed in a later chapter of this report. Lastly, expanded HQTAs as proposed by SCAG will support increased access to more multimodal transportation connections. This will help to support a mode shift away from single occupancy vehicles and toward more sustainable options, including transit and active transportation.



Chapter 4 – COMMUNITY ENGAGEMENT



Photo Credit: Katherine Padilla and Associates

During the development of the CTP, VCTC provided community members with multiple opportunities and avenues to participate in the planning process and provide input that would be incorporated into the plan. This chapter highlights the tactics used to engage with community members across Ventura County and summarizes the input received from participants.

A key objective was to ensure that the CTP is a community-driven document that incorporates local transportation and mobility

priorities and addresses community-expressed needs related to mobility, traffic safety, and transportation options.

Opportunities for engagement were provided to residents throughout Ventura County, both through in-person and online events and activities. The engagement effort also placed a focus on providing opportunities for members of disadvantaged communities, traditionally underserved communities, and communities of color to participate in the planning process.

4.1

Engagement Approach

Conducting community engagement on a county-wide level requires the use of a variety of tactics to reach the greatest number of people, as well as residents from a variety of communities and backgrounds. To help achieve this objective, the CTP engagement effort included in-person and online elements, including:

- Development of a countywide stakeholder database and outreach plan
- Formation of Regional Advisory Committee comprised of community stakeholders from across the County
- Formation of six Advisory Committees with members bringing expertise in specific topic areas
- Interagency outreach including presentations to VCTC advisory committees and coordination with individual jurisdictions
- Online engagement via the project digital foyer and project web pages
- Bilingual online and print surveys, with print surveys circulated through libraries across the county

- In-person pop-up events
- Digital outreach through e-newsletters and social media
- Community walk audit, with a school outreach component
- Public comments database

The CTP community engagement effort began during the COVID-19 pandemic, requiring a creative and flexible approach to engagement, navigating guidelines and restrictions related to indoor gatherings and being respectful of the comfort level of individuals to participate in in-person activities or events. The variety of engagement tactics and activities offered throughout the CTP development process was intended to not only broaden the reach of the engagement effort countywide, but to also provide residents with a range of avenues and opportunities to engage with the planning process designed to fit their schedules and comfort level towards the form of engagement.

Stakeholder Database

Through the planning process, VCTC built a robust stakeholder database that was utilized to keep stakeholders informed about the CTP development process. Key members of the stakeholder database included the participants in the six Advisory Committees and the Regional Advisory Committee. Interested community members were encouraged to provide their contact information for inclusion in the CTP database through pop-up events and through the VCTC website. The stakeholders were informed about survey opportunities, pop-up event opportunities, meeting invites (as appropriate for advisory committees), and other project updates.

4.1.1 Advisory Committees

To guide the development of the CTP, VCTC formed two levels of advisory committees. These committees were engaged at key milestone points throughout the preparation of the CTP. The Regional Advisory Committee (RAC) was comprised of 17 community members who were selected to provide countywide perspectives on transportation, mobility, and land use issues in Ventura County. Six separate Advisory Committees were also formed. These Advisory Committees included a combined total of over 240 stakeholders and were organized around six key topic areas determined to be integral to transportation and mobility issues across Ventura County:

- Education, Youth and Families
- Active Transportation, Health, Wellness, Access and Equity
- Economic Resilience
- Climate Resilience, Wildlife and Conservation
- Transportation, Land Use and Housing
- Technical, Operations, and Transit Operators

A summary of the meetings conducted with each committee and key findings from these meetings is presented below.

Regional Advisory Committee

The objective of the RAC was to bring together representations from various agencies, organizations, and groups across Ventura County to offer a countywide perspective to inform the preparation of the CTP. Participants in the RAC included representatives from the Port of Hueneme, Gold Coast Transit District, local colleges, and other individuals active in countywide planning issues, including former city council and planning commission members.

RAC meeting dates and topics included:

- **June 2021:** This meeting introduced the CTP and provided a forum for an initial discussion on the plan, the approach to community engagement, and development of an overall vision for the CTP.

Input from RAC members included the following:

- Strong interest in coordinating transportation and land use planning decisions across the county, increasing the presence of sidewalks and other facilities to promoting walking, and strategies to reduce traffic congestion.
- Desire to prioritize equity and safety related to transportation and mobility. There was a recognition that substantial percentages of the population in Ventura County do not have access to quality transit service or safe facilities for walking and bicycling.
- The county faces challenges related to the supply of affordable housing. The location for new housing projects should be coordinated with existing and planned mobility improvements to give residents access to a variety of transportation modes and reduce reliance on automobile travel.
- Recognize that transportation plays an important role in the economic development of the county.
- Community engagement efforts should include outreach to diverse groups and consider the transportation needs of residents who speak different languages, those of different ages (especially youth and seniors), those who care for these groups, military families and employees, and the links between housing advocates and mobility advocates.

- For goals related to the CTP, there was strong support for goals related to integrating housing, land use, and transportation, reducing greenhouse gas emissions, social equity, access to multimodal transportation choices, and economic prosperity.

- **September 2021:** Presentation of the proposed CTP vision and goals, an update on the technical work progress for the CTP and community engagement.

Input from RAC members included the following:

- There is a need to better coordinate land use planning at the local government level with the transportation planning that happens at the countywide and regional levels. It is important to coordinate where future housing is planned with planned transportation (especially transit and active transportation) improvements.
- Related to reducing greenhouse gas emissions, there was support for strategies that promote reductions in the use of automobiles and increase use of multimodal forms of transportation.
- Members also highlighted the need for people to have a feeling of safety when using different modes of transportation. This includes safe places and facilities to walk and bicycle, as well as safe and convenient access to transit services through the provision of lighting, shade, and other amenities.

- **February 2022:** Presentation and comments on the draft CTP outline; an overview on transportation and mobility needs; review of initial scenario planning.

Input from RAC members included the following:

- Important to highlight the different economic drivers present in Ventura County, especially the Port of Hueneme. The presence of the Port and needs for infrastructure to support goods movement could be helpful in pursuit of funding for transportation improvements.
- There is a need for improvements to transit service throughout the county. These improvements could include more frequent service, new routes, and other enhancements. Challenges include the availability of funding, changes in travel patterns and working patterns, and coordination with planned land uses.
- There are different populations across the county – youth and family, seniors, low-income workers – who have challenges in accessing different and affordable transportation modes. Strategies to expand access to transit, walking, and bicycling are needed to serve these groups,

- **June 2022:** An overview of the draft CTP scenarios and projects and discussion on potential performance metrics.

Input from RAC members included the following:

- Transit service enhancements are planned by Gold Coast Transit District along the agency’s highest ridership routes. These improvements align with those identified in the CTP.
- There are several multimodal goods movement strategies and projects identified by the Port of Hueneme for inclusion in the CTP.
- There was interest in increasing the number of projects or strategies related to access to transit, comfort and convenience at bus stops, mobility for youth and seniors, and providing adequate routes related to military mobilization.

- **November 2022:** Overview of the draft CTP; a review of the results from the travel demand modeling process, and discussion of opportunities to review and comment on the draft CTP.

Input from RAC members included the following:

- Interest in how the draft CTP would be presented to the Commission and city councils during the review period to receive comment and inform policy makers.
- Discussion about how best to strategically plan for infill development, and how infill development may influence traffic patterns and transit needs.

Advisory Committees

The six Advisory Committees each met three times during the development of the CTP. Each committee meeting was scheduled to occur concurrent with the three rounds of

community engagement conducted to support the CTP development effort. This approach allowed attendees at each committee meeting to provide input into the planning process and suggest ways to enhance community engagement. Each advisory committee meeting was recorded on video and notes were taken from each meeting. These recordings and notes were provided upon request to members that could not attend.

The meeting dates, topics, and input from committee participants included the following:

- **September 2021, Meeting #1:** CTP overview; Advisory Committee overview; activity and discussion around current mobility challenges, opportunities and issues, as well as discussion on the future of mobility for the county. In each meeting, attendees were asked the same three questions. A sampling of replies to each question from across the different meetings is presented below.
- *What are some of the primary barriers or challenges to accessing transportation in Ventura County?*
 - More coordination with different transit providers within Ventura County, especially within paratransit and Dial-a-Ride
 - There is a limited number of transit routes serving some areas of county
 - Bus stop locations – criteria for these locations may miss some residents with transit needs
 - Highway 101 traffic – opportunities to improve freeway operations
 - Accessibility to key destinations – employment hubs, education, grocery stores, etc. by low-income populations
 - Accessible and inclusive transit for riders with disabilities
 - Transit access to healthcare facilities

- Travel times for transit and paratransit trips (can be multiple hours), which impacts ability to access jobs, shopping, appointments, etc.
- Aging population in Ventura County, increases in 65+ and 80+ age groups
- In the East County, there is a need for more transit and paratransit links between Los Angeles County and Ventura County.
- Walking and biking networks are not currently a good travel option
- Availability of funding
- Presence of connected bicycle facilities
- Traffic congestion and lack of expansion of highways
- Balancing needs across modes of travel
- Lack of education on the benefits of innovative traffic improvements
- Transit connections to job centers
- ***What opportunities do you see in terms of transportation and mobility (i.e. technology, funding, behaviors/travel patterns, etc.)?***
 - A willingness to significantly change
 - Greater support for remote work and telecommuting
 - Improved transit/paratransit
 - Sliding scale of costs/fares for transit
 - Explore opportunity for free or low-cost transit
 - Improved transit/paratransit in East County between Ventura County and Los Angeles County
 - Better understanding of costs of driving a car related to health, pollution
- ***What areas of transportation are in need of improvement to better serve community members?***
 - Non-auto modes of transportation
 - VCTC leadership on regional goals for connectivity, such as a regional VMT mitigation program
 - Grant funding for County GSA and City Park Districts to install class 1 bike lane
 - Increase partnership and coordination with community groups involved with
- If EV, fuel cell, and hydrogen combustion engines are the future, then “fueling infrastructure” needs to be in place for electric charging and hydrogen fuel along the major routes (101, 23, 118, 126)
- If the Camarillo Airport ends up opening to commercial flights, then traffic needs must be considered. Use of airport in this way would greatly benefit Ventura County.
- Build on current support for active transportation because of Covid
- Planning for advancements in technology, i.e. autonomous vehicles
- Real-time updates while waiting for transit
- Opportunities for micro-mobility, scooter share, micro-transit service pilots
- Santa Paula – Fillmore railroad branch
- Countywide alternate fuel bus and infrastructure grant applications.
- Marketing for mobile fare technology
- Electric bicycles

climate change – in disadvantaged communities across the county

- Joint procurement on large purchases – electric buses and other transportation elements
- Air quality – regulates stationary sources, mobile sources are state level, bus transportation sector is one of the largest contributors – how to provide authority at local level
- Incentive programs – AB617 program for Environmental Justice, Electric Vehicle charging station infrastructure – city fleet changes to Electric Vehicles – charging stations available for public use
- Development fees that fund transit
- **March 2022, Meeting #2:** CTP recap; community engagement update; activity and discussion around trade-offs and preferences, as well as mobility and transportation priorities.

Input from each of the six committees was gathered using an online whiteboard activity and voting exercises in the program Menti. Goals and priorities varied by group, with variations in ranking priorities from committee to committee. Priorities by committee include the following:

- **Economic Resilience**
 - Balance Transportation and Land Use
 - Reduce Emissions and Improve Sustainability
- **Active Transportation, Health, Wellness, Access, Equity**
 - Improve Multimodal Mobility Choice and Access to Destinations
 - Reduce Emissions and Improve Sustainability

- **Technical, Operations, and Transit Operators**

- Improve Multimodal Mobility Choice and Access to Destinations
- Balance Transportation and Land Use

- **Education, Youth, and Families**

- Improve Design to Eliminate Deaths and Serious Injuries
- Improve Multimodal Mobility Choice and Access to Destinations (tied for second)
- Reduce Emissions and Improve Sustainability (tied for second)

- **Transportation, Land Use, and Housing**

- Improve Multimodal Mobility Choice and Access to Destinations
- Balance Transportation and Land Use

- **Climate Resilience, Wildlife, and Conservation**

- Reduce Emissions and Improve Sustainability
- Balance Transportation and Land Use

- **November 2022, Meeting #3:** Overview of the draft CTP; a review of the results from the travel demand modeling process, and discussion of opportunities to review and comment on the draft CTP.

Input from each of the six committees included the following:

- Interest in adding more an additional Metrolink station in Simi Valley
- Interest in encouraging more housing in that high-quality transit areas
- Discussion on whether the new State mandate requiring all new vehicle

sales to be zero emission by 2035 may change the utility of VMT as a metric for emissions and mobility

- Concern that the lack of a county transportation tax limits ability to implement key projects
- Interest in identifying changing needs for paratransit with the aging of the Ventura County population
- Interest in including policies to improve safety and reduce traffic deaths, such as driver education campaigns
- Role of microtransit in helping to provide mobility in the community, particularly for seniors

4.1.2 Community Surveys

The primary method of receiving input from community members during the first two rounds of engagement – conducted in Fall 2021 and Spring 2022 – was through community surveys that were available both online and in written form. Both surveys had a specific subject matter focus, designed to provide relevant input for the development of the CTP.

The Fall 2021 survey was focused on receiving input from the community on transportation and mobility needs in the County. This survey featured a map-based format using the online survey platform Maptionnaire, which allowed participants to mark the location and type of the transportation need or challenge they wanted to highlight. Input from this survey help to form an understanding of transportation needs and provided a foundation for the development of the project lists and CTP scenarios.

The survey deployed during the Spring 2022 community engagement effort was a text-based survey, focused on providing community members with the opportunity to provide input

on transportation priorities and metrics for performance. This input informed the review and analysis of the CTP scenarios.

Additional discussion of each survey and the results are presented in the following sections.

Survey Distribution

Surveys were distributed and made available to the community through a variety of channels. With an objective of receiving input from community members across the county, specific focus was placed on identifying distribution channels that were located or had reach throughout the county. The various distribution channels are highlighted below.

Digital Foyer/Project Web Page

VCTC established a project webpage on the agency's website as a central location for community members to learn about the plan, review different materials and documents prepared as part of the planning process, and access the community surveys online.

The CTP project web page on VCTC's website is located at:

<https://goventura.org/ctp>

In addition to the project web page, the planning effort also included the creation of a digital foyer or online meeting place that could be viewed on-demand. The digital foyer mirrored the project web page in terms of providing access to different materials and documents related to the project. The online versions of the community surveys were also available to access via the foyer. All materials in the foyer were provided in the English and Spanish languages.

The digital foyer is located at:

<https://dev.ibiviz.com/usa/ca/vctc/>

In addition to the project web pages, the VCTC website home page rotating carousel was used with project visuals to direct website visitors to the project web pages, digital foyer, online surveys and walk audit.

Hard Copy Survey Distribution

Pop-up Events

During interactions with community members at pop-up events, staff provided the community members with a hard-copy of the survey to complete on-site or a business card-sized handout with a QR code linking to the survey.

Libraries

To boost exposure of the Spring 2022 survey for more mono-lingual Spanish speakers and from community members with limited access to computers, hard copies of the community survey in both English and Spanish were distributed at the following library locations:

- Ventura County Library System (10 locations, including the bookmobile in Santa Paula)
- Simi Valley Library
- Thousand Oaks Library
- Moorpark Library
- Oxnard Library

Social Media Posts

The VCTC social media platforms – specifically Facebook and Instagram – were utilized to distribute posts highlighting the availability of the survey and providing a link for community members to access the survey. During the second round of community engagement in

Spring 2022, the social media engagement strategy was expanded using geotargeted social media ads published in English and Spanish. These geotargeted ads were successful in reaching approximately 12,000 community members. The English- language ad reached 6,232 and received 83 clicks to the survey while the Spanish- language ad reached 5,840 and received 73 clicks to the Spanish-language survey.

Email Blasts

Both surveys were distributed via email to the stakeholder list noted in Section 4.1. The email blasts included a link to the survey and brief overview of the purpose behind each survey. Links to the online survey were sent out to the CTP email list, and working in coordination with VCTC engagement consultant Celtis, other VCTC email lists totaling about 2,300 addresses.

Other Distribution Channels

The Fall 2021 survey was promoted to the RAC and Advisory Committee Members, who were asked to share the information with their constituents, through VCTC's social media and website, to the CTP project database, through a press release sent to local media and at pop-up events. The City of Moorpark, the County of Ventura Public Works, and City of Camarillo shared the survey information and link on their social media. The survey information also was included in e-newsletters put out by Economic Development staff for the County of Ventura and City of Moorpark.



Be the first to leave a comment.

The Spring 2022 survey was again promoted to RAC and Advisory Committee members, who were asked to share the survey and walk audit information with their contacts. The City of Moorpark and the City of Thousand Oaks shared the messages on their Facebook and Twitter accounts, and the City of Ventura shared the information in their Economic Development e-newsletter. Various committee members and VCTC commissioners shared the message as well through their individual networks.

Transportation Needs Survey Fall 2021

The Transportation Needs Survey was available for a period of two months in Fall 2021, with distribution of the survey timed to overlap with the community pop-up events conducted during this time.

The objective of this survey was to receive input from residents across the county on a range of questions asking about what mode of transportation people use today, what modes of transportation people would like to see available to them in the future, and what challenges and needs people face today related to transportation and mobility.

This survey was map-based and utilized the Maptionnaire online survey platform, which allowed participants to place points and highlight needs and issues on a map of Ventura County. This survey provided valuable input to the CTP, as the project team was able to not only receive input from community members relating to the types of challenges and needs, but also specifics on the exact location associated with the individual challenges and needs.

A total of 574 community members participated in the survey, with 346 participants answering every question. For the mapping exercise, participants provided 6,964 inputs to the survey. Table 4-1 below shows the number of survey inputs received by jurisdiction. Figures 4-1 through 4-4 illustrate the survey responses in chart form by jurisdiction for each of the four improvement categories: Walking, Biking, Transit, and

Quality of Life. Figures 4-5 through 4-9 illustrate the locations of all inputs received, highlighted by category.

The survey responses were a key input to the development of the transportation network scenarios presented in Chapter 7. Survey responses for Walking improvements indicated strong support for wider sidewalks, more shade, and improvements for crosswalks and street crossings. For Biking improvements, the greatest number of responses were received for improvements to create more bike lanes and more protected bike lanes. Transit improvements receiving the most responses include interest in more hours of service, more connections between cities, better connections to places people want to travel to. In terms of Quality-of-Life improvements, needs related to traffic congestion received the most responses, followed by need for sidewalk and bicycle improvements and roadway safety concerns.

Transportation projects and strategies identified in Scenario B that respond to these survey inputs include the following:

- New intercity bus rapid transit and freeway-based bus rapid transit routes between Ventura and Oxnard, Fillmore/Santa Paula and Ventura, and Ventura and Thousand Oaks. These routes address the interest in intercity connections, connections to more destinations, and more hours of transit service.
- New protected bicycle facilities are proposed throughout the county and in each of the 10 cities. Many of these projects are upgrades of existing and planned bicycle facilities to protected facilities, with several new routes proposed as well.
- Pedestrian improvements are proposed as part of many roadway and bicycle projects identified in Scenario B.
- Traffic-related improvements include new high-occupancy vehicle lanes along U.S. Highway 101, widening of SR 118, and improvements to interchanges on U.S. Highway 101 and SR 118.

Table 4-1 – Survey Inputs by Jurisdiction

IMPROVEMENT	VENTURA	OXNARD	THOUSAND OAKS	CAMARILLO	FILLMORE	MOORPARK	Simi Valley	Santa Paula	Ojai	Port Hueneme	Total
Total	2194	750	629	799	332	368	124	94	76	55	5421
Walking Improvement	793	287	169	244	81	120	39	24	18	22	1797
Wider Sidewalks	218	35	55	82	26	44	22	4	7	2	495
Marked Crosswalks/ Flashing Lights	152	65	8	26	19	13	9	5	5	6	308
Improved Signage	84	25	4	10	0	2	1	1	0	2	129
Improved Lighting	96	77	19	41	14	16	0	1	3	5	272
Additional Trees	142	58	64	69	13	25	5	3	0	1	380
Other	101	27	19	16	9	20	2	10	3	6	213
Biking Improvement	699	185	221	255	127	119	37	39	38	16	1736
Additional Bike Lanes	78	35	29	50	85	21	1	10	0	1	310
Separated Bike Lanes	362	102	172	93	1	27	34	15	13	14	833
Dedicated Bike Lanes	128	5	12	51	27	18	1	6	14	1	263
More Bike Parking	40	11	2	31	9	4	0	1	1	0	99
Improved Lighting	29	6	0	3	0	17	0	0	1	0	56
Bike Share Program	29	11	3	11	4	19	1	0	6	0	84
Additional Trees	11	9	1	12	0	11	0	7	1	0	52
Other	22	6	2	4	1	2	0	0	2	0	39
Transit Improvement	177	110	130	159	19	48	27	16	13	8	707
Bus Shelters	24	10	3	29	1	4	1	3	2	1	78
Improved Lighting/ Safety	23	20	2	18	0	3	1	1	1	0	69
More Hours of Service	40	20	48	45	5	16	11	5	2	1	193
Routes Going Where I Go	41	23	56	36	4	8	4	3	3	3	181
Additional Intercity Connections	26	15	12	22	9	13	2	4	4	1	108
Housing Closer to Transit	8	1	1	1	0	3	8	0	1	0	23
Other	15	21	8	8	0	1	0	0	0	2	55
Quality of Life Improvement	500	162	102	135	104	78	21	12	7	9	1130
Traffic/ Congestion	253	106	47	69	25	33	7	1	2	6	549
More Carpool Lanes	6	5	13	15	14	1	7	0	0	0	61
Lack of Sidewalks/ Crosswalks	48	9	0	11	0	10	0	2	1	1	82
Lack of Bike Lanes	49	13	23	13	59	6	3	3	1	1	171
Roadway Safety Concerns	96	16	10	7	2	16	2	1	1	0	151
Transit Doesn't Go Where I Go	11	4	4	8	2	6	1	3	1	0	40
Transit Schedules Not Convenient	14	8	5	12	0	3	1	2	1	1	47
Other	23	1	0	0	2	3	0	0	0	0	29
Other (Corridor)	9	5	5	6	1	2	0	2	0	0	30
Other (Area)	16	1	2	0	0	1	0	1	0	0	21

Figure 4-1: Community Survey Results by Jurisdiction: Proposed Walking Improvements

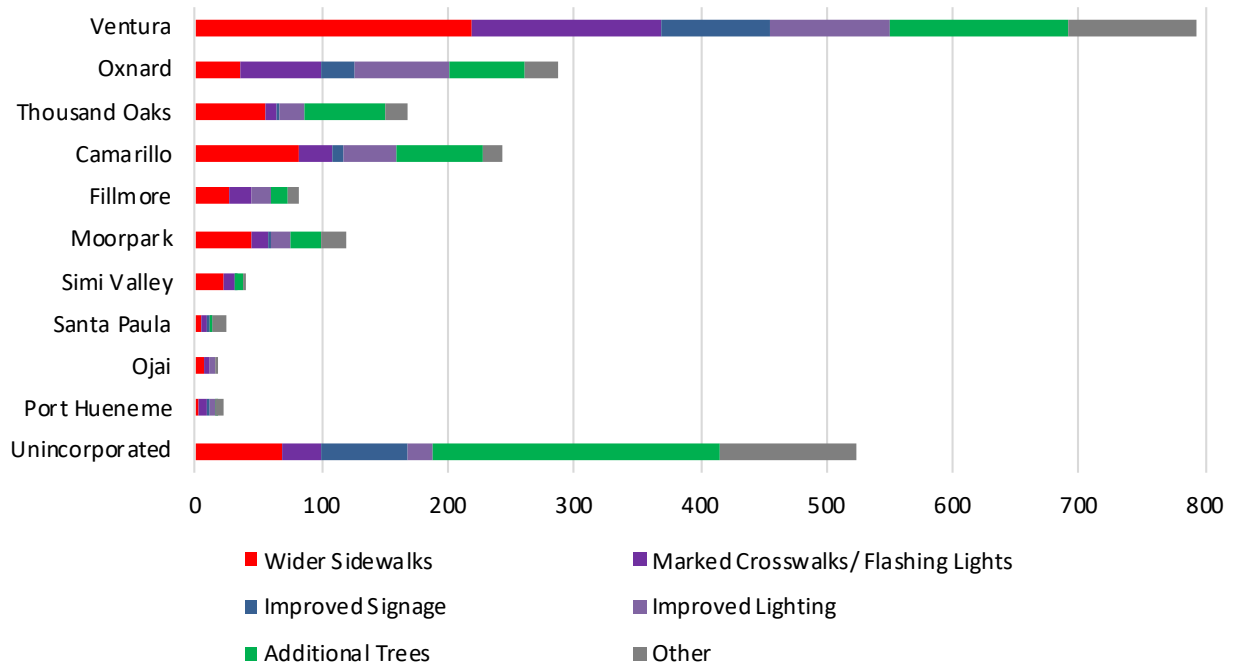


Figure 4-2: Community Survey Results by Jurisdiction: Proposed Biking Improvements

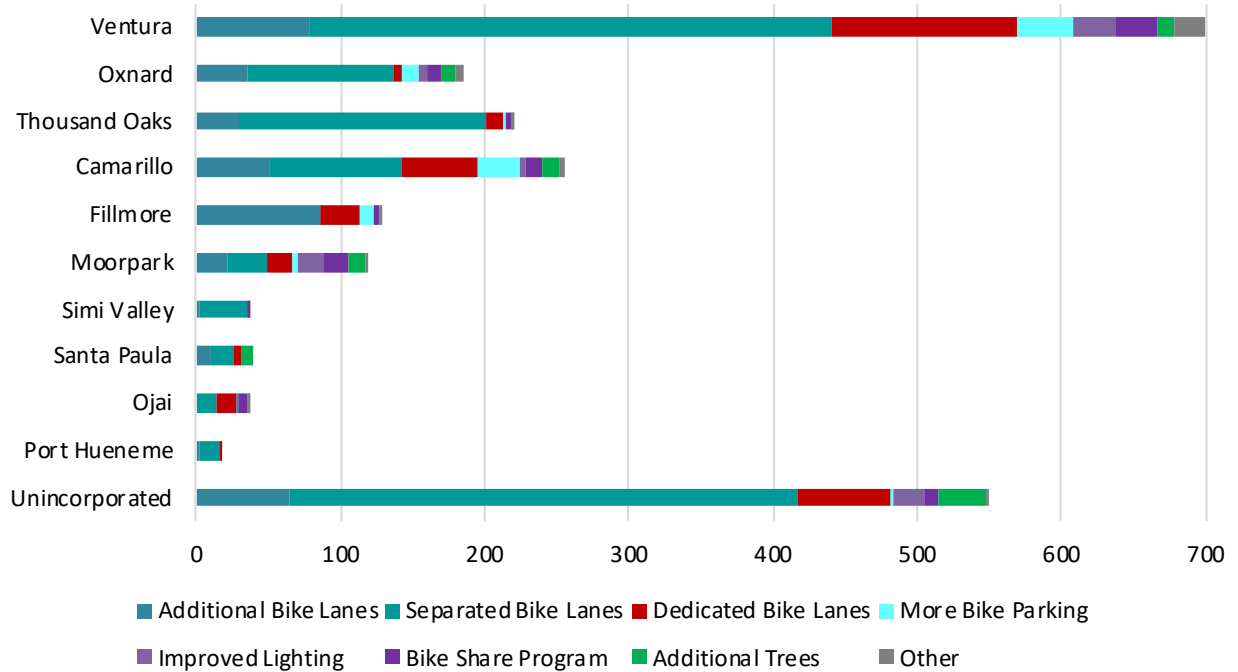


Figure 4-3: Community Survey Results by Jurisdiction: Proposed Transit Improvements

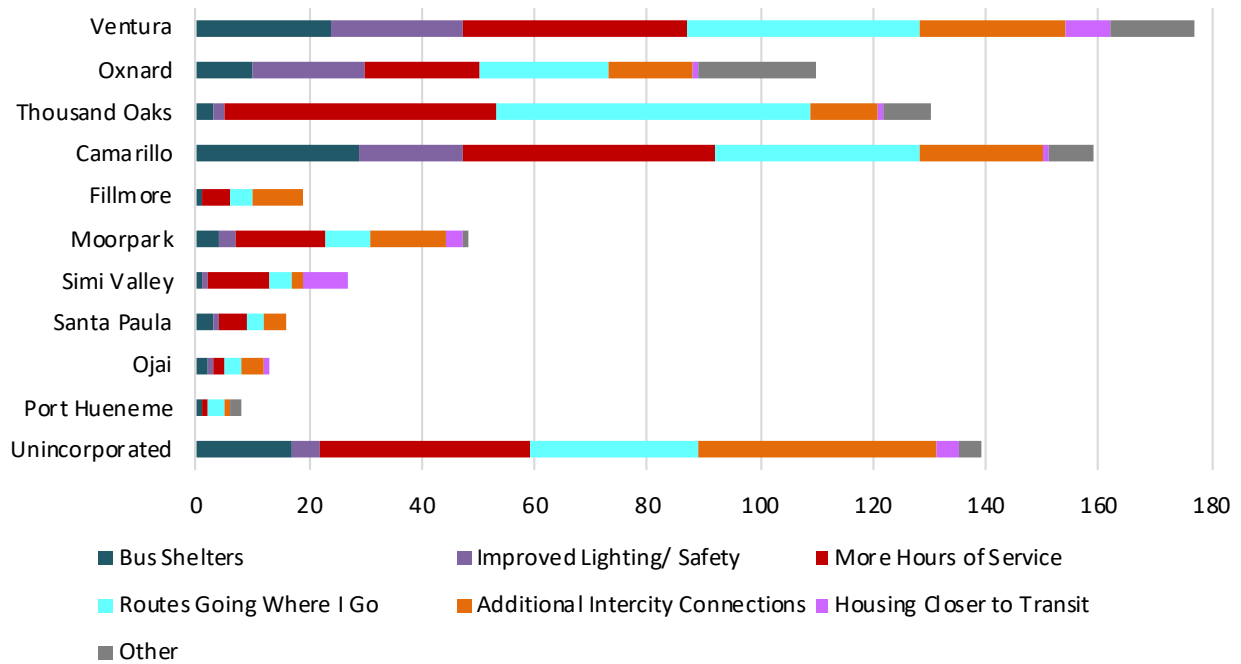


Figure 4-4: Community Survey Results by Jurisdiction: Proposed Quality-of-Life Improvements

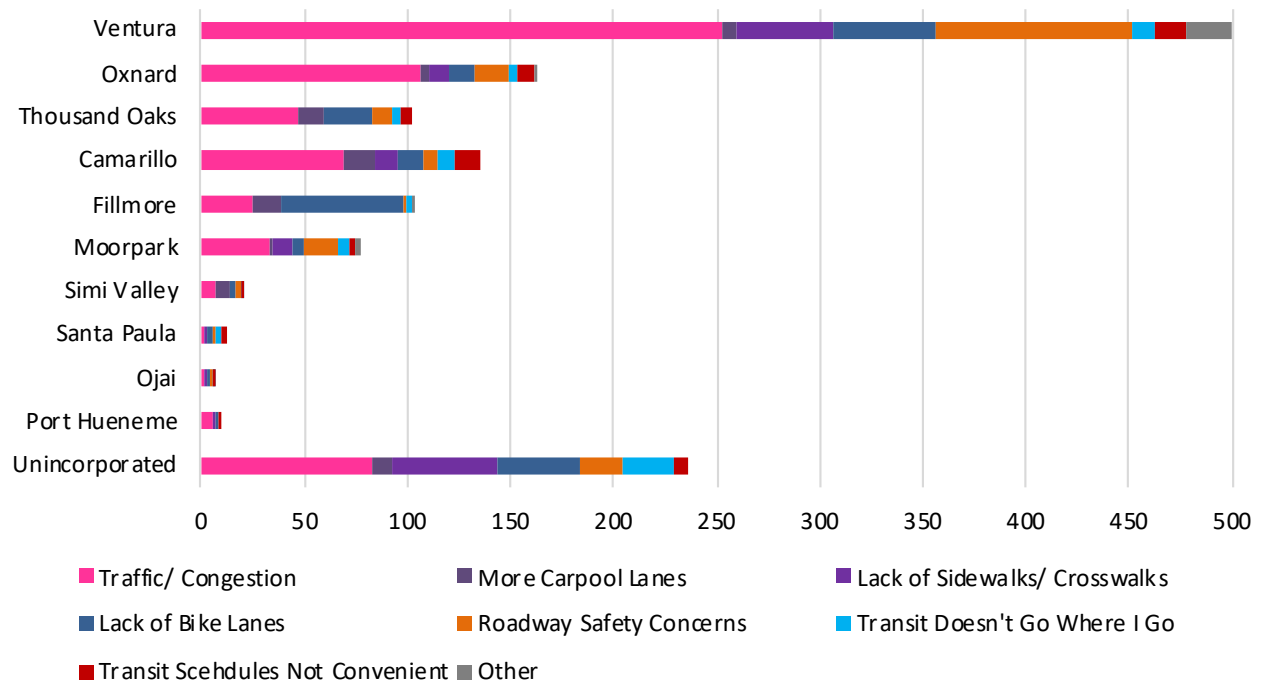


Figure 4-5: Community Survey Results: Proposed Walking Improvements

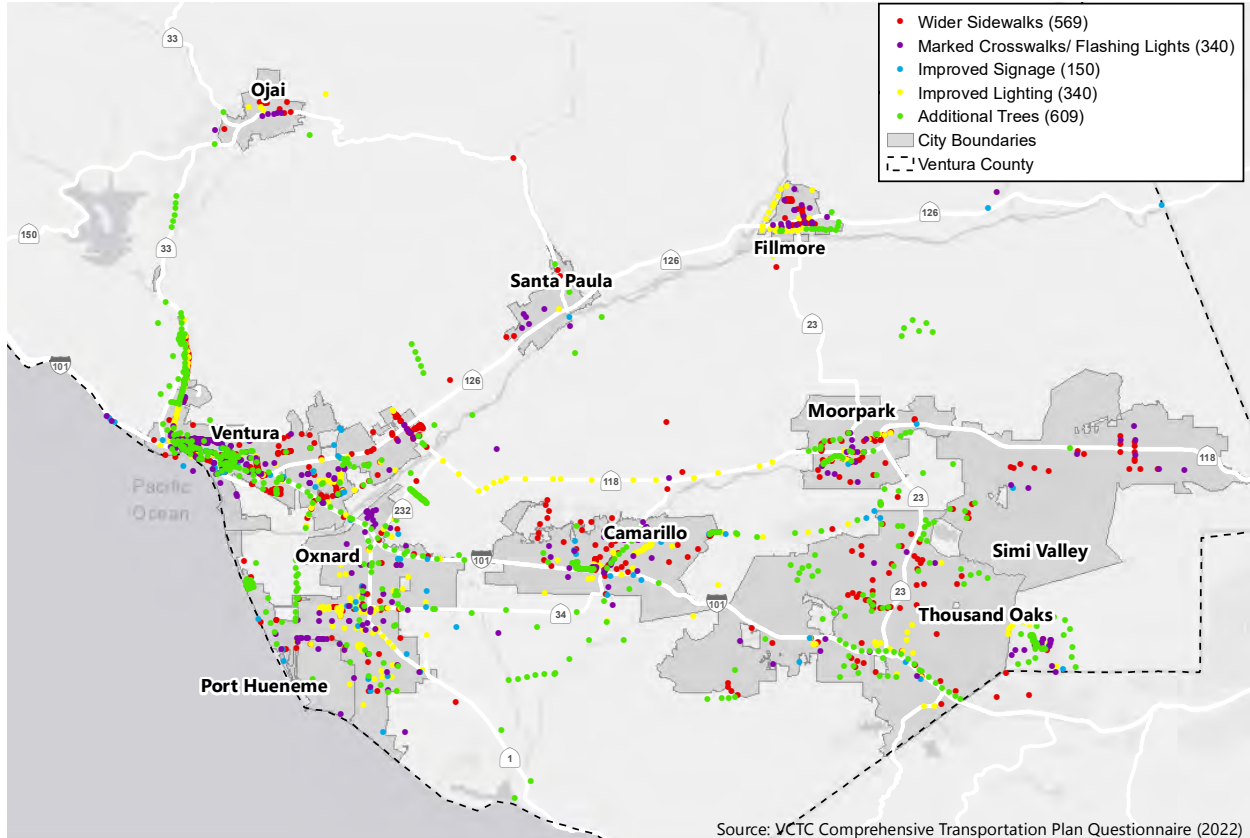


Figure 4-6: Community Survey Results: Proposed Biking Improvements

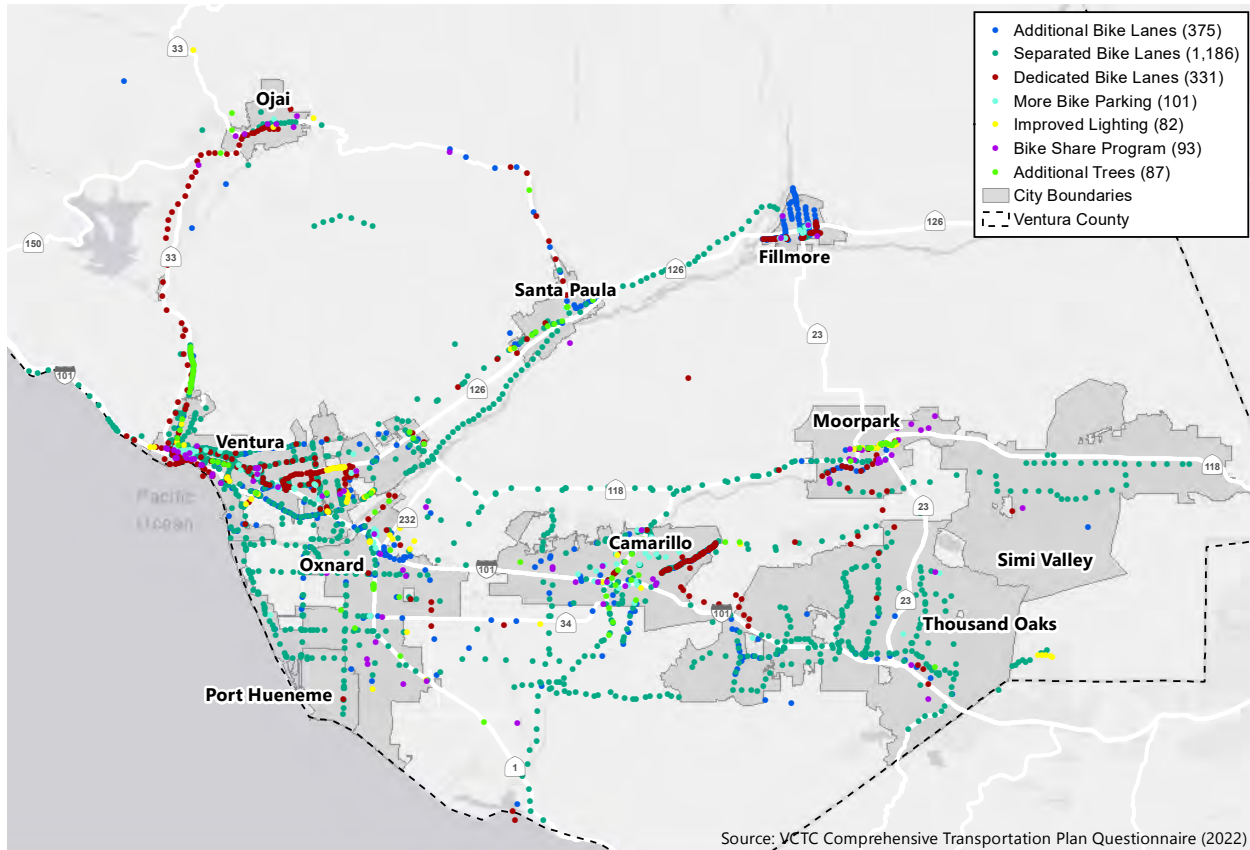


Figure 4-7: Community Survey Results: Proposed Transit Improvements

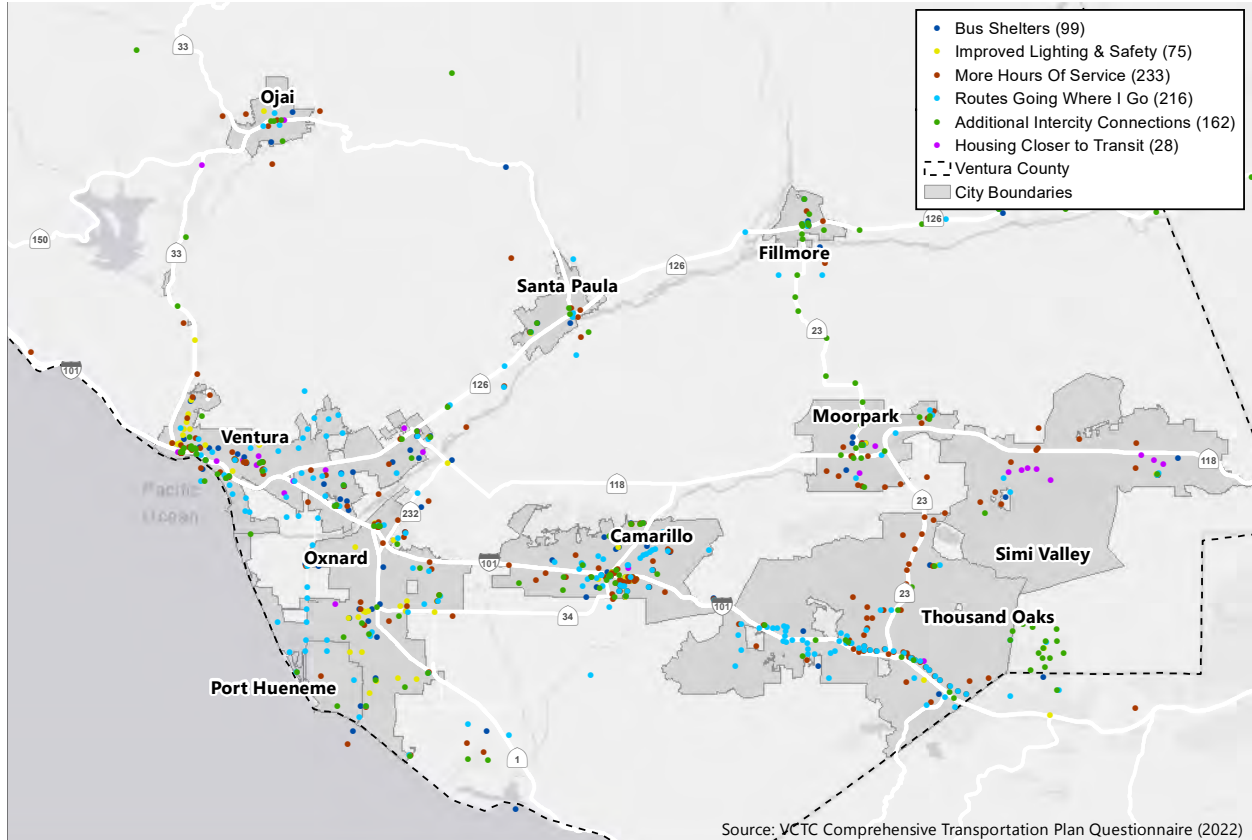


Figure 4-8: Community Survey Results: Proposed Quality of Life Improvements

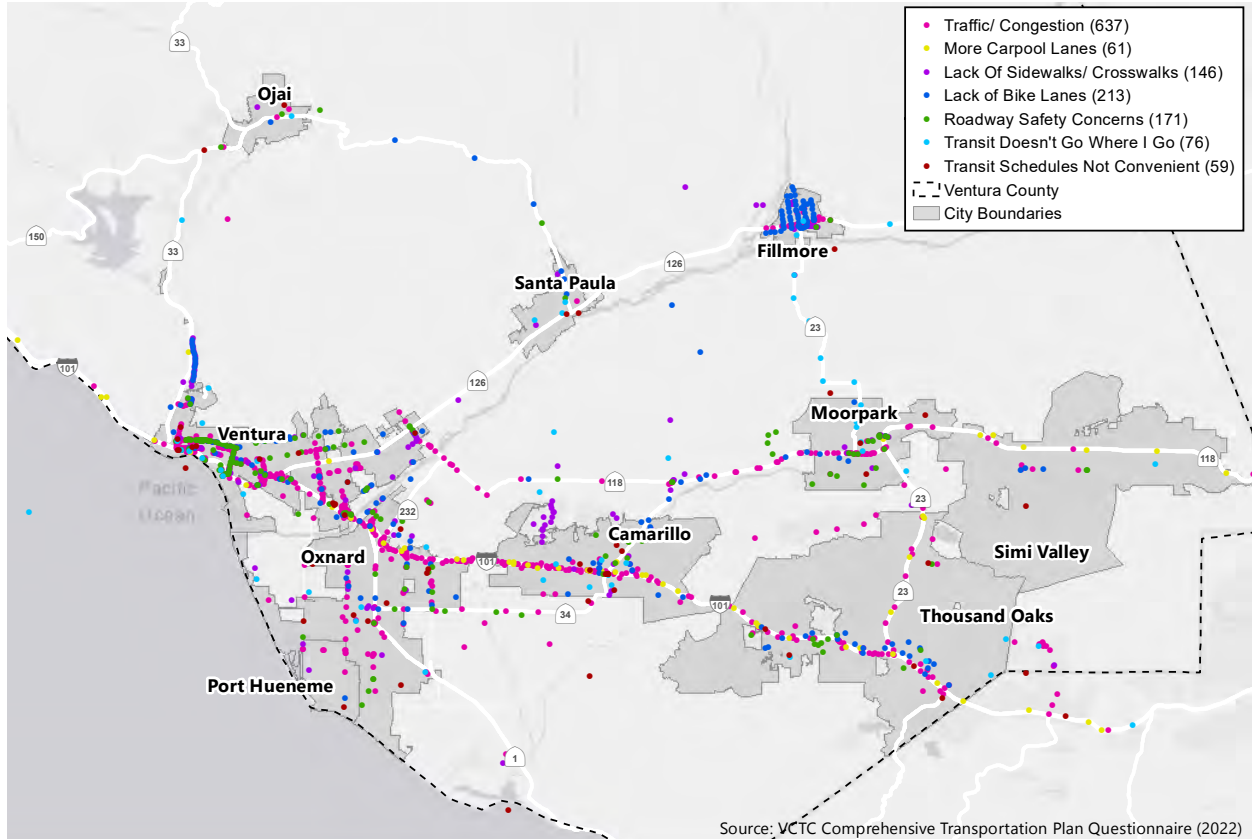
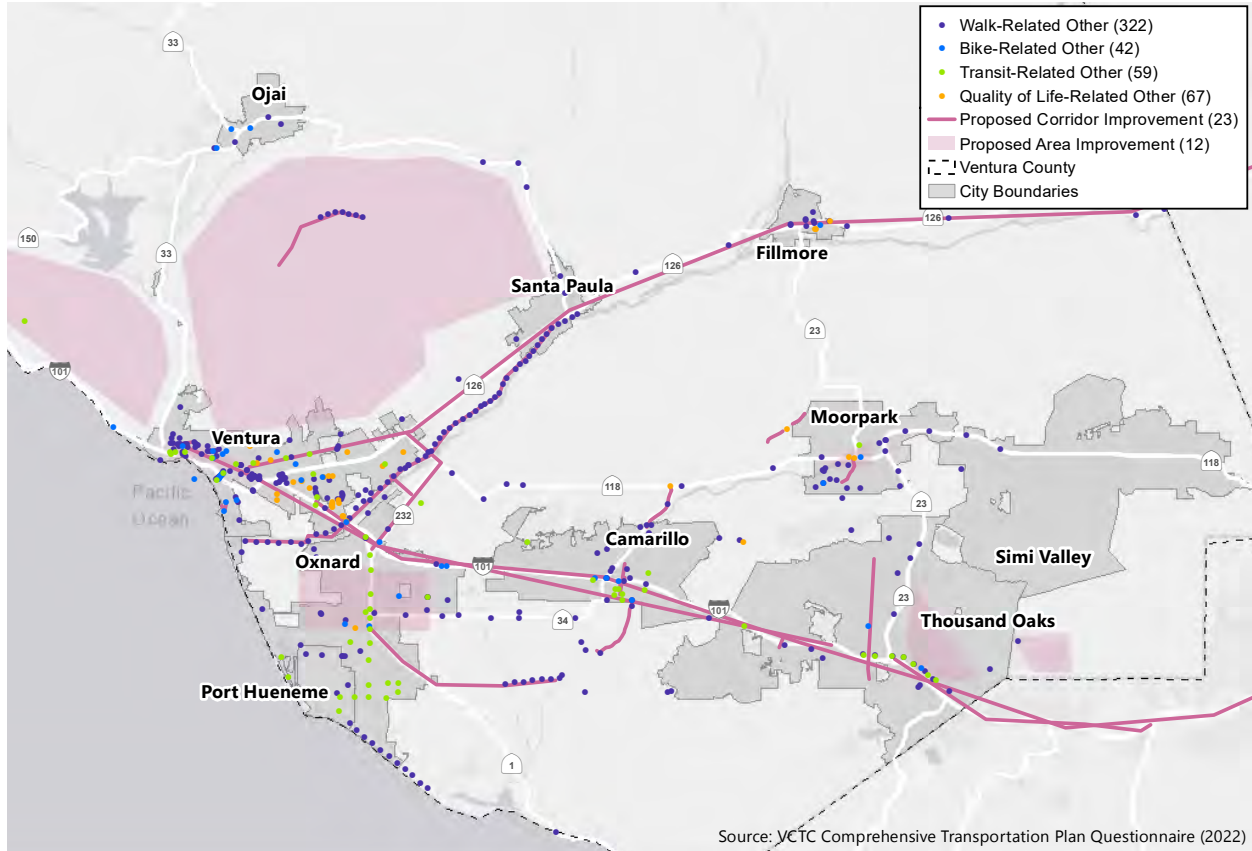


Figure 4-9: Community Survey Results: Proposed Other Improvements



Additional results of the Fall 2021 survey are summarized by question below.

Mode of Travel Most Used/Mode(s) Most Desired for the Future

By far, most respondents reported that they drive to their destinations today. This result aligns with the 2020 United States Census and 2021 American Community Survey (ACS) data for Ventura County, which also shows driving alone as the most common mode of travel. There was general agreement that, for those who drive, bike, ride transit, carpool, or walk, the way most respondents would like to get around in the next 10-20 years in the future was, in order of preference:

1. More use of bikes, e-bikes, and scooters
2. More use of electric cars
3. More use of rideshare
4. More use of autonomous vehicles, and
5. Improved (availability) of transit service

Transportation Improvements Most Needed (top three listed in order of importance)

Biking Improvements

- Additional bike lanes
- Additional landscaping and shade
- Bike share program

Walking Improvements

- Wider sidewalks
- Improved lighting
- Additional landscaping and shade

Transit Improvements

- Housing located closer to transit
- More hours of service
- Additional intercity transit connections

Transportation and Mobility Priorities Survey Spring 2022

The Transportation and Mobility Priorities Survey was available for a period of three months in Spring 2022, with distribution of the survey timed to overlap with the community pop-up events conducted during this time.

This survey built on the input received from community members as part of the Fall 2021 engagement efforts and sought input from residents on a range of questions asking about priorities and rankings related to the draft CTP goals and prioritization of transportation scenarios.

This survey was text-based and utilized the SurveyMonkey online survey platform. A total of 1,501 community members participated in the survey.

The results of the survey are summarized by question below.

CTP Goals

Community members ranked the CTP's goals in order of importance as:

1. Safety
2. Emissions and Climate
3. Balance Transportation and Land Use
4. Economic Prosperity
5. Access and Choice

Respondents also were asked to rank in order of important strategies to achieve goals. The top three strategies for each goal are listed below.

Safety

1. Create separated and protected walking and biking infrastructure
2. Reduce the number of vehicular trips on roadways

3. Education programs for safer walking, driving, cycling

Emissions and Climate

1. Make transit more affordable
2. Expand the network of electric vehicle charging infrastructure across Ventura County
3. Improve access to transit stops

Balance Transportation and Land Use

1. Introduce flexible transit services
2. Make transit services more affordable
3. Expand bus transit services (frequency, hours of services, number of routes)

Economic Prosperity

1. Increase countywide economic activity
2. Increase access to different modes of transportation
3. Increase accessibility to jobs

Access and Choice

1. Expand access to walking and biking infrastructure
2. Expand access to quality transit service (such as 15 min frequency during peak periods)
3. Reduce personal vehicle trips

4.1.3 In-Person Pop-Up Events

The project team attended three pop-up events in the first round of outreach, reaching approximately 260 community members, seven events in the second round, reaching approximately 375 individuals, and three events in the final round, reaching approximately 360 people. At each event, at least one bilingual team member attended to engage with Spanish-speakers and all materials were available in English and Spanish. Table 4-2 below lists the events attended and approximate number of people reached. In addition to the events below, VCTC hosted a booth at the Ventura County Fair on August 5, 2022.

Table 4-2: Pop-Up Engagement Events

Event Name	LOCATION	DATE	INTERACTIONS
Thousand Oaks Street Festival	Thousand Oaks	Oct. 17, 2021	150 total 20 Spanish-speakers
Ventura Harbor Village Halloween Event	Ventura	Oct. 31, 2021	70 total 20 Spanish
Oxnard Peace Ride	Oxnard	Nov. 20, 2021	40 total 8 Spanish
Pleasant Valley Recreation & Park District Eggstravaganza	Camarillo	Apr. 16, 2022	160 total
Earth Day Festival	Moorpark	May 7, 2022	37 total
Health and Wellness Fair	Fillmore	May 14, 2022	41 total 3 Spanish
Channel Islands Farmers Market	Oxnard	May 15, 2022	62 total
Children of Many Color Native American Pow Wow	Oxnard	June 5, 2022	40 total
Spring into Summer Event	Santa Paula	June 11, 2022	22 total 4 Spanish
Spirit of Santa Paula Food Distribution	Santa Paula	June 18, 2022	15 total 10 Spanish
Banana Festival	Port Hueneme	Sept. 24, 2022	220 total 30 Spanish
Town Center Farmers Market	Simi Valley	Oct 14, 2022	35 total
Ojai Day	Ojai	Oct 15, 2022	105 total



A minimum of one event was attended in each of the 10 cities in Ventura County across the three rounds of community engagement. This helped to ensure geographic distribution and broader representation from across the county. Specific emphasis was also placed on attending events that would attract non-English-speaking community members, lower-income community members, and community members of color.

At the first three events in October and November 2021, the project team introduced the project and gave out cards with the Fall 2021 online survey website and QR code. During round two of outreach, April through June 2022, the team promoted the second survey. The project team also created interactive boards allowing pop-up event attendees to express their preferences on five key questions from the survey.

During round three of outreach, the project team let people know about the plan's upcoming availability in November 2022 and encouraged sign-ups for the CTP email list so community members could be alerted to the plan's release.

In addition to the three Fall 2021 pop-up events, the project team received 45 comments via email, social media and during this round of engagement. The majority of the comments pertained to more and safer bike lanes and improved transit experience (greater frequency of buses, for example).

Concern	# OF COMMENTS RECEIVED
Involve me in the project/ provide project updates	10
Request for more/safer bike lanes	9
Request for improved transit	9
Request for safer walking conditions	2
Request for safer auto traffic conditions	2
Other	9

During the Spring 2022 pop-up events, specific focus was placed on receiving input from participants on transportation priorities, via the boards displayed at the events. The top two responses from the five key areas are included below, with strongest interest in the creation of separated and protected walking and bicycling paths:

Top ways to support the Plan’s Economic Prosperity Goal

- Increase access to different transportation modes – 71 responses
- Increase accessibility to jobs – 53 responses

Top ways to help achieve the Safety Goal

- Create separated and protected walking and bicycling paths – 225 responses
- Education programs for safer driving, walking and cycling – 48 responses

Top ways to achieve the Access and Choice Goal

- Expand access to walking and bicycling infrastructure – 82 responses
- Expand access to quality transit service (i.e., buses available at least every 15 minutes during peak periods) – 69 responses

Top ways to achieve the Transportation and Land Use Goal

- Make transit services more affordable – 49 responses
- Expand bus transit services (frequency, hours of service, number of routes) – 35 responses

Top ways to achieve the Emissions and Climate Goal

- Expand walking and bicycling infrastructure – 65 responses
- Require or incentivize more electric vehicle charging infrastructure for new development – 34 responses



4.1.4 School Outreach: Community Walk Audit

With the CTP looking towards the future and identifying transportation strategies and solutions for the next 20 to 30 years, it was important to encourage participation in the planning process from members of the community under 18 years of age. To help achieve this objective, the Spring 2022 engagement effort included the development and deployment of a community walk audit, targeted towards youth and non-English-speaking members of the Ventura County community. The walk audit survey tool was targeted to encourage participants to provide input on conditions related to walking and bicycling in their communities.

The walk audit received a total of 134 submissions in English and 46 in Spanish (a total of 180 submissions) and was available for participation between the months of February and May 2022.

The walk audits were promoted in the following ways:

- Through emails with bilingual flyers to Ventura County school district superintendents, PTA Councils and school safety coordinators/parent liaisons/engagement coordinators
- Through emails to Advisory Committee members, who shared with their networks
- Through social media and emails to the CTP mailing list
- With a press release sent to local media and picked up by the Vida Newspaper, VC Reporter and Thousand Oaks Acorn

A partnership with the community-based organization Nyeland Promise helped to boost completion of Spanish-language walk audits. Additionally, the Executive Director of CAUSE, another community-based organization, offered to have her youth group participate.

The primary concerns noted by community members in the audits were:

- a lack of sidewalks or cracked/broken sidewalks
- speeding cars
- lack of trees/shade
- lack of benches/places to rest



4.1.5 Targeted Outreach to Sensitive/Disadvantaged Communities

During the preparation of the CTP, a specific emphasis was placed on engaging with and receiving input from disadvantaged communities, as well as other communities in Ventura County that face unique or specific transportation and mobility challenges. These communities include seniors, youth, and low-income residents that may not have access to, or have trouble affording, automobile transportation.

Building on State, regional, and local goals to enhance equitable access to transportation and mobility opportunities, and to reduce the impact of transportation infrastructure on sensitive communities, the CTP community engagement effort included the following strategies, tactics, and approaches to include sensitive and disadvantaged communities in the planning process.

Walk Audits

The walk audit engagement effort that took place between February and May 2022 was specifically focused on providing community members with a fun, accessible, and tangible activity that was directly linked to transportation conditions in their neighborhood. This activity also helped to distill down the countywide focus on the CTP into a locally focused activity where participants could understand how this long-range planning effort would result in transportation benefits at a local level.

To encourage participation in the walk audit by youth and lower income residents in Ventura County, the project team partnered with the community-based organization Nyeland Promise to promote the walk audit and boost participation from members of these targeted

communities. This partnership resulted in 35 walk audit surveys returned as part of this engagement activity.

Further participation from youth and lower income communities was encouraged through distribution of the walk audit notices through school superintendents and parent-teacher organizations, as well as through press releases published in the Spanish-language Vida Newspaper, and VC

Library Survey Distribution

Distribution of the Spring 2021 community survey in hard copy form was accomplished in partnership with local library systems in Ventura County. This survey approach was intended to reach community members that are limited in their access to the internet, which would in turn limit their ability to be aware and participate in the survey effort. Partners in the hard copy distribution of the survey in English and Spanish included:

- Ventura County Library System (10 locations, including the bookmobile in Santa Paula)
- Simi Valley Library
- Thousand Oaks Library
- Moorpark Library
- Oxnard Library
- Fillmore City Hall

Through this participation avenue, community members were able to fill out the survey and leave completed surveys in drop-boxes at each location. In the case of Fillmore, surveys included a return mailing address.

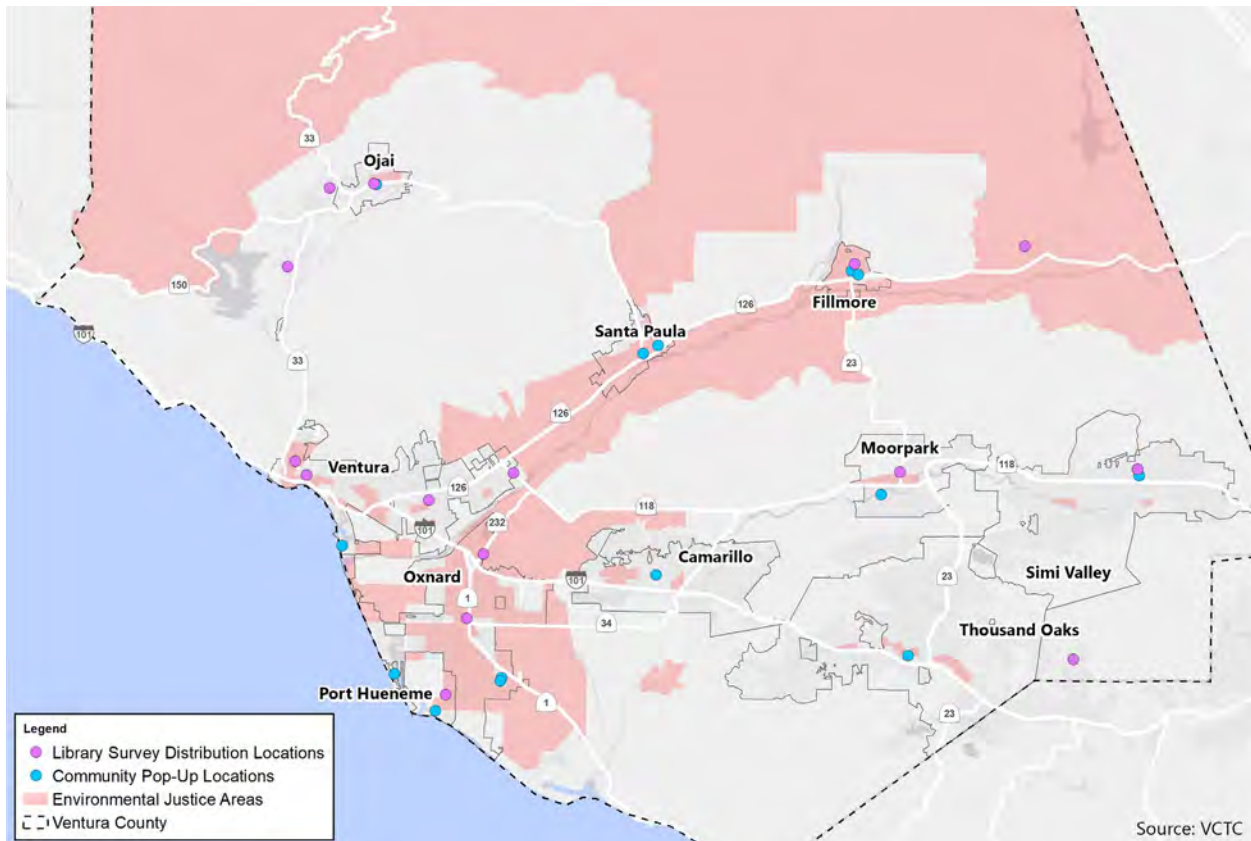
Locations of Pop-Up Events

The 13 pop-up events conducted during the CTP preparation process were also intended to raise awareness in the community about the planning effort and provide community

members with a non-internet-based avenue to participate in the planning process. Consistent with the approach used for the survey distribution at libraries across the county, pop-up events were selected to occur in cities located across the county and in communities and at events that would attract a broad representation of community members.

Figure 4-10 depicts where hard copy surveys were made available and the locations where pop-up events occurred across the county and how these locations overlap or correspond to environmental justice communities in Ventura County.

Figure 4-10: Survey Distribution and Pop-Up Event Locations



4.2

Key Engagement Themes

As a result of this engagement effort, Ventura County community members shared significant input to inform the development of the CTP. At various public engagement events and through the community surveys, community members noted strong interest and support for providing enhancements to encourage more bicycle and walking activities throughout the county. Transit improvements, including faster service and lower cost service, also received strong support from the community.

The following popular themes were conveyed during community engagement effort:

- Expand walking and bicycling infrastructure throughout the county, with an emphasis on protected facilities that separate pedestrians and bicyclists from automobiles

- Enhance existing walking and bicycling infrastructure, specifically through repairing broken and damaged sidewalks, adding landscaping and shade, and connecting these facilities to key destinations
- Expand transit services, including more routes, faster travel times, better frequencies, and extended hours of service
- Improve access to different modes of transportation to help people access employment, education, and recreation opportunities
- Identify strategies and programs to reduce emissions and improve air quality, including expansion of electric vehicle charging infrastructure and reducing automobile trips
- Coordinate future land use and transportation planning efforts to help new development be better connected to a multimodal transportation network

These comments, input, and feedback help to support the multimodal emphasis of the strategies and project scenarios presented in the CTP. Many of the new projects, particularly those involving walking, bicycling, and transit, proposed in Scenario B, and discussed in Chapter 7, are intended to respond to the themes identified above. This emphasis on including projects and strategies to directly respond to comments received in the community engagement effort helps to ensure that the CTP is a community-driven plan that responds to the transportation and mobility needs, interests, and challenges of Ventura County residents.



Chapter 5 – EQUITY



Photo Credit: Ventura County Star

Transportation and mobility influence nearly every aspect of an individual’s life. This includes how they get to work, to school, or to shop to fulfill daily needs. When planning for future transportation and mobility improvements, it is important to consider how different individuals – regardless of their income level, geographic location, ethnicity, etc. – access the available mobility options in their communities.

Within California, specific attention and consideration is warranted to ensure future projects are equitable and address the systemic effects of transportation on health, safety, and access to opportunity across different populations. Caltrans “acknowledges that communities of color and underserved communities experienced fewer benefits and a greater share of negative impacts associated

with our state’s transportation system”¹. This acknowledgement is leading the development of the Caltrans Transportation Equity Index (EQI). Caltrans guidance informs this equity analysis of the transportation system in Ventura County.

As part of the CTP, VCTC has committed to analyzing equity considerations when conducting technical analysis, community engagement, and developing transportation and mobility strategies and improvements that will serve Ventura County residents for years to come. This chapter discusses equity as it relates to transportation and mobility and how it is considered within the development of the CTP.

1. Secretary David S. Kim Issues Statement on Racial Equity, Justice and Inclusion in Transportation, 2020, <<https://calsta.ca.gov/press-releases/2020-06-12-statement-on-racial-equity>>

5.1

Mobility and Equity

Equity means providing the most vulnerable with the tools they need to succeed.

- Saskatchewan Health Authority

Equitable transportation can be defined with the following characteristics:

- Transportation systems that support multimodal options that are affordable, sustainable, reliable, efficient, safe, and easy to use; Quality transportation services that are accessible to all populations; and Transportation decision-making processes that incorporate inclusive public engagement to reduce the long-standing socioeconomic disparities experienced by underserved and underrepresented communities.²

Caltrans released an Equity Statement in December 2020 that states in part “we will achieve equity when everyone has access to what they need to thrive – starting with our most vulnerable – no matter their race, socioeconomic status, identity, where they live, or how to travel”³

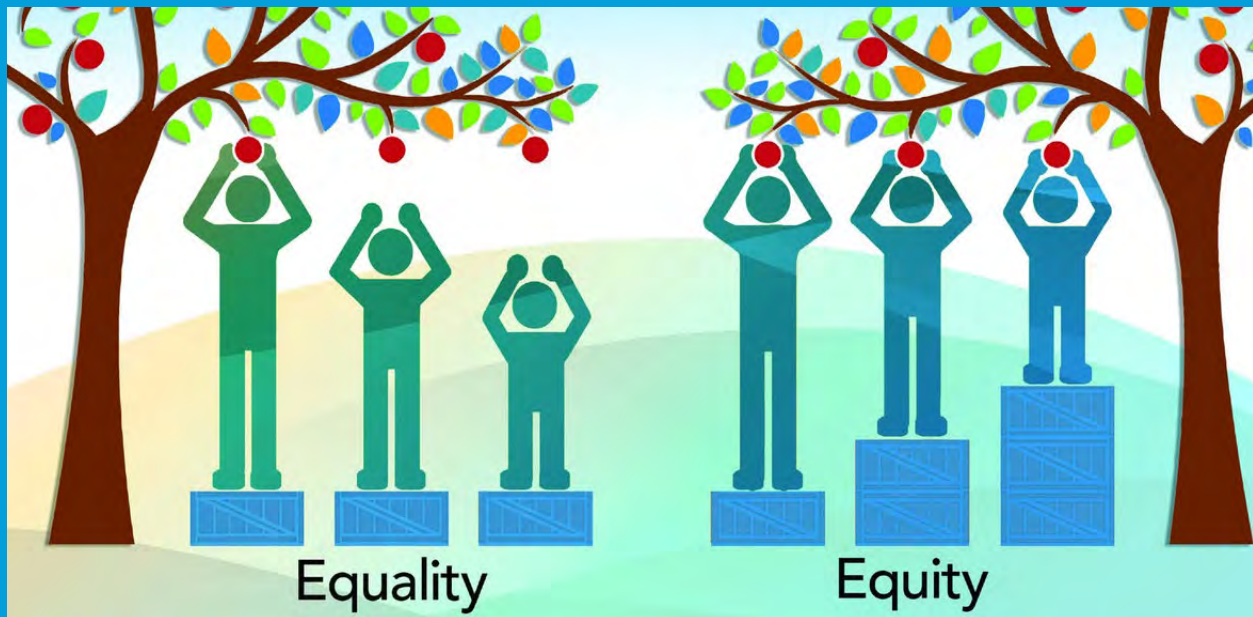


Figure 1: Equality and Equity Comparison

2. CTS Research Brief - Advancing Transportation Equity: Strategies for reducing transportation disparities, (2019), <https://www.dot.state.mn.us/planning/program/advancing-transportation-equity/pdf/Advancing_Equity_ResearchBrief_Final.pdf>

3. Caltrans Equity Statement, 2020, <<https://dot.ca.gov/about-caltrans/equity-statement>>

Regional planning agencies have followed Caltrans' leadership and proactively taken steps to include equity considerations within their transportation planning processes. In July 2020, SCAG adopted Resolution 20-623-2, which stated the agency's "commitment to advancing justice, equity, diversity, and inclusion throughout Southern California".⁴ The regional agency also released in May 2021 its Racial Equity Early Action Plan, which detailed a framework and strategies to better incorporate equity considerations within its policies, planning processes and funding mechanisms.

In November 2021, the San Diego Association of Governments (SANDAG) created the Regional Plan Social Equity Working Group.⁵ The group included representatives of local community-based organizations serving underserved/ disadvantaged communities with the objective to review, support and advise on strategies to integrate equity consideration throughout the development of the Regional Plan and the implementation of the projects listed in the Plan. Alongside its peer agencies, VCTC has integrated equity considerations into its own planning efforts. A key focus for the Ventura County CTP is to include equitable engagement and consider communities who have historically been underserved and underrepresented while planning for future transportation investments.

5.1.1 Who are Disadvantaged Communities?

Disadvantaged communities refer to groups of the population who disproportionately suffer

negative impacts from infrastructure and land use projects. They include low-income communities and communities of color. SB 535 also identifies geographic, socioeconomic, public health and environmental hazard criteria to designate communities as disadvantaged.⁶ Neither AB 1550 nor SB 535 provide a definition for "disadvantaged communities." Instead, SB 535 directs CalEPA to "identify disadvantaged communities ... based on geographic, socioeconomic, public health, and environmental hazard criteria." It recognizes that these criteria "may include, but are not limited to":

- Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure or environmental degradation."
- Areas with concentrations of people that are of low income, high unemployment, low levels of home ownership, high rent burden, or low levels of educational attainment."

As a result, other groups, such as people without access to a private vehicle, elderly populations and individuals with mobility limitations are also included in disadvantaged communities, as a significant proportion of these individuals are within the low-income category and are more vulnerable to the impacts of transportation infrastructure projects. These groups also face unique mobility challenges which can hinder their capacity to access transportation infrastructure and their key destinations.

4. SCAG *Inclusion, Diversity, Equity & Awareness*. 2020.

<https://scag.ca.gov/our-work-inclusion-diversity-equity-and-awareness>

5. SANDAG *Regional Plan Social Equity Working Group*. 2021.

<https://www.sandag.org/index.asp?committeeid=108&fuseaction=committees.detail>

6. California Office of Environmental Health Hazard Assessment. 2022. *SB 535 Disadvantaged Communities*. <https://oehha.ca.gov/calenviroscreen/sb535>

5.1.2 Integration of Equity Considerations within the CTP Update Process

The following sections describe the methodology used to incorporate equity considerations within each phase of the CTP.

Data Collection and Existing Conditions Analysis

The CTP considers the populations who live and work within Ventura County, their travel patterns and habits, and existing transportation infrastructure and transit services. Chapter 2: Existing Conditions includes an assessment of the existing transportation system and highlights mobility-related challenges in Ventura County, and how these challenges may affect mobility for different groups of in population. As part of this plan update, existing data and plans were analyzed using an equity-focused lens. Ventura County's existing demographic, health, environmental, and mobility conditions were analyzed in the following sections of this report to understand the needs and challenges experienced by disadvantaged populations. This information will inform the plan's strategy for future transportation investments.

Engagement

Disadvantaged populations are typically underrepresented in community engagement activities. Contributing factors to reduced participation include: a lack of interpretation services, unavailable childcare, inaccessible public meetings due to atypical work

schedules, lack of access to broadband, or insufficient promotion which can lead to populations that are unaware of potential opportunities to participate. In addition to these barriers, a distrust of government agencies and the perception that proposed improvements may further enhance inequities and negative impacts, or that their input would make little difference contributes to the challenges of receiving public participation from disadvantaged communities.⁷

Transportation improvements are also often linked to an increase in real estate values, which may spur a very legitimate fear of displacement from the most financially vulnerable.⁸

Equity-focused engagement is a key element of success in community and transportation planning. The CTP includes specific measures to promote public participation by disadvantaged populations, including:

- Targeted outreach to community groups that directly interact with disadvantaged populations in addition to marketing in key community destinations.
- Logistical support such as interpreted meeting materials, planning meeting locations within target communities, including asynchronous engagement alternatives to allow individuals to provide input on their own time if they could not attend the live event.
- Engaging the community throughout the entirety of the project, and clearly showing where public feedback was incorporated into the plan, as detailed below in Section 5.2.5 and Chapter 4.

7. University of California Institute of Transportation Studies. March 2021. "Answers from the Margins: Participatory Planning with Disadvantaged Communities". <https://escholarship.org/uc/item/0w49r6g5>

8. Urban Land Institute. 2016. *Active Transportation and Real Estate; The Next Frontier*. <http://uli.org/wp-content/uploads/ULI-Documents/Active-Transportation-and-Real-Estate-The-Next-Frontier.pdf>.

Development of Policies, Programs and Projects

Providing an inclusive transportation network that addresses the current needs of disadvantaged communities requires a special focus on the future development of policies, programs, and projects. Different strategies are incorporated into the CTP to support these efforts, including:

- Correlating areas of past investments with communities with higher concentrations of vulnerable populations. Following this analysis, investments and projects can be identified and focused in those underserved areas.
- Using equity as a basis for input or prioritization. In addition to addressing under-served areas, equity considerations can be used as a key metric to guide prioritization of planned improvements.
- Developing policies, programs, and projects in close collaboration with local communities as well as community-based organizations who work directly with disadvantaged populations. This is a key component to ensure proposed improvements are in line with community needs and priorities.

Evaluation and Performance Measures

Evaluation and monitoring are important steps that help assess whether the proposed improvements have succeeded in improving access to high quality transportation services and infrastructure. The CTP performance measures were developed specifically to assess the potential impacts of improvements on vulnerable populations, which is essential to achieve equity objectives through monitoring and course correction as needed.

Examples of effective performance measures include location of projects within priority communities, travel length, and number of collisions involving pedestrians and bicyclists, etc.

The following sections provide an overview of the CTP equity analysis.

5.2

Equity Analysis

Building on the presentation of existing transportation conditions in Chapter 2, a review of conditions pertaining to equity in Ventura County was conducted.

5.2.1 Socioeconomic Conditions

Socioeconomic conditions are used as metrics to identify sensitive populations. Specifically, low-income households and communities of color are typically groups who suffer the most from the negative impacts of transportation infrastructure. They are also less likely to be represented in community engagement, which can lead to their priorities being overlooked. Other key socioeconomic metrics include households without access to a private vehicle, youth, and older adults. These groups are typically more transit-reliant, and consequently more affected by inadequate mobility services and infrastructure.

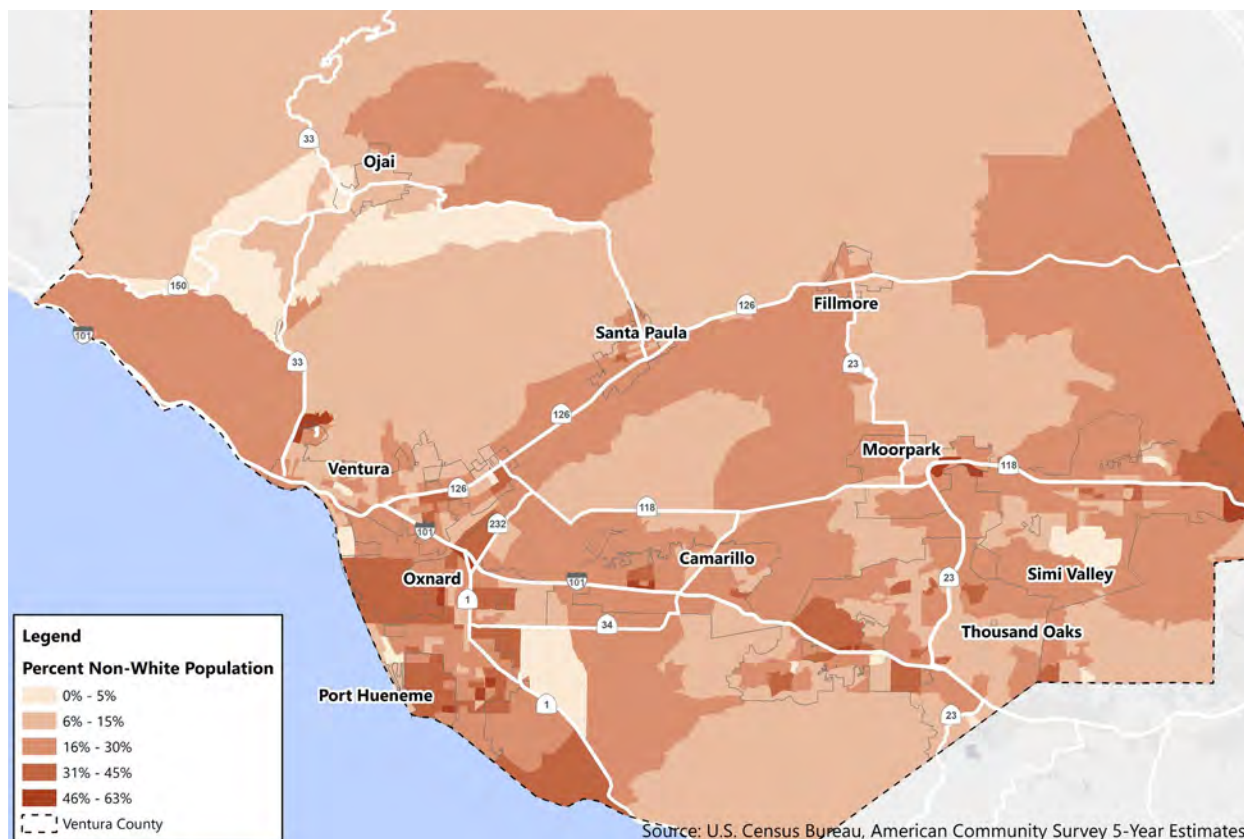
Communities of Color

The American Community Survey (ACS) indicates the percentage of non-white population by the total population within each census tract. Within the study area, the percent

of non-white population reaches above 50% of the total population in census blocks along the coast in the Cities of Ventura, Oxnard, Port Hueneme, and in the southern portion of Thousand Oaks along U.S. Highway 101. The presence of communities of color is also notable in eastern Simi Valley along the Ventura County line, and in the Cities of Santa Paula, Fillmore, Ojai, and Moorpark.

Although Ventura County has a non-white population of under 20%, communities of color must be considered throughout the planning process as they have historically been underserved by transportation infrastructure. In addition, these communities often overlap with the presence of low-income communities that are also more dependent on public transit and active transportation. Therefore, sustainable, safe, and efficient multimodal transportation connections should be prioritized in these communities. The distribution of these communities is presented in Figure 5-1.

Figure 5-1: Distribution of Non-White Populations



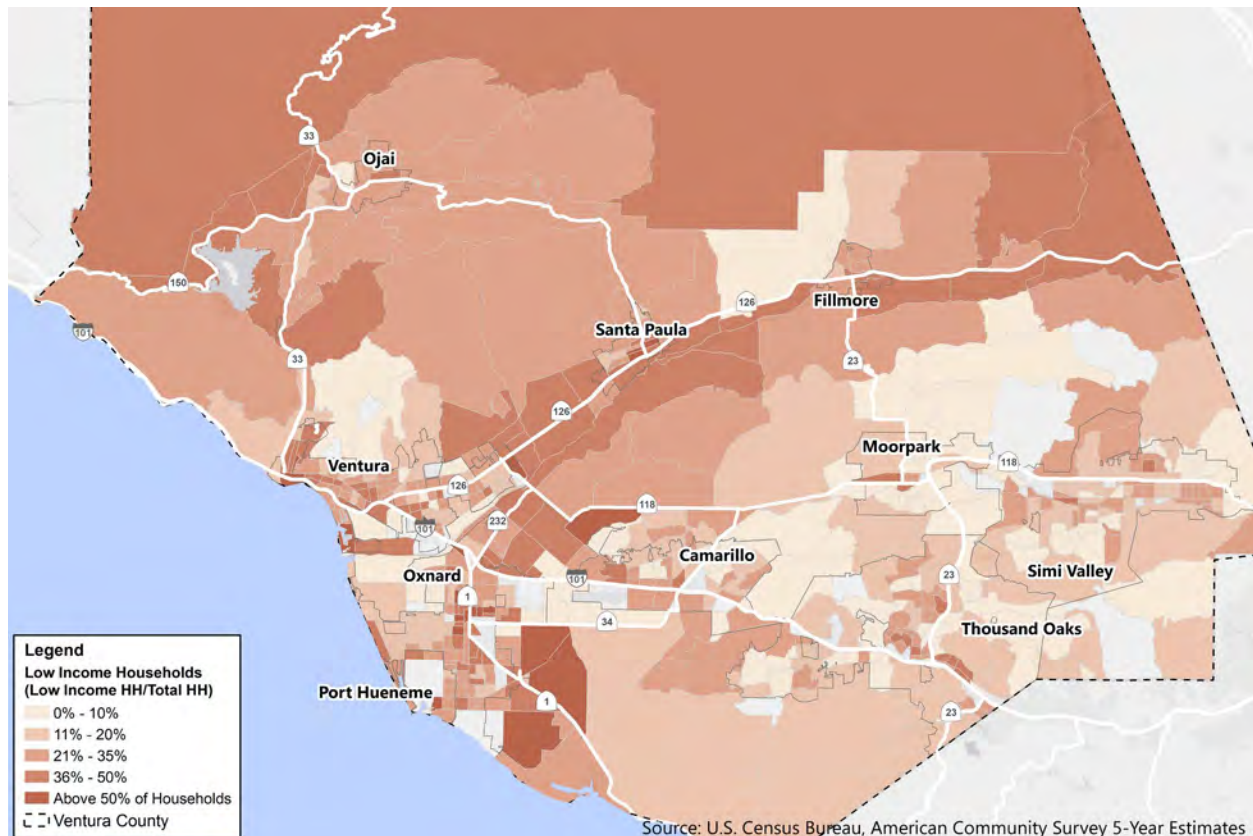
Low-Income Communities

The distribution of low-income communities within Ventura County was derived from Connect SoCal, the Regional Transportation Plan prepared by SCAG to provide further insight on the low-income households in comparison to the rest of the county. The density of low-income households is defined by the total number of low-income households per the total number of households. Figure 5-2 presents the percentage of low-income households in the study area as compared to the rest of the SCAG region, defined by SCAG as households with an annual income of less than \$35,000. The median household income in Ventura County is \$88,131, according to the 2019 American Community Survey 5-Year Estimates. The Department of Housing and Urban Development currently defines low income for a 1-person household in Ventura County as \$62,800 or less, very low income

as \$39,250 or less, and extremely low income as \$23,600 or less. Households that fall into these income categories are eligible for Public Housing and Section 8 Programs.

Areas with particularly high percentages (over 50%) of SCAG-defined low-income households include the census tracts in Northern Ventura County, the Port Hueneme community and community near Naval Base Ventura County – Point Mugu along Highway 1, along SR 126 through Santa Paula, in Saticoy along SR 126 and SR 118, in Somis south of SR 118, in Fillmore, and in the Community of Piru. Although the northern portion of Ventura County appears to have a significant concentration of low-income households, the area has an extremely low population density. Similarly, the census tracts just north of the Naval Base have a low density of residents, as most of the land is either agricultural or part of the Point Mugu Game Preserve.

Figure 5-2: Distribution of Low-Income Households

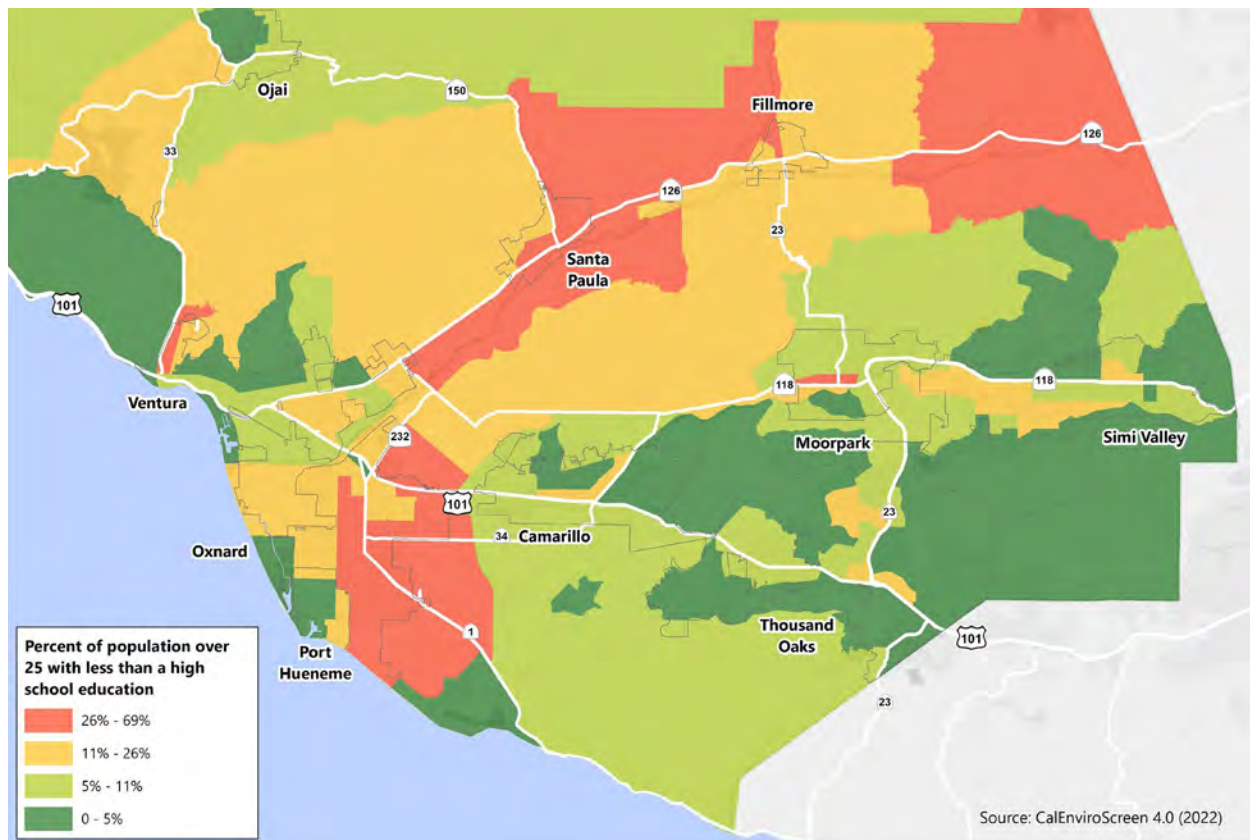


Education

Educational attainment is the highest level of education a person has completed. In California, 19% of adults over 25 do not have a high school degree, compared to 14% for the United States. Studies have found that communities with higher levels of educational attainment experience lower pollution levels, and adults with less education have more pollution-related health problems. People in these communities are also more likely to experience adverse health effects from air pollution.

Educational attainment reflects the percentage of the population over age 25 with less than a high school education (5-year estimate, 2011- 2015). The population in the lowest cohort, or group with the highest education, was mostly located in the southeastern part of the county near Thousand Oaks, Simi Valley, Camarillo, coastal areas in Oxnard and Ventura, and Moorpark. Ojai and Ventura also have a population with higher education. The populations in the highest cohort, or with the lowest percentage of adults with a high school diploma, are located in Fillmore, Santa Paula, and southeast Oxnard.

Figure 5-3: Educational Attainment



Linguistic Isolation

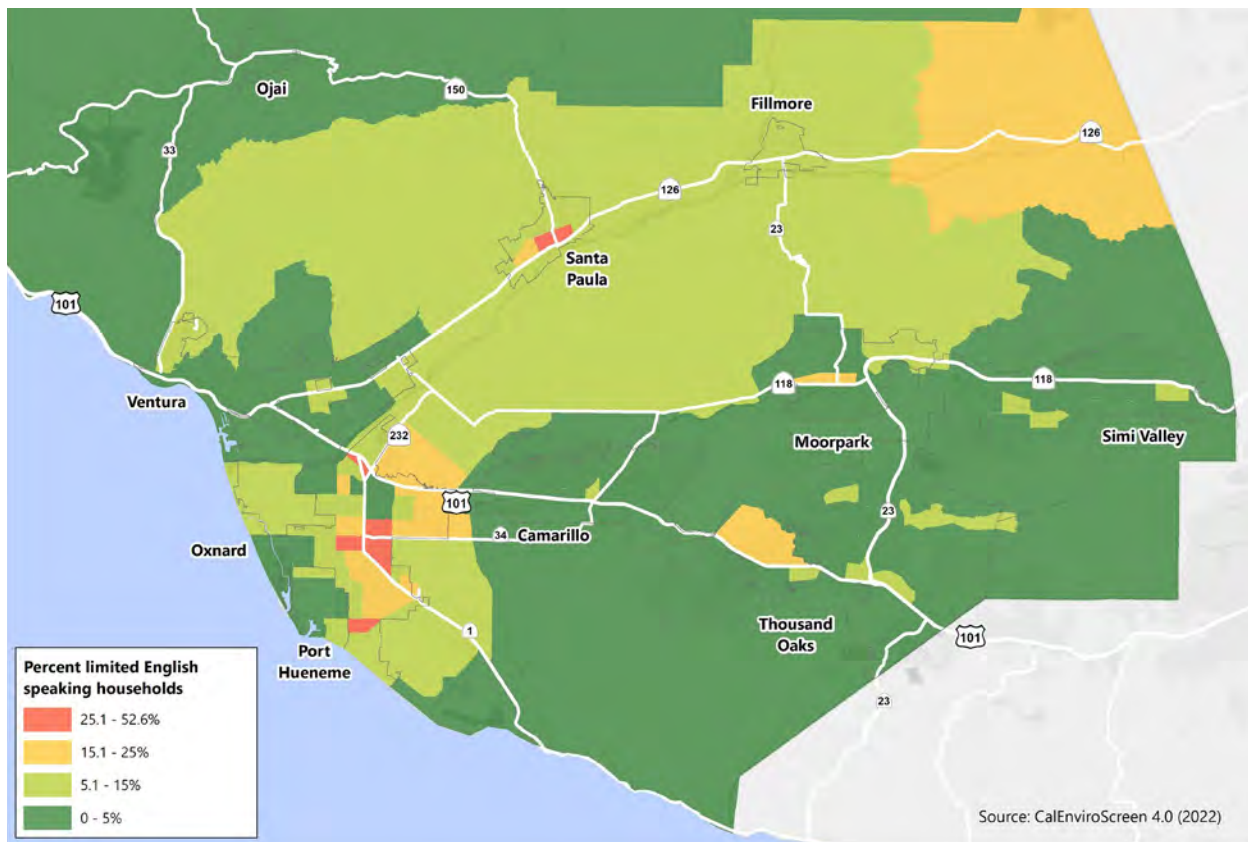
Linguistic isolation is a term used by the US Census Bureau for limited English-speaking households. More than 40% of Californians speak a language other than English at home and about half of those do not speak English well or at all. Adults who are not able to speak English well often have difficulties communicating with essential service providers. As a result, they might not get the health care and information they need.

The primary indicator for linguistic isolation is the percentage of limited English-speaking households as defined by the American Community Survey and US Census Bureau (2011-2015). The population in the County in the lowest cohort, or population that predominantly speaks English, was the City of Ojai and areas in Thousand Oaks, Simi Valley, coastal areas of Oxnard and Ventura, and Camarillo. The areas in the County with the

highest populations of non-English speakers, or those who speak English as a second language, include Fillmore, Santa Paula, Ventura (Avenue area), El Rio/ Nyeland Acres and southeast Oxnard.

The Mixteco Indigena Community has a significant presence in Ventura County and encompasses indigenous people from Mexico including Mixtecs, Zapotecs, and Purépechas. This community faces unique language and cultural isolation, as they often only speak their native pre-Hispanic indigenous languages and have deep-rooted cultural practices that isolate them from other Latino populations. Most individuals from this community are employed in the row crop agricultural sector and are members of low-income households.⁹

Figure 5-4: Linguistic Isolation



9. "Who is California's Indigenous Migrant Community?": Mixteco Indigena Community Organizing Project. <https://mixteco.org/mixtec/>

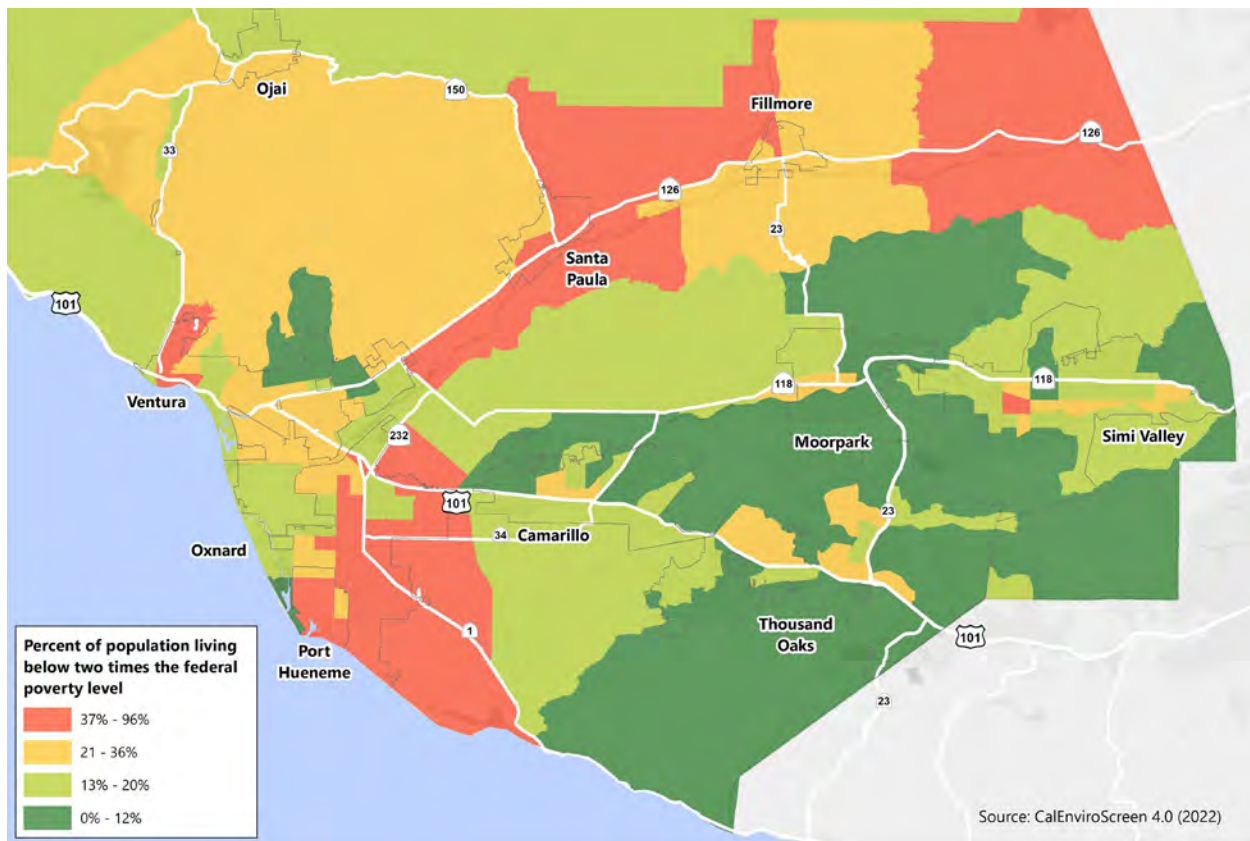
Poverty

The US Census Bureau determines the Federal Poverty Level each year, which is based on the size of the household and the ages of family members. According to the US Department of Health and Human Services, the 2021 poverty level for a family of four is a median income of \$26,500. The guidance will vary depending on how many people are in the household. Members of poorer communities are more likely to be exposed to pollution and suffer from health effects as a result of pollution exposure than residents of higher income communities. Income can affect health when people cannot afford healthy living and working conditions, nutritious food

and necessary medical care. Lower-income communities are often located in areas with high levels of pollution which can cause stress that weakens the immune system and cause people to become ill¹⁰.

The percentage of the population living below two times the federal poverty level (5-year estimate, 2011-2015) can be used as an indicator, through the American Community Survey and US Census Bureau. Fillmore, Santa Paula, Oxnard and Port Hueneme have the lowest median household income. This geographic pattern is very similar to educational attainment and linguistic isolation, showing correlation between these three indicators.

Figure 5-5: Poverty



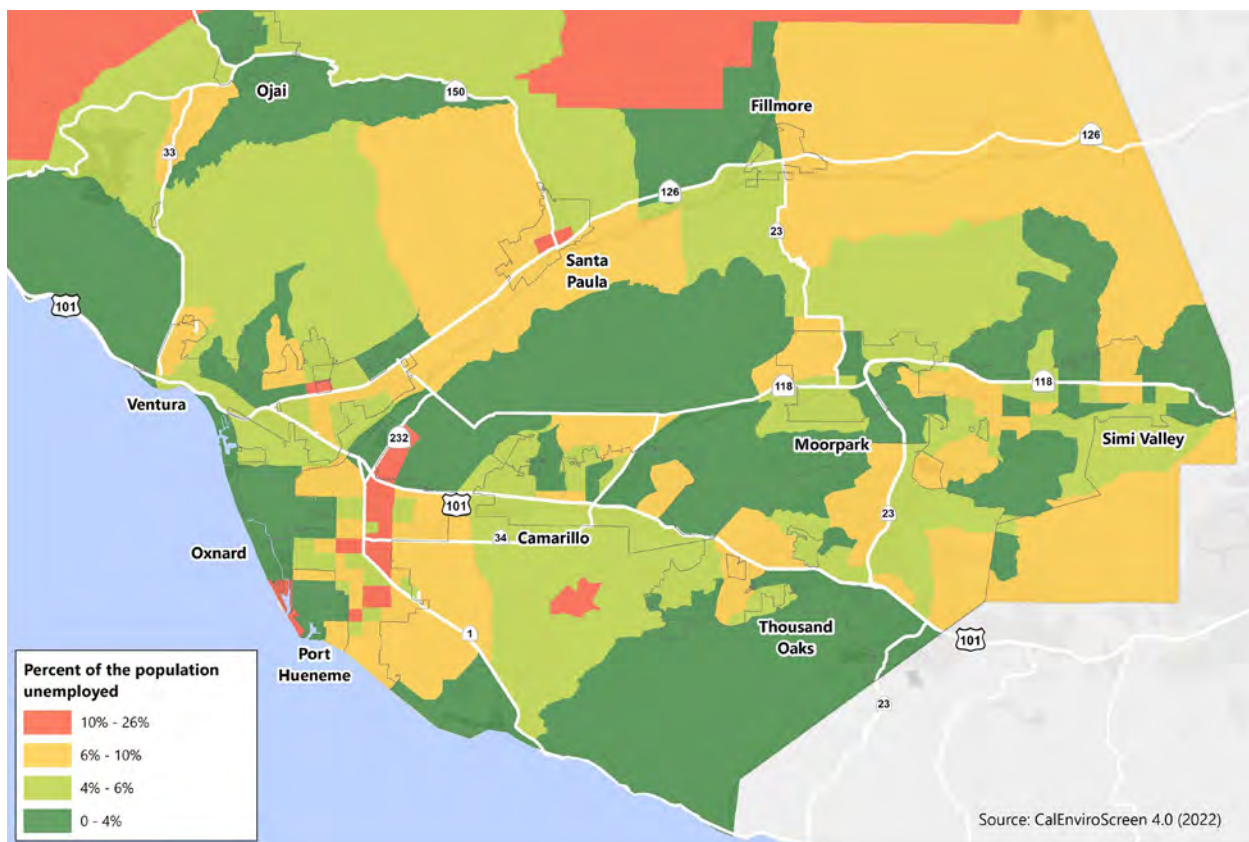
10. Harvard School of Public Health. January 2022. "Racial, ethnic minorities and low-income groups in U.S. exposed to higher levels of air pollution". <https://www.hsph.harvard.edu/news/press-releases/racial-ethnic-minorities-low-income-groups-u-s-air-pollution/>

Unemployment

The US Census Bureau counts people who are over 16 years old and out of work, but who are able to work, as unemployed. The definition does not include students, active-duty military, retired people, or people who have stopped looking for work. People who are unemployed may have no health insurance or medical care, and poor health can make it hard for someone to find work or to retain a job. Stress from long-term unemployment can lead to chronic illnesses, such as heart disease, and can shorten a person's life¹¹.

The populations with the highest unemployment are generally located in the less developed areas of the county, with pockets of moderate to high unemployment throughout various neighborhoods within every city in the county.

Figure 5-6: Unemployment



11. National Library of Medicine. June 2013. "Health in the Long-Term Unemployed". <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3702026/>

5.2.2 Environmental and Health Conditions

Environmental and health conditions are also relevant metrics to identify areas in need of transportation improvements. The locations of heavy transportation infrastructure coupled with topographic conditions can create areas where environmental degradation related to transportation are more acute than others.

This can translate into health conditions, such as higher rates of asthma or cardiovascular disease. These health conditions can limit individuals' access to economic opportunities such as the ability to hold a full-time job.

California Healthy Places Index

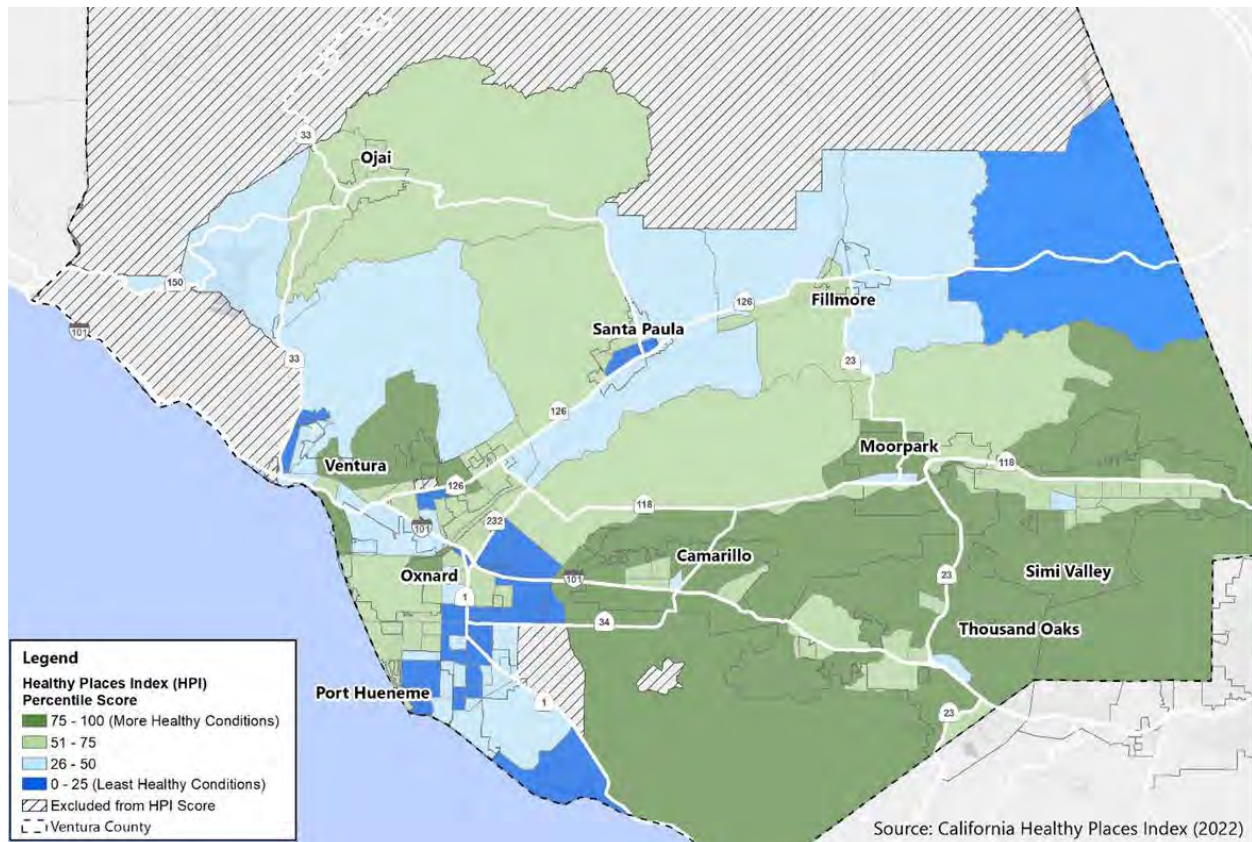
A project of the Public Health Alliance of Southern California (a coalition of ten health departments in Southern California), the Healthy Places Index (HPI) combines 25 community characteristics such as access to healthcare, housing, education, employment, and clean air and water. Communities with higher scores (and expected higher life expectancies) rank higher on the Healthy Places Index. Active Commuting is a key indicator within the HPI, as it provides increased access to opportunities and a potential reduction in VMTs.¹² Additional metrics include: employment, per capita income, poverty level, preschool enrollment, bachelor's education, high school enrollment, voting access, census responses, automobile access, number of insured adults, retail density, park access, tree canopy, severely cost burdened low-income renters, severely cost burdened low-income homeowners,

housing habitability, uncrowded housing, homeownership, ozone levels, PM2.5 levels, Diesel Particulate Matter, safe drinking water, extreme heat, impervious surfaces, outdoor workers, public transit access, sea level rise, two parent households, alcohol availability, and supermarket access.

Census tracts with the lowest HPI scores in Ventura County include the central portions of Oxnard, areas north of Port Hueneme, the western edge of the City of Ventura, and the eastern portion of Ventura County along SR 126. Census tracts in central portions of Oxnard have healthier transportation conditions than 10.1% of other California tracts, healthier neighborhood conditions than 85% of other California tracts, and cleaner environmental conditions than 51% of other California Tracts to name a few indicators. Areas north of Port Hueneme have healthier economic conditions than 0.2% of other California tracts, healthier neighborhood conditions than 13% of other California tracts, and healthier housing conditions than 23% of other California tracts. Census tracts on the western edge of the City of Ventura have healthier transportation conditions than 2.1% of other California tracts, healthier economic conditions than 23% of other California tracts, and healthier housing conditions than 7% of other California tracts. Lastly, census tracts on the eastern portion of Ventura County along SR 126 have healthier transportation conditions than 75% of other California tracts, healthier neighborhood conditions than 22% of other California tracts, and healthier economic conditions than 24% of other California tracts.

12. National Library of Medicine. June 2013. "Health in the Long-Term Unemployed". <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3702026/>

Figure 5-7: California Healthy Places Index Data



CalEnviroScreen

The State of California Office of Environmental Health Hazard Assessment’s online tool, CalEnviroScreen 4.0, uses several indicators to determine a community’s status as disadvantaged, pursuant to Senate Bill 535, which was passed in April 2017.

The indicators are organized into four categories by census tract:

- Exposure Indicators – indicators based on measurements of different types of pollution that people may come into contact with.
- Environmental Effect Indicators – indicators based on the locations of toxic chemicals in or near communities.
- Sensitive Population Indicators – indicators that measure the number of people in community who may be more severely affected by pollution because of their health or age.
- Socioeconomic Factor Indicators – conditions that may increase people’s stress or make healthy living difficult and cause them to be more sensitive to pollution’s effects.

Data for exposure and environmental indicators are sourced from a variety of statewide organizations, including the California Air Resources Board. Data for demographic-related indicators are sourced from the American Community Survey through the U.S. Census Bureau and the California Department of Public Health. Each census tract is given an overall score based on these indicators. Figure 5-8 presents the CalEnviroScreen scores for the census tracts in the study area.

Census tracts scoring in the highest percentiles (the top 25%) relative to the rest of California are designated as the most disadvantaged communities. Figure 5-9 presents the location of the census tracts in the region that are designated as disadvantaged according to the CalEnviroScreen 4.0 results. Of the 173 census tracts in the study area, a total of 8 census tracts are designated as disadvantaged, as shown in Figure 5-9.

Figure 5-8: CalEnviro Screen 4.0 Analysis

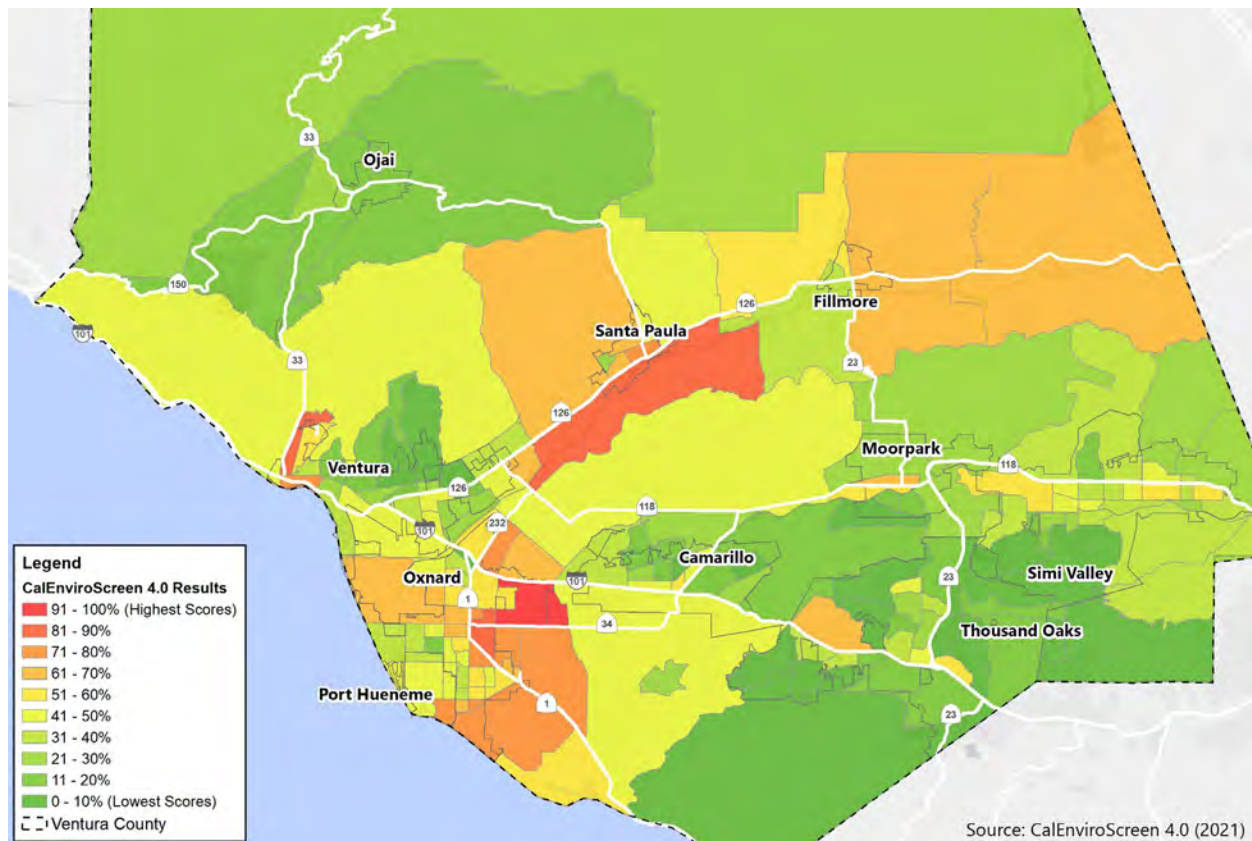
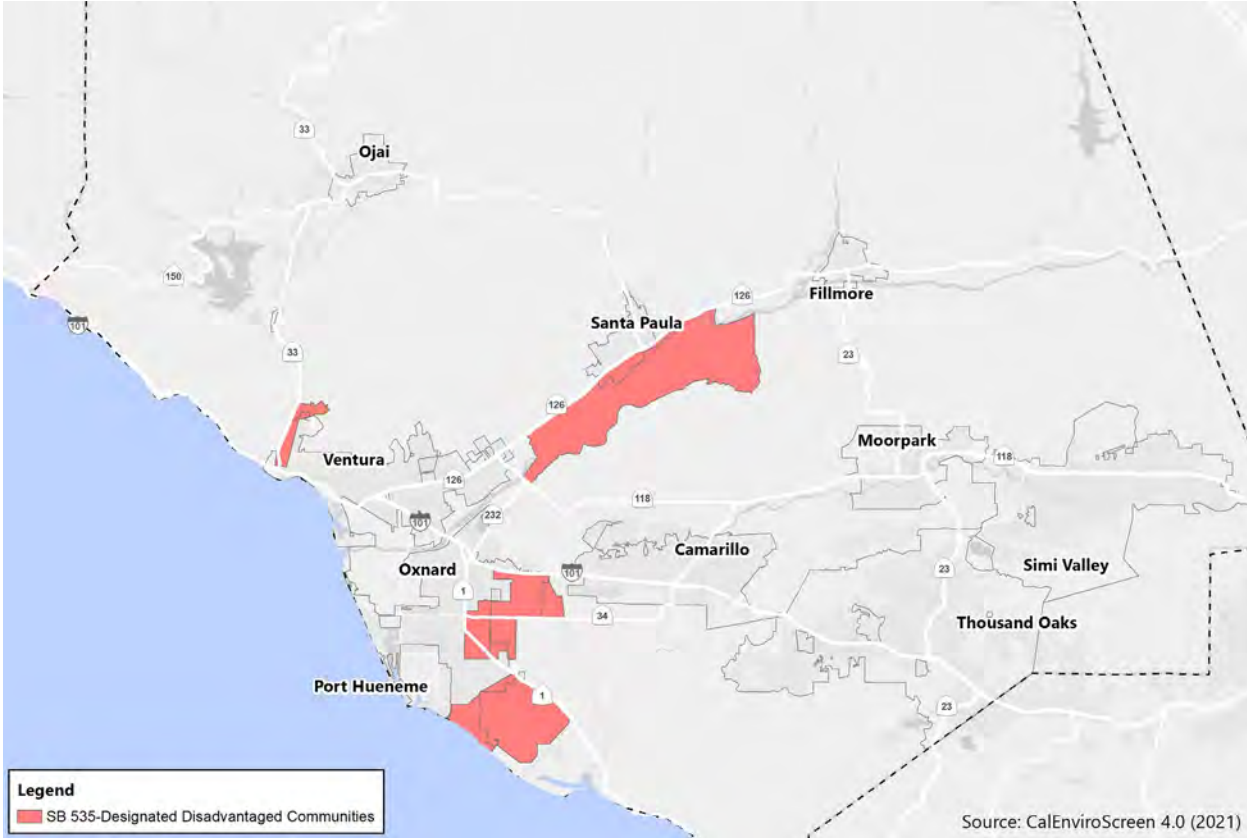


Figure 5-9: Disadvantaged Communities

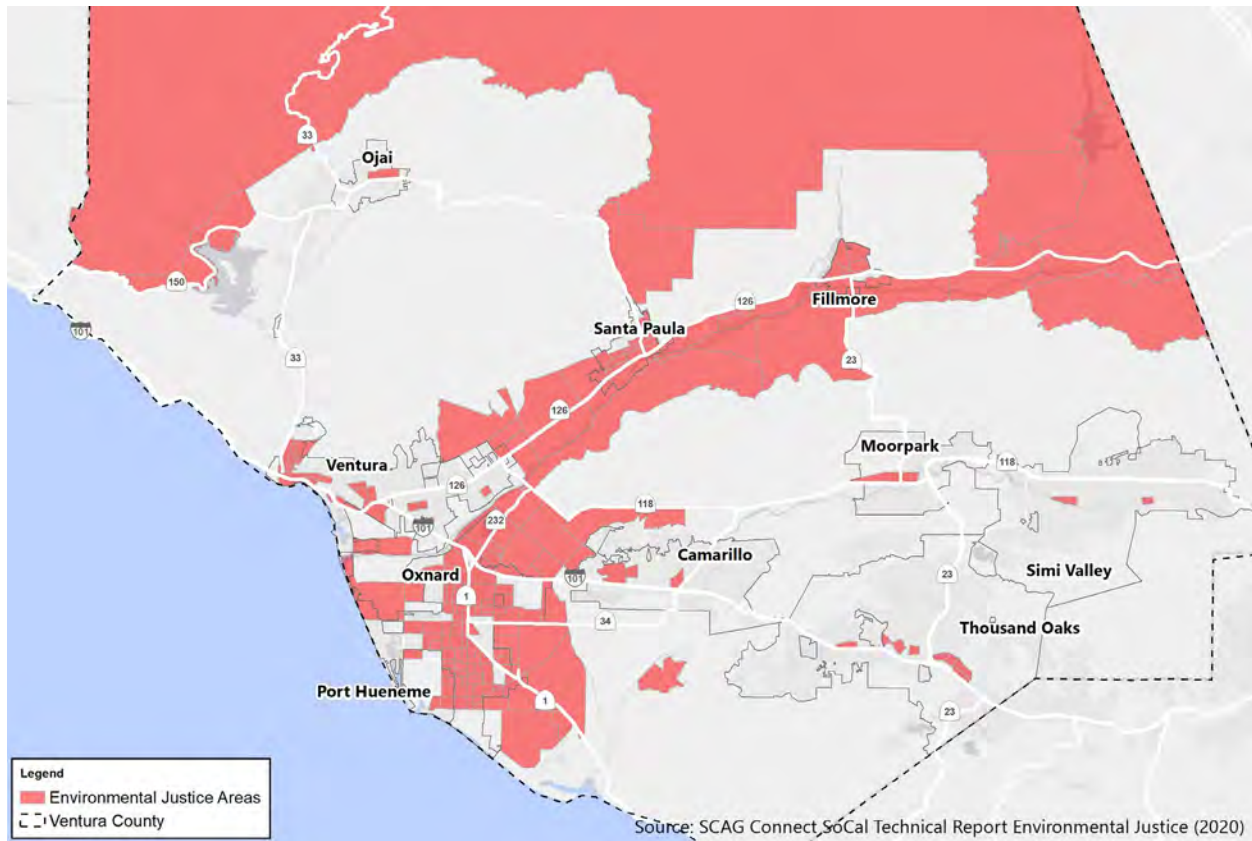


Environmental Justice Areas

In addition to identifying disadvantaged communities based on the metrics presented above, SCAG has also identified Environmental Justice Areas (EJA). These are defined as Transportation Analysis Zones that have a higher concentration of non-white populations or low-income households than in seen in the region as a whole¹³ (Figure 5-10). The areas that were identified as disadvantaged by CalEnviroScreen were

also identified as Environmental Justice Areas by the EJA tool, including along SR 126. Although the entirety of the northern half of the County is also identified as an Environmental Justice Area, these areas are largely undeveloped and Federally-owned (National Forest) land with limited population density in comparison with the rest of the county.

Figure 5-10: Environmental Justice Areas



13. SCAG Connect SoCal Environmental Justice Toolbox Recommended Practices and Approaches (May 2021).

Health Exposures

Exposure to contaminants can have a significant impact on community members' health and their ability to thrive. Some of these contaminants can be directly attributed to vehicular traffic volumes and infrastructure and affect the well-being of populations located nearby.

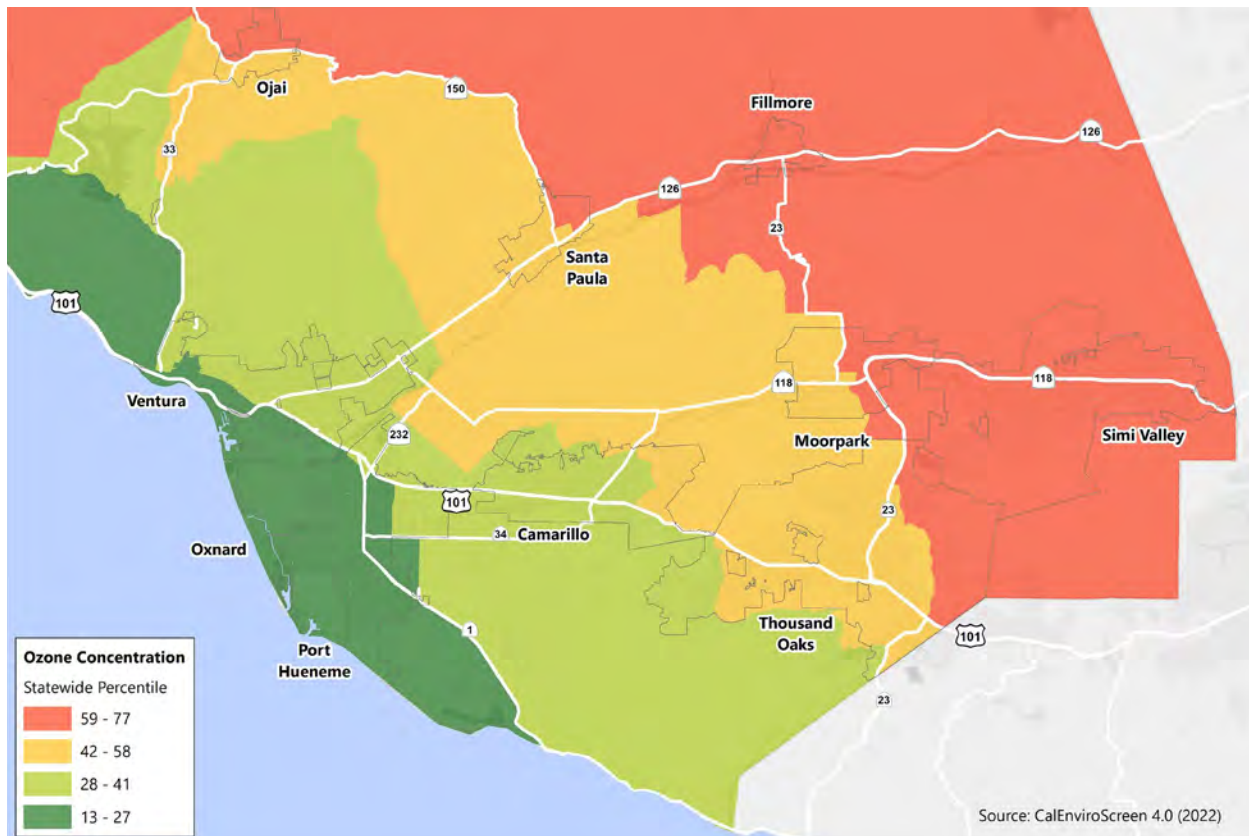
Ozone

According to the U.S. Environmental Protection Agency, ozone can be beneficial or harmful to health and environment, depending on where in the atmosphere it occurs. In the stratosphere, ozone protects the Earth from ultraviolet rays. At ground level, ozone is the main ingredient of smog and is formed when pollutants chemically react in the presence of sunlight. The main sources of ozone are trucks, cars, planes, trains, factories, farms, and construction. Ozone can cause lung irritation, inflammation, and worsening of

existing chronic health conditions, even at low levels of exposure. Children and elderly people are most sensitive to the effects of ozone exposure, and studies have shown that ozone can increase asthma emergency room visits among children, and can increase mortality, especially in the elderly, women, and African Americans. Ozone levels are typically highest in the afternoon and on hot days.

The mean of summer months between (May-October) of the daily maximum 8-hour ozone concentration (parts per million/PPM), averaged over three years (2012 to 2014), is the indicator used for determining ozone according to the Air Monitoring Network and California Air Resources Board (CARB). The locations in the county with the lowest levels of ozone are concentrated in the cities of Ventura, Oxnard, Port Hueneme, and Camarillo. The locations in the county with the highest concentration of ozone are in Ojai, and east county which is adjacent to the San Fernando Valley.

Figure 5-11: Ozone Exposure Levels



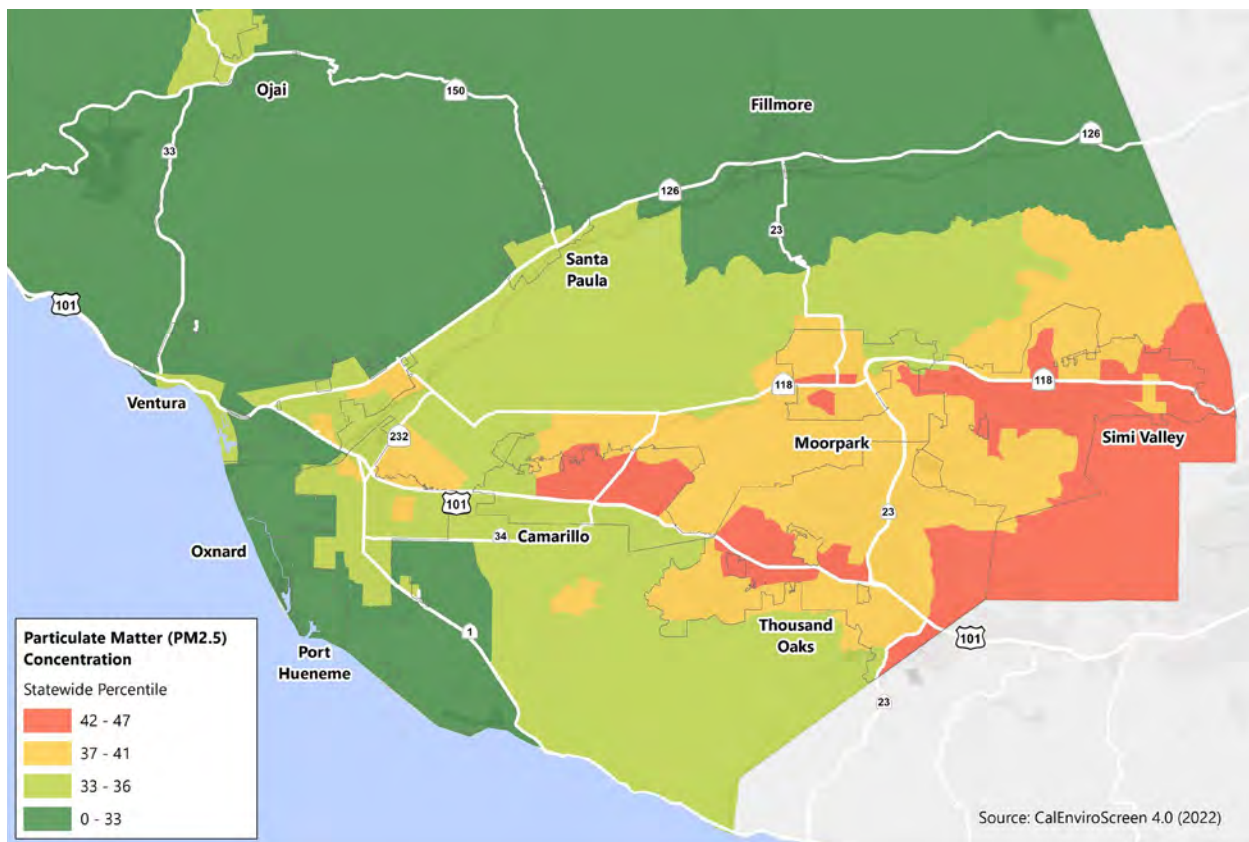
Particulate Matter

Exhaust from trucks, buses, trains, ships, and other equipment with diesel engines contains a mixture of gases and solid particles and are known as diesel particulate matter (diesel PM). Diesel PM contains hundreds of different chemicals which are harmful to human health. The highest levels of diesel PM are observed near ports, rail yards and freeways. The small particles of diesel PM can reach deep into the lung, where they can contribute to a range of health problems. These include irritation to the eyes, throat and nose, heart and lung disease, and lung cancer. Children and the elderly are especially vulnerable to the effects of diesel PM.

The indicator for particulate matter uses the annual mean concentration of PM_{2.5} (average of quarterly means), over three years (2012 to 2014), from Air Monitoring Network and California Air Resources Board (CARB) data. The locations in the County gradually increase in particulate matter concentration from low levels of concentration in the north county to higher levels of concentration in the south/east county.

Of note, Port Hueneme has one of the lowest concentrations of exposure to particulate matter, even though the city is home to the only deep-water port between the cities of Los Angeles and San Francisco.

Figure 5-12: Particulate Matter Exposure Levels



5.2.3 Mobility Conditions

Mobility conditions are a third set of metrics to examine when looking to identify areas disproportionately affected by transportation infrastructure. When combined with sociodemographic, environmental and health data as described above, mobility conditions can identify areas and communities that require special attention.

For example, collision data presented in Chapter 2 show a higher concentration of collisions along U.S. Highway 101 in Ventura and SR 1 in Oxnard. Oxnard was also identified as an area with higher proportions of disadvantaged communities, which further highlights the need for targeted intervention to improve safety in this specific community.

Traffic volumes and congestion can also alter quality of life, increase unsafe conditions on the road and increase travel times for residents living along a specific corridor.

To better understand the interactions between mobility conditions and equity considerations, several key transportation metrics covering active transportation, public transit, and traffic volumes were overlaid with Environmental Justice Areas. This information is discussed below and illustrated in Figure 5-13 through Figure 5-20.

Active Transportation and Environmental Justice Areas

Communities with higher concentrations of non-white or low-income residents tend to be more reliant on walking and bicycling to meet their daily needs. Auto collisions in Ventura County are generally concentrated in the areas with the highest traffic volumes and greatest population density. Areas of particularly greater numbers of collisions include north of U.S. Highway 101 in Ventura, the areas on either side of Rice Avenue / SR 1 in Oxnard, the areas surrounding the intersection of U.S. Highway 101 and SR 23 in Thousand Oaks, and the area south of SR 118 in Simi Valley. As illustrated in the figures below, the areas with the highest number of collisions involving pedestrians and bicyclists roughly mirror the areas mentioned above, which could potentially indicate areas with unsafe infrastructure for bicyclists and pedestrians.

Figure 5-13 illustrates the overlap between pedestrian collisions and Environmental Justice Areas. The greatest concentration and overlap between these two are in Ventura, along SR 1 in Oxnard, and in the central cores of the Cities of Santa Paula, Fillmore, Camarillo, and Moorpark. These locations indicate areas where safety treatments could provide greater protection to all users of the road. This is especially important for encouraging a mode shift from private automobiles to active transportation and public transit, as people will be less likely to opt out of using cars if they do not feel safe.

Figure 5-13: Pedestrian Collision Density and Environmental Justice Areas

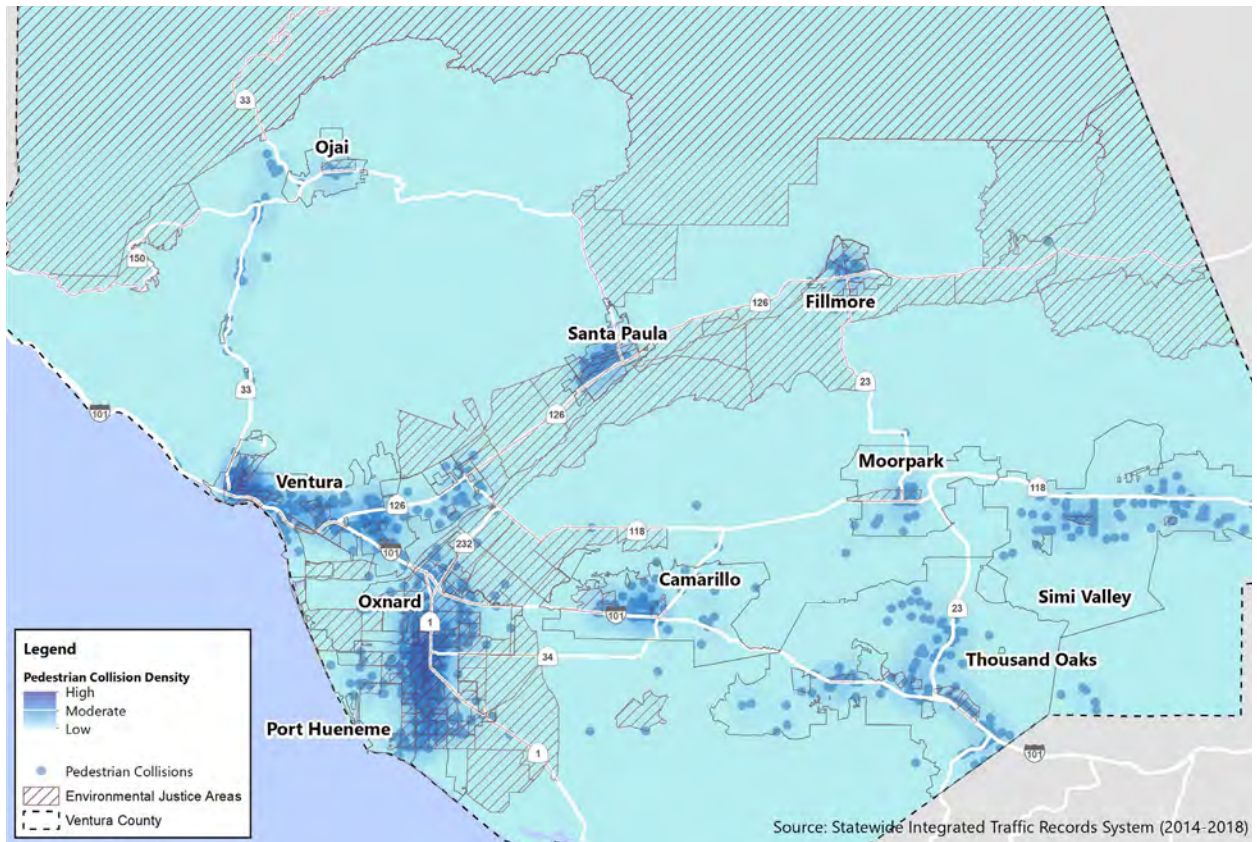


Figure 5-14 illustrates overlap between bicyclist collision density and Environmental Justice Areas. The greatest overlap between the two is in the City of Ventura along U.S. Highway 101 and in the central portions of Oxnard along SR 1. Other areas with overlap include two small concentrations in Simi Valley along SR 118 and areas north of U.S. Highway

101 in Thousand Oaks. Safety improvements that protect all users of the road—particularly in areas that are dangerous for pedestrians and bicyclists, such as freeway crossings—can help encourage mode shift among members of the population who do not currently feel safe walking or rolling in their communities.

Figure 5-14: Bicyclist Collision Density and Environmental Justice Areas

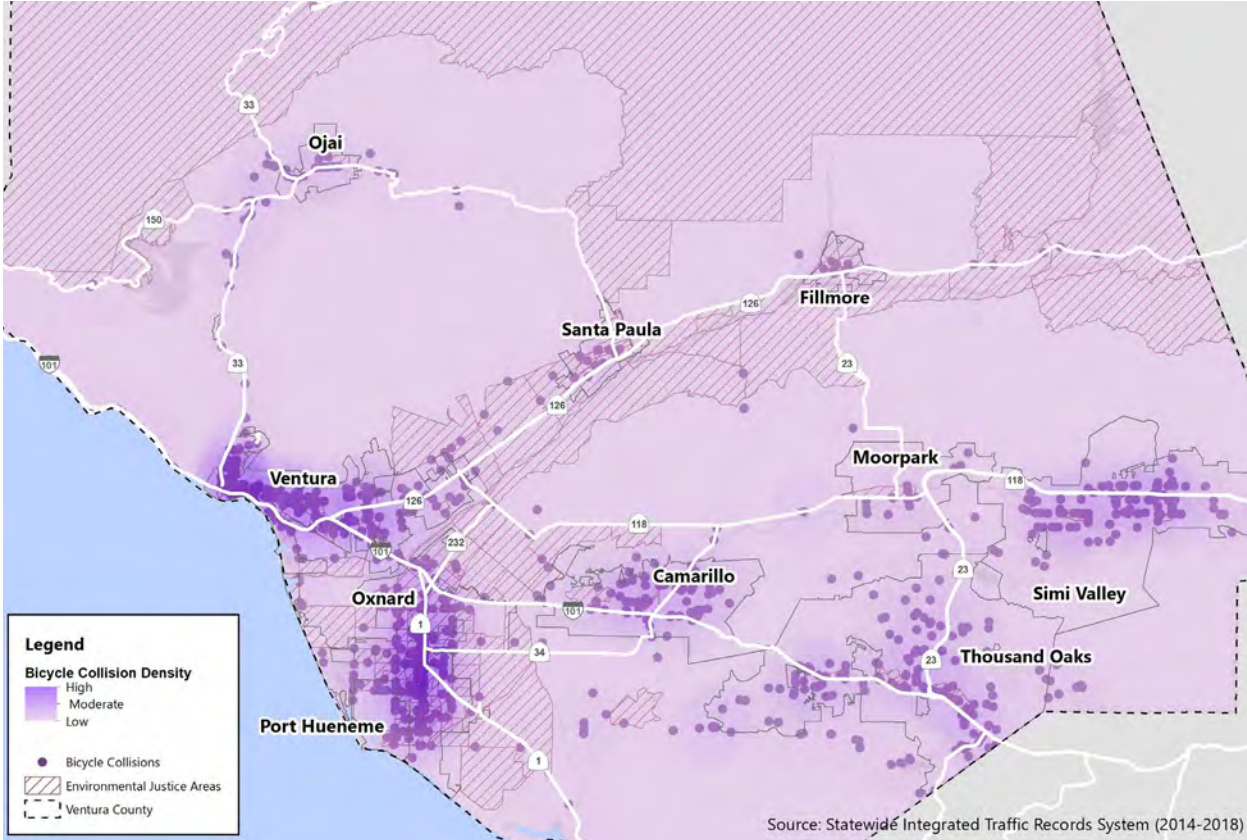


Figure 5-15 illustrates bicyclist collisions on state highways per vehicle mile traveled. This figure highlights corridors that have higher normalized rates of bicyclist collisions than other areas that may be denser, such as roads along SR 1, portions of US 101 and more rural roads such as SR 118 between Camarillo and Moorpark, SR 126 east of Fillmore, and

roads surrounding Ojai. Roads intersecting SR 1 south of Camarillo and SR 126 east of Fillmore are located in areas designated as Environmental Justice Areas, highlighting that these disadvantaged communities may face safety obstacles with using bicycling as a mode of transportation.

Figure 5-15: Bicyclist Amenities and Environmental Justice Areas

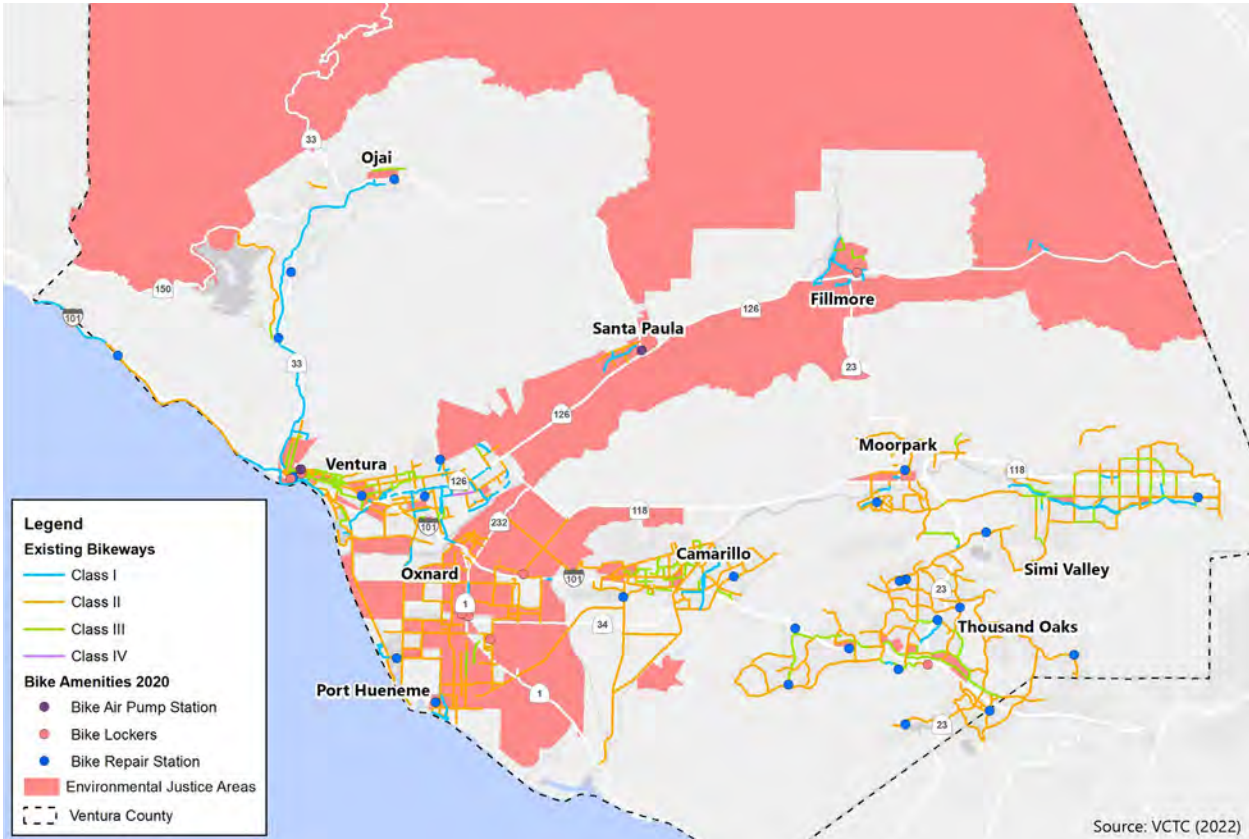
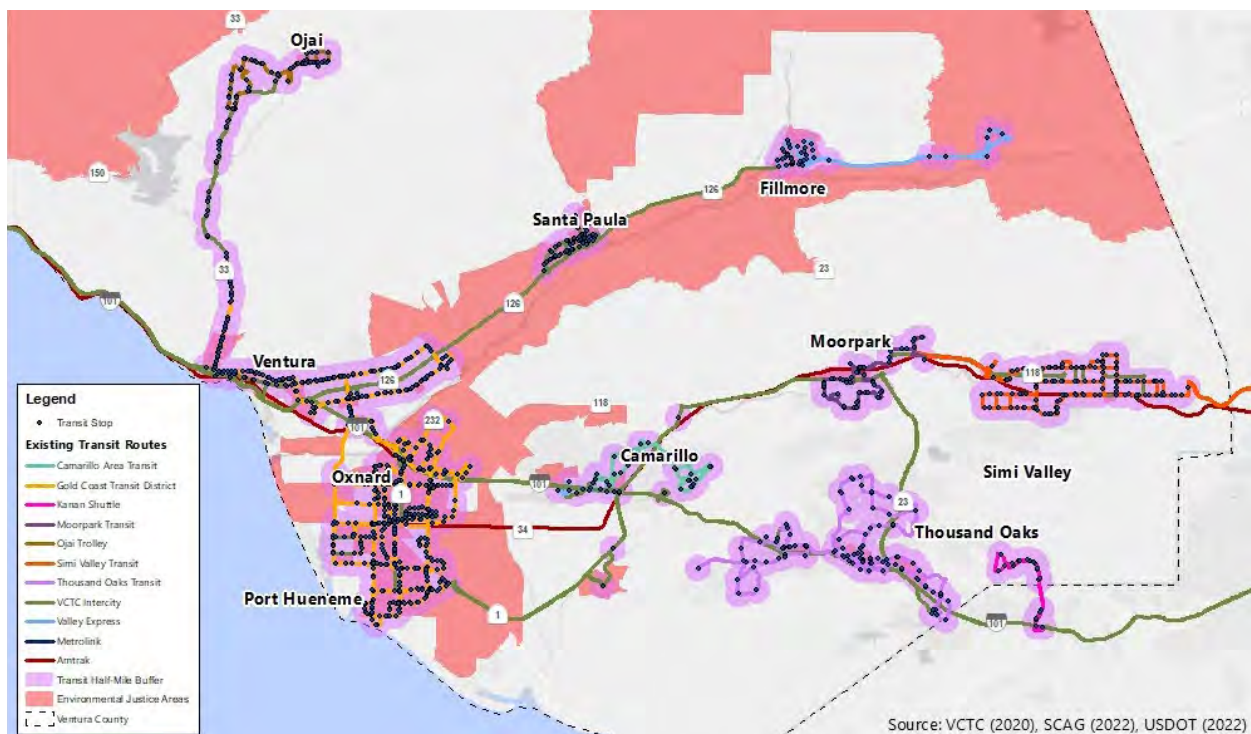


Figure 5-16 illustrates the distribution of existing bicycle infrastructure/amenities in Ventura County. While there are class II bikeways present in the Environmental Justice Areas in the southwestern portion of Ventura County (such as the communities along SR 126), these facilities could be upgraded to protected bikeways to improve safety. In addition, communities highlighted in the previous map with higher bicyclist collisions are generally covered by a network of Class II and Class III bicycle infrastructure, which are not separated or protected from vehicular

movement. Many of these roadways near areas of high bicycle-involved collisions are also major arterial streets, where vehicle travel speeds are higher (45+ mph) and collisions with bicyclists are more likely to cause death or serious injury. Additionally, high vehicle travel speeds often correlate with vehicle-centric roadway design and insufficient bicycle infrastructure. Approximately 67 percent of total bike accidents and 88 percent of fatal and severe injury accidents occur on streets without bike lanes or bike paths in Ventura County¹⁴.

Figure 5-16: Existing Transit Sheds and Environmental Justice Areas



14. Ventura County Bike Crashes 2013-2020”. <https://www.arcgis.com/home/webmap/viewer.html?web-map=f8701267ddc64a238497766a8f66a2b0&extent=-119.4647,34.0787,-118.8797,34.3473>.

Transit Service and Environmental Justice Areas

Figure 5-17 illustrates existing transit service with buffers around High Quality Transit Areas (HQTAs)—areas within one half-mile of a high-frequency transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. This information is based on SCAG’s projections for increased service by the year 2045, showing existing routes expected to be upgraded to higher-frequency service in the future. To better understand how these projected service improvements also connect with active transportation infrastructure, Figure 5-18 illustrates HQTAs, Environmental Justice Areas, and existing active transportation.

In general, HQTAs are concentrated in more affluent or densely-populated city

and community centers, generally outside of Environmental Justice Areas. However, the service provided by the Gold Coast Transit District’s Routes 1 and 6 in Oxnard do overlap with enough service to create a future HQTA in Environmental Justice Areas along portions of C Street, Saviers Road, and some of the major streets in Port Hueneme. This is positive, as HQTAs have the potential to increase affordable housing and reduce VMT. Prioritizing implementation of increased service in the nearer-term could support Environmental Justice Areas along these corridors. Implementation of first/last-mile treatments and upgrades to existing active transportation infrastructure (such as conversion of a Class II bike lane to a protected Class IV bike lane) could support ridership and leverage the transit investment by providing greater comfort and amenities to those who walk or bike to transit.

Figure 5-17: Existing Transit, High Quality Transit Areas, and Environmental Justice Areas

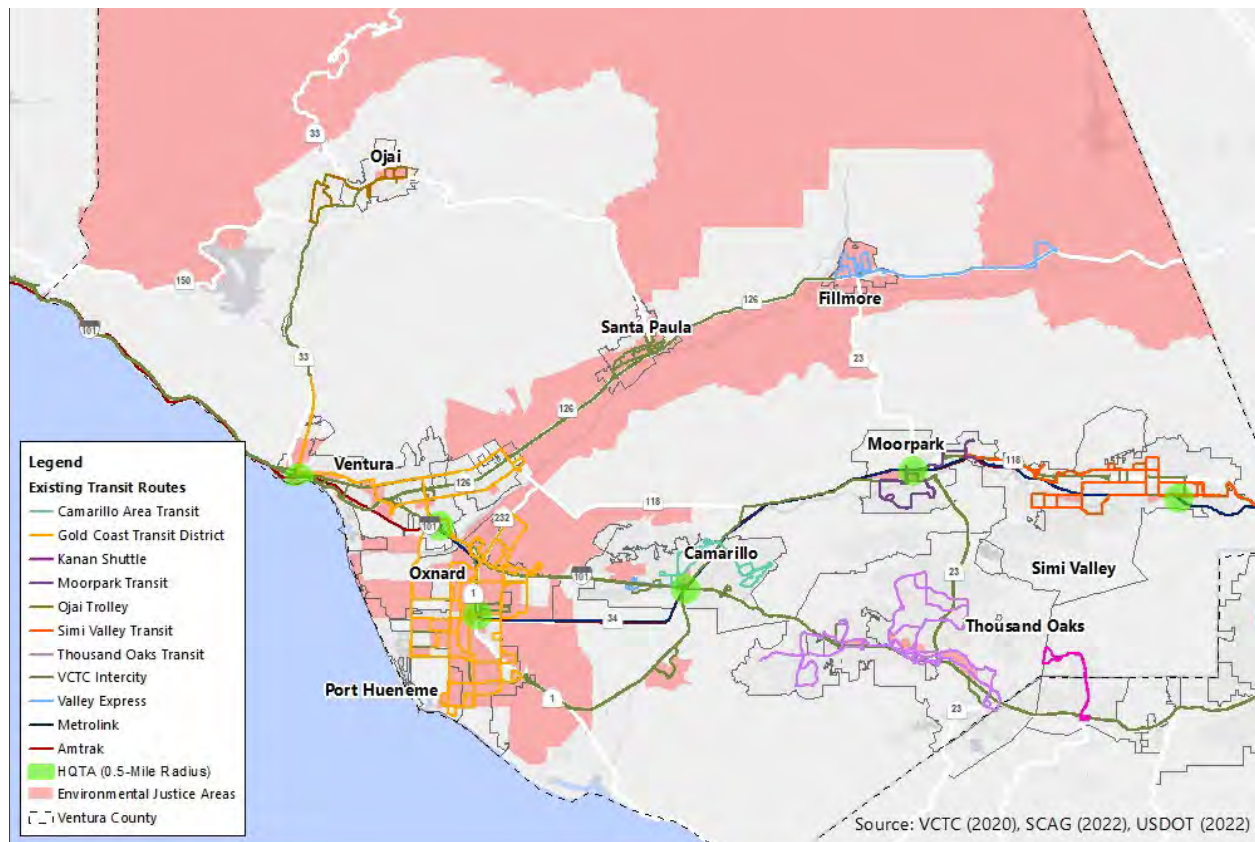


Figure 5-18 illustrates existing transit service with buffers around High Quality Transit Areas (HQTAs)—areas within one half-mile of a high-frequency transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. This information is based on existing transit routes. To better understand how existing transit service connects with active transportation infrastructure, Figure 5-19 illustrates existing HQTAs, Environmental Justice Areas, and existing active transportation facilities. Approximately 80% of residents living in Environmental Justice Areas in Ventura County live within a quarter mile of an existing bikeway. In general, HQTAs are concentrated in more affluent or densely populated city and community centers, generally outside of Environmental Justice Areas. However, the service provided by the Gold Coast

Transit District’s Routes 1 and 6 in Oxnard overlap with enough service to create a future HQTAs in Environmental Justice Areas along portions of C Street, Saviers Road, and some of the major streets in Port Hueneme. This is positive, as HQTAs have the potential to increase affordable housing and reduce VMT. Prioritizing implementation of increased service in the nearer term could support Environmental Justice Areas along these corridors. Implementation of first/last-mile treatments and upgrades to existing active transportation infrastructure (such as conversion of a Class II bike lane to a protected Class IV bike lane) could support ridership and leverage the transit investment by providing greater comfort and amenities to those who walk or bike to transit.

Figure 5-18: Active Transportation, High Quality Transit Areas, and Environmental Justice Areas

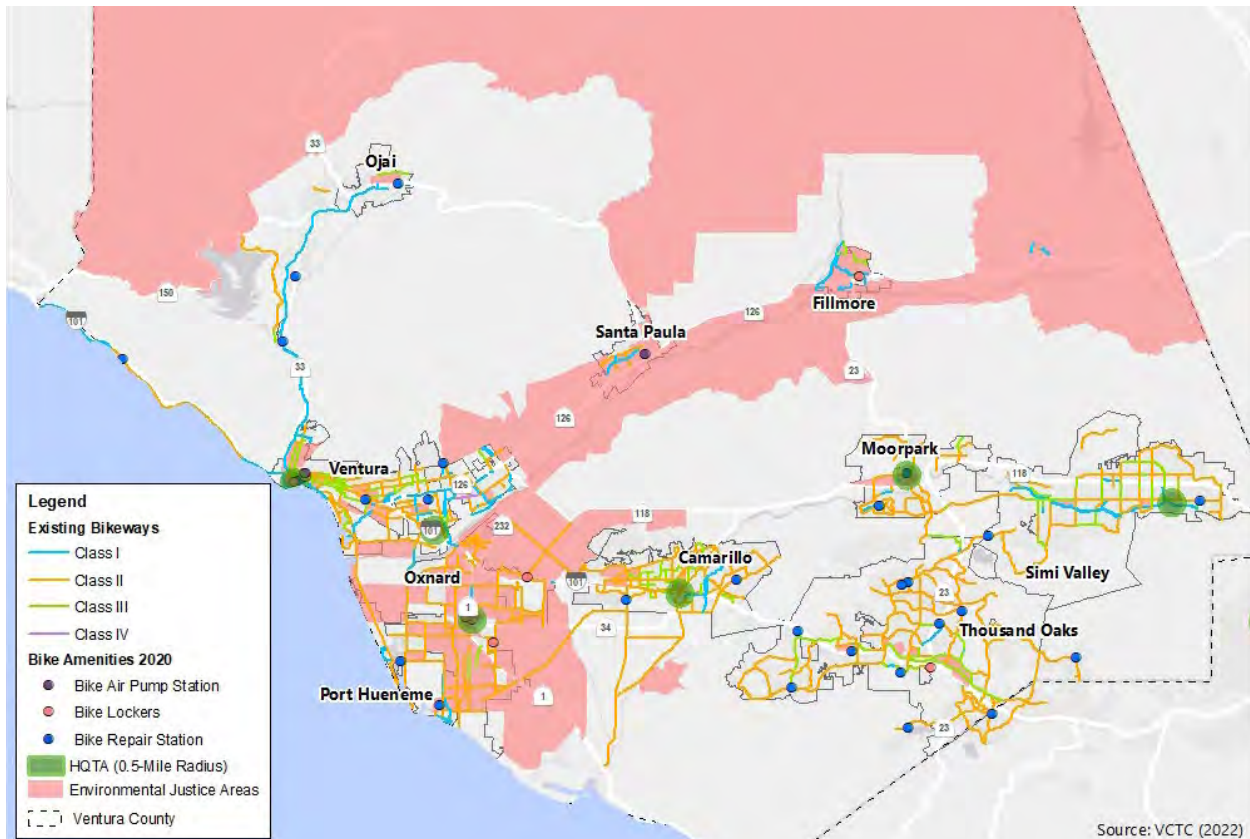
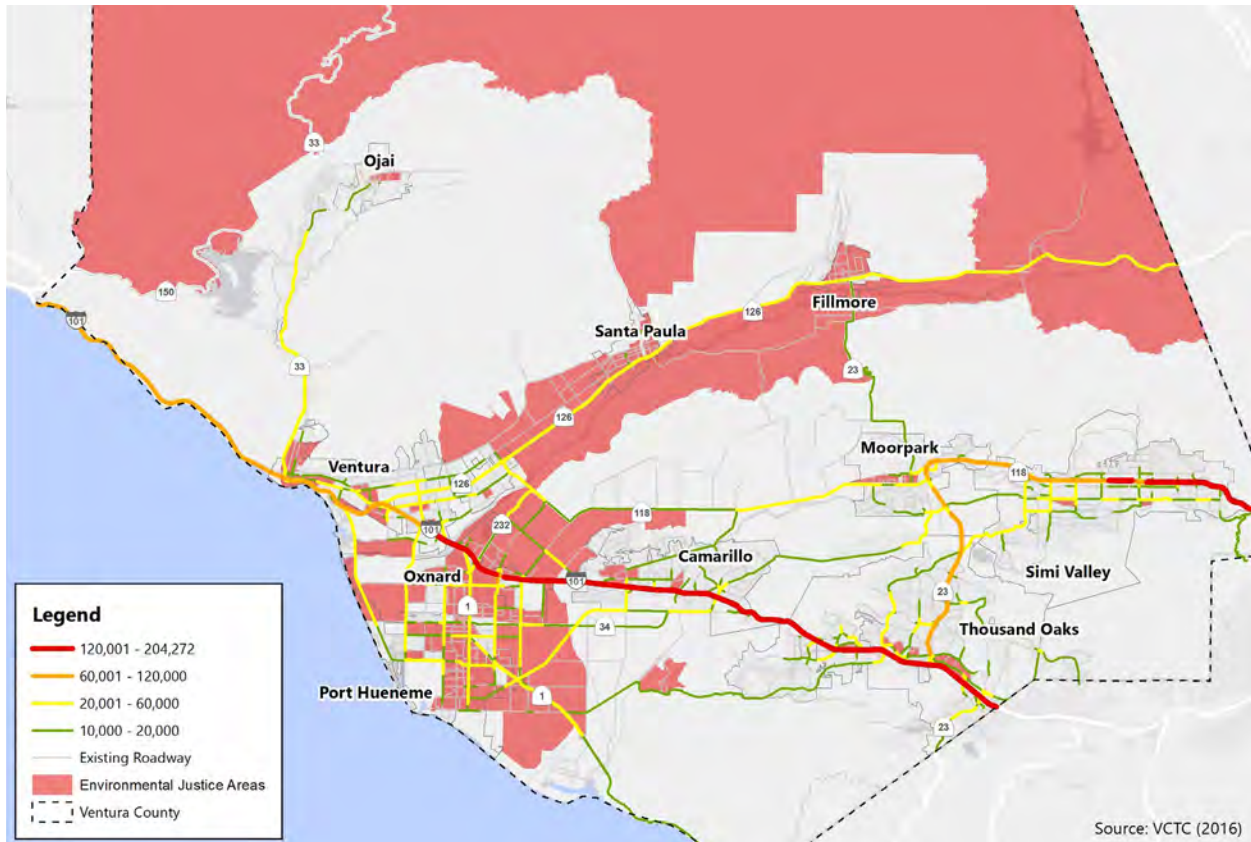


Figure 5-19: Active Transportation, High Quality Transit Areas, and Environmental Justice Areas



Traffic Volumes and Environmental Justice Areas

Figure 5-20 illustrates the overlap between weekday traffic volumes and Environmental Justice Areas. The highest concentrations of overlap between the two are along U.S. Highway 101 in Oxnard. Other areas of

significant overlap include SR 1 in Oxnard and the communities of Saticoy, Santa Paula, and Fillmore along SR 126. Communities living along these high- volume corridors are most affected by exposure to vehicle emissions and the increased risk of involvement in a traffic collision.

Figure 5-20: Weekday Traffic Volumes and Environmental Justice Areas

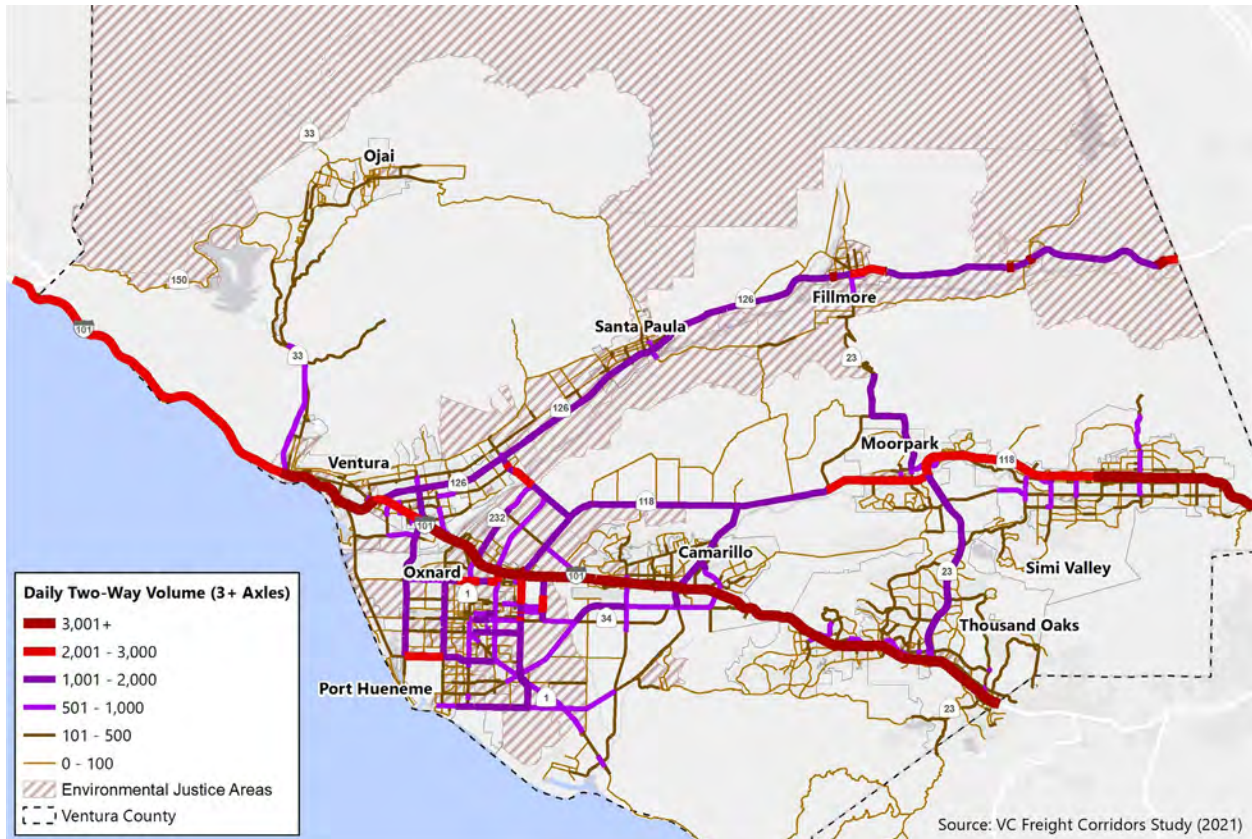
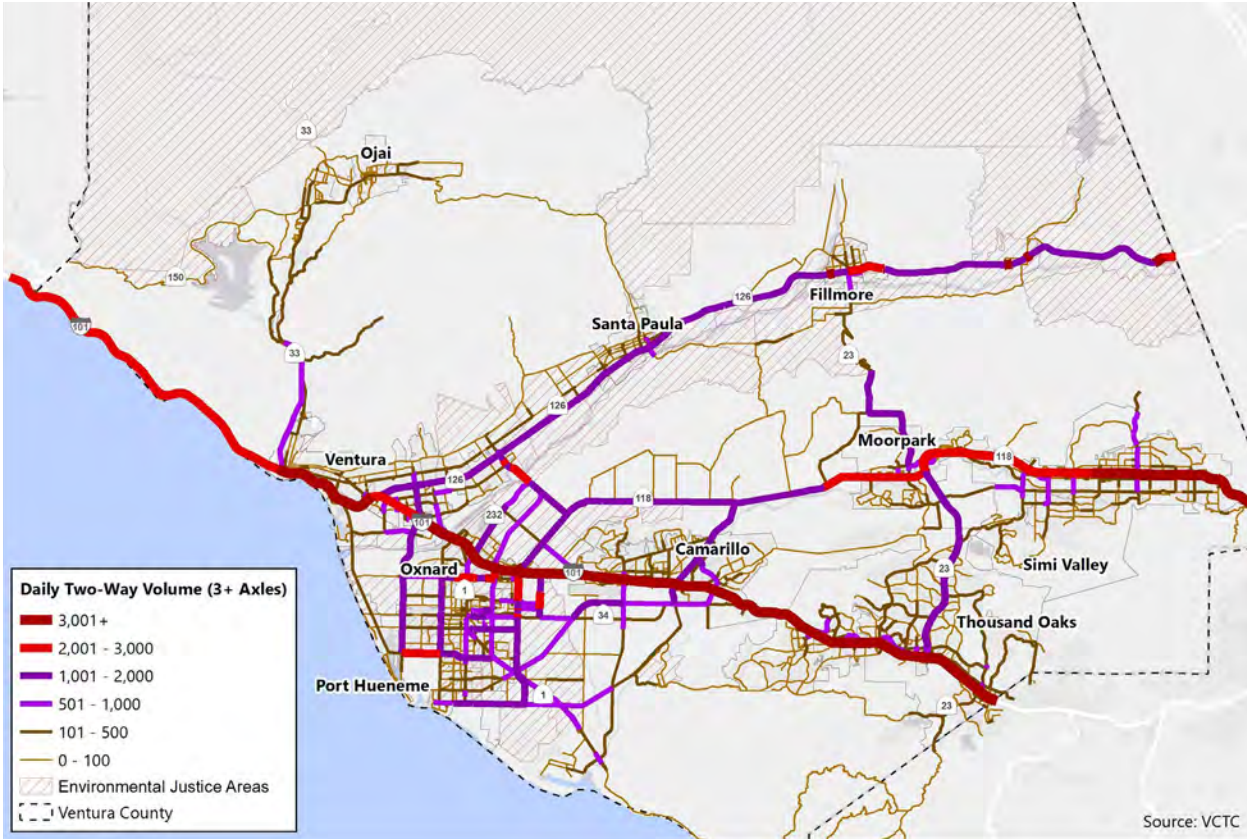


Figure 5-21 illustrates the overlap between daily truck volumes and Environmental Justice Areas. Freight movement creates air pollution emissions, traffic and safety issues, noise pollution, and aesthetic impacts. While truck generators are located throughout the county, lower-cost multi-family housing historically has been sited closer to industrial and transportation facilities that generate truck traffic. The 2021 Ventura County Freight Corridors Study found that while multi-family housing comprises 40% of the housing supply in Ventura County overall, 50% of those living within 1,000 feet of a roadway carrying more than 1,000 trucks per day—67,500 people—live in multi-family housing. This statistic highlights the disproportional impact of freight movement on county residents living in multi-family housing. Relatedly, this condition also leads to disproportionate health and environmental

burdens on residents living in Environmental Justice Areas.

The primary impact from freight traffic and goods movement is diesel emissions generated by trucks. With heavy truck volumes traveling east and west, communities along U.S. Highway 101 are most affected by high truck volumes, in particular in and around Oxnard. Environmental Justice Areas located along SR 126 in the communities of Saticoy, Santa Paula, and Fillmore are also particularly affected by high truck volumes. Although some of the truck volume in the area is generated by a variety of agricultural, freight, and industrial land uses in Ventura County, much of the traffic along U.S. Highway 101 is pass-through traffic moving between neighboring counties and the greater region.

Figure 5-21: Daily Truck Volumes and Environmental Justice Areas



15. Ventura County Transportation Model. 2016.

5.2.4 Affected Communities and Public Engagement

As highlighted in Chapter 2: Existing Conditions, socioeconomic, environmental, health and mobility data show that communities located along SR 126 and SR 1 are most affected by the impacts of transportation infrastructure. They are also most likely to have mobility limitations preventing them from benefits from transportation improvements and services, and are more likely to live along corridors with higher levels of congestion and collisions. Specifically, communities living in and around Oxnard, Ventura, Fillmore, Santa Paula, and Port Hueneme have been highlighted as having higher concentrations of sensitive populations.

As engagement activities were being conducted throughout the preparation of this Plan, a specific focus was given to make sure the communities identified as disadvantaged populations were included in the process and provided the opportunity to give feedback about transportation priorities:

- Outreach materials were prepared in both English and Spanish to make sure people whose first language was not English were able to understand the project and provide input. A Spanish-speaking team member attended all in-person events to hold conversations in Spanish, as needed.
- The project team ran a Spanish- language Facebook ad which reached 5,840 individuals and received 73 clicks to the Spanish-language survey.
- The project team partnered with Nyeland Promise, a local community-based organization (CBO) that works directly with disadvantaged populations and non-English speakers. The CBO shared information about the project through their network and hosted their own engagement activities. Other key groups and CBOs

that were also involved in the engagement process include the House Farm Workers, the Farm Bureau of Ventura County, and the YMCA. These organizations are just a selection of groups that were involved over the course of the project.

- The project team also partnered with the Spirit of Santa Paula to connect with residents and receive feedback during a food distribution event, and partnered with the Southern California American Indian Resource Center, Inc. to explore additional outreach opportunities, leading to the team's participation in the Children of Many Color Native American Pow Wow.
- Youth are often a key population to successfully engage with disadvantaged communities. They are often more fluent in English, and typically more reliant on non-automobile modes, which provide them with a unique expertise on mobility issues in their community. Schools were key stakeholders who allowed the Project Team to reach out to communities from all backgrounds. Specific activities targeting youth were also included in the engagement approach to encourage their meaningful participation in the overall planning process.
- The community walk audit received a total of 134 submissions in English and 46 in Spanish during the months of February, April and May 2022, for a total of 180 completed walk audits. The walk audits were promoted in the following ways:
 - Through emails with bilingual flyers to Ventura County superintendents and school safety coordinators/parent liaisons/ engagement coordinators
 - Through emails to Advisory Committee members, who shared with their networks
 - Through social media and emails to the CTP mailing list

- With a press release sent to local media and picked up by Vida Newspaper, VC Reporter and Thousand Oaks Acorn.
- The partnership with Nyeland Promise resulted in completion of most of the Spanish-language walk audits. Additionally, Maria Navarro of CAUSE offered to have her youth group participate.
- Members of the Advisory Committee also include representatives from vulnerable communities. They were asked to provide insight from the perspective of the communities they represent and work with.
- Several of the in-person engagement activities took place in communities identified as the most vulnerable. Of the total 10 events, three events took place in Oxnard, two in Santa Paula, and one in Fillmore, which were highlighted as communities that had higher concentrations of sensitive populations.
- It is often hard for disadvantaged communities to participate in in-person for logistical reasons, either because of conflicts with work or lack of childcare. To support and encourage participation, all of the events that were hosted as part of the Plan Update were family-friendly and included weekend events, allowing interested participants to attend with their children as needed.

5.2.5 Input from Target Populations

The feedback collected during engagement activities allowed us to draw some distinctions between general populations and disadvantaged populations. For example, input was collected during the walk audit in both English and Spanish. Overall, Spanish-speaking populations tended to highlight issues in greater proportions than English-speaking participants. For example, from the total of 180 participants, a much higher proportion of Spanish-speaking respondents (61.4% vs 42.2%) mentioned that the sidewalks in the area where they walked were broken, cracked, or presenting a tripping risk. A higher proportion (58.5% vs 27.7%) also mentioned that there was no crosswalk or that it was poorly marked. In general, English-speaking respondents were also more inclined to note an absence of problems.

The difference is specifically acute on the question of comfort, where 42.3% of English-speaking participants said there were no comfort issues, compared to 95% of Spanish-speaking participants. Overall, based on this feedback it appears Spanish-speaking participants live in communities where active transportation infrastructure is less extensive, often in bad condition, and typically uncomfortable. Additionally, at pop-up events, Spanish-speaking residents had more interest in improving transit than English-speaking residents.

5.3

Applying Equity to the CTP

The following takeaways can be derived from the analysis of equity conditions for the CTP and input received through community engagement effort:

- Equity is a key concern and VCTC is committed to incorporating equity into future transportation planning and improvements.
- An equity-based process involves conducting a thorough analysis of the sociodemographic composition of Ventura County residents, and the impacts affecting them that can be derived from social determinants of health, and specifically the physical environment where they live.
- There are several areas within Ventura County that warrant a specific focus for equity purposes, specifically in Oxnard and communities located along SR 126, SR-33, and SR 1. These areas have shown higher densities of vulnerable populations, increased health issues related to the built environment as well as higher mobility barriers.
- Targeted efforts were made to reach out to populations living in sensitive communities. Local partners such as Nyeland Promise played a central role in reaching out to these communities and engaging them. Working with trusted partners and meeting with the community at events that were family- and community-friendly are keys to receiving feedback from diverse community members.
- The engagement activities led with disadvantaged communities have highlighted a greater amount of mobility barriers among these populations, validating the mobility conditions analysis in Section 2.3. For instance, minority communities tend to live within communities where active transportation infrastructure is less extensive, often degraded, and less comfortable to navigate.
- Environmental Justice Areas are exposed to high auto and truck traffic volumes that cause impacts to health from air and noise pollution, as well as increased risk of crashes involving pedestrians and bicyclists, further exacerbated by insufficient protected active transportation infrastructure. The majority of total bike accidents (67 percent), as well as fatal and severe injury accidents (88 percent) occur on streets without bike lanes or bike paths.¹⁶

16. "Ventura County Bike Crashes 2013-2020". <https://www.arcgis.com/home/webmap/viewer.html?web-map=f8701267ddc64a238497766a8f66a2b0&extent=-119.4647,34.0787,-118.8797,34.3473>

- Collisions involving bicycles and pedestrians tend to be concentrated where traffic volumes are highest. However, volumes are expected to increase on roadways throughout the county, particularly around freeways and on major arterials. Deployment of additional protections for cyclists and pedestrians should be prioritized in sensitive communities (such as Environmental Justice Areas) that are more likely to be dependent on non-automotive travel, and where safety concerns and traffic volumes are projected to increase.
- Where Environmental Justice Areas overlap with High Quality Transit Areas, these areas could be further supported through first/last mile and active transportation improvements that make it easier to access transit, by fast-tracking increased service frequencies along routes that connect to Environmental Justice Areas (i.e. introducing transit signal priority), or by introducing additional mobility solutions such as flexible microtransit or personal mobility on demand that may be more useful than fixed-route bus service.
- In addition to more frequent transit service, transit dependent riders in equity focused communities could also benefit from amenities such as shelters at bus stops that provide protection during days with extreme heat.
- The usefulness of long-distance and regional transit routes (such as Metrolink and VCTC Intercity buses) may be limited where fixed route buses run infrequently or only during peak hours. Flexible microtransit or personal mobility on demand programs that operate within a zone could be explored by the County to provide service to communities with equity concerns.
- Learning where transit travels and how to coordinate trips can be difficult for riders due to the high number of individual transit providers operating in Ventura County. Coordinating efforts between transit partners would support increased access to opportunities among disadvantaged communities.

Chapter 7 discusses how each of the three future transportation network scenarios perform against a set of different metrics, which includes equity and the issues discussed in this chapter.



Chapter 6 – NEEDS



Photo Credit: <https://www.goventura.org/about/media-center/>

The Ventura County transportation system is intended to provide communities with a sustainable way to reach their destinations as efficiently as possible. The CTP identifies transportation and mobility needs addressed to create a sustainable transportation system for the future. Addressing these needs would balance health and safety, equity, and open space, while also serving daily trip demand in an effective way.

The CTP is intended to be a guiding document for planning the future of transportation and mobility in Ventura County to meet

community needs in partnership with local agencies through 2050. This chapter brings together the analysis presented in Chapters 2, 3, and 5 to summarize these needs, as well as opportunities to provide Ventura County residents with more mobility choices. Addressing these needs, challenges, and opportunities is the objective of the Preferred Plan and the Strategic Plan, presented in subsequent chapters, which together identify a set of specific transportation and mobility projects and programs to improve Ventura County's transportation network.

6.1

Previously Identified Needs

To supplement the needs identified within the CTP, previously identified needs from past planning efforts throughout the county were also considered. Plans reviewed include the VCTC 2013 Comprehensive Transportation Plan, the US 101 Communities Connected Plan, the Ventura County Freight Corridors Study, and the Coordinated Public Transit-Human Services Transportation Plan. The needs identified in these plans have been summarized below.

6.1.1 VCTC 2013 Comprehensive Transportation Plan

The 2013 CTP is a community-based policy document that provides a framework for Ventura County’s long-range transportation decisions. The vision of the Plan is to create “a connected and integrated transportation system that provides convenient, safe and accessible options. This system is inclusive of all community members and needs, balancing all interests. It is intended to be built from a sustainable plan that reflects local priorities.” The needs stemming from the plan are summarized below:

- Ventura County local roads present a need for investment in upkeep, maintenance, and increased capacity.
- Arterials and highways present a need for increased capacity.
- The regional public transportation system would benefit from agency consolidation to develop a more customer-focused approach.
- Improvements to active transportation modes are required to develop bikeable and walkable communities, such as a cross-county bicycle network and localized pedestrian amenities.
- Re-imagining revenue generation, funding, and development sources for projects is needed.
- Increased capacity on highways and arterials presents environmental challenges, especially related to freight and highway volumes. These challenges would need to be overcome through implementation of environmental and mitigation programs.

6.1.2 US 101 Communities Connected Plan

Initiated by SCAG, VCTC, and Caltrans, US 101 Communities Connected establishes the need for a shared vision and comprehensive plan for the US 101 corridor in Ventura County to connect the jurisdictions of Ventura, Oxnard, Camarillo, and Thousand Oaks. The US 101 corridor plays a central role in the vitality of Ventura County, as it connects diverse communities and businesses with coastal portions of California to the north and south. 101 Communities Connected seeks to foster a resilient, sustainable, and efficient transportation future to meeting the diverse needs of the adjacent communities. It also provides a roadmap for collaboration across jurisdictions and develops funding priorities for infrastructure investment to improve connectivity, reduce vehicle miles traveled, and better serve Ventura County. The needs identified in this plan are summarized below:

- US 101 is an important passenger and freight connector for the coastal communities of Ventura County. These disparate communities present a need for a collaborative and comprehensive transportation plan for a safe, equitable, resilient, sustainable and efficient future.
- The road networks present a need for improved vehicular and active mobility safety, as well as improved air quality along the corridor.
- The economically diverse communities along the corridor include people without access to personal motorized vehicles. There is, therefore, a need for expanded viable transportation options for car-light or car-free travel in the region.
- In order to improve transportation safety air quality and reduce VMT and traffic conditions stemming from single use motor vehicles, there is a need to focus development on multi-modal mobility.

- With a focus on environmental stewardship, improving access to increasingly better-preserved natural spaces is needed.

6.1.3 Ventura County Freight Corridors Study

The Ventura County Freight Corridors Study identifies and prioritizes the most significant freight corridors in Ventura County for safer, more efficient, and sustainable freight connections. The study also establishes an understanding of highway freight corridors in Ventura County to inform future highway planning and investment decisions. It will also assist the Port of Hueneme and Ventura County to move toward achieving State and regional emission reduction goals and increase social equity by planning for a goods movement system that is efficient but not disproportionately centralized around disadvantaged communities. The needs identified in this plan are summarized below:

- The movement of freight through Ventura County presents a need for developing safer, efficient, and sustainable corridors for both current and future development.
- There is a need to meet emission reduction goals by investing in multi-modal freight movement, including rail movement, while also considering the impact centralized corridors may have on Environmental Justice communities in the region.
- Future development in Ventura County needs to ensure the greatest sustainability benefit for the County's agricultural sector, economic competitiveness and growth, as well as human and environmental benefits.

6.1.4 Ventura County Coordinated Public Transit-Human Services Transportation Plan

The 2022 Coordinated Public Transit-Human Services Transportation Plan is an update of the Coordinated Plan for Fiscal Year 2016/2017. The plan examines changes in Ventura County's demographic and mobility landscape that highlights gaps in the coordination between Ventura County transit and human services. The needs identified in this plan are summarized below:

- There is a need to develop a coordinated transportation plan to accommodate the ever-changing nature of transportation such as service delivery, information dissemination, fare payment technology, and more.
- A special focus on vulnerable populations consisting of seniors, low-income, and disabled persons is needed to develop responses aimed at protecting and developing equitable access to new and affordable service innovations.
- Due to the various and often multiple sources of information resources for the different transportation options available for customers, there is a need for a centralized and coordinated information dissemination system.
- Mobility gaps arising out of inconsistent daily services, geographical gaps and schedule coordination need to be addressed.

6.2

Needs Identified Through Public Input and Regional Advisory Committee

Input from the community, the Regional Advisory Committee (RAC), and the topic-specific advisory committees was compiled from multiple rounds of community outreach and engagement, as well as the March

2022 Advisory Committee Survey results. The outreach and engagement activities reached thousands of community members through surveys, in-person pop-up events, digital emails and e-newsletters, and school-based community walk audits. The advisory committee survey was administered to six separate advisory committees to inform and advance the Ventura County CTP. For more information in public engagement, visit the Community Engagement Chapter. The needs stemming from community engagement efforts and survey results are presented below.

6.2.1 Community Engagement Summary

- Survey respondents showed that their preference in getting around Ventura County in the next 10 to 20 years included more use of bicycles, e-bikes, scooters, and electric vehicles.
- Survey respondents identified the greatest need for additional bike lanes, wider sidewalks, and housing located closer to transit.
- Survey respondents listed Safety, Emissions, and Climate as their highest-ranking goals for the CTP.
- Survey respondents ranked separated and expanded active transportation infrastructure, as well as affordable and flexible transit as their highest scoring improvements.
- Pop-up booth respondents highlighted the creation of separated and protected walking and bicycling paths as their top priority.
- Walk audit concerns noted by community members included a lack of sidewalks, broken sidewalks, speeding vehicles, a lack of shade trees, and a lack of benches or places to rest.
- Most open-ended public comments included requests for additional safer bike lanes and improved transit services.

6.2.2 Advisory Committee Survey Results

- For achieving the Balanced Transportation and Land Use Goal, most respondents mentioned a need for better local and county level coordination of transportation and land-use decisions, closely followed by introduction of flexible transit options and expansion of active mobility infrastructure. Ideas also included reductions to off-street parking minimums, locating new developments near transit stops, and providing connectivity to active transportation infrastructure.
- For the Emissions and Climate Goal, most respondents mentioned expansion of active transportation infrastructure as well as expanding and increasing EV public transit fleets and charging points.
- For achieving the Economic Prosperity Goal, an increase in accessibility to jobs and a reduction in household transportation costs were identified as primary needs.
- To achieve the Access and Choice Goal, primary needs identified were expanded frequent transit especially outside commute hours as well as expanding access to active mobility transportation. Respondents also identify a need to support transit with more amenities at stops and stations, as well as improvements to enhance a feeling of safety at these locations.
- For the Safety Goal, most respondents opted for incorporating separated active mobility infrastructure and a path towards Vision Zero.

6.3

Demographics

As highlighted in Chapters 2 and 3, Ventura County is a diverse region. Many residents within the county benefit from convenient access to employment, education, and recreational opportunities. However, the county is not without its challenges. Disadvantaged communities and communities of color located throughout the county disproportionately suffer from negative impacts. Among other factors, these impacts include noise pollution and a high-cost burden associated with their transportation and mobility.

6.3.1 Access to Employment Opportunity

Population density is highest in the urbanized areas of Oxnard, Ventura, and Camarillo. While Ventura County’s overall population is not projected to increase between now and 2050, there are pockets of growth forecast to occur in selected locations. Population growth from 2019 to 2050 is projected to occur in the cities located in the SR 126 corridor, including Santa Paula (+4%) and Fillmore (+9%), as well as the cities of Oxnard (+6%) and Moorpark (+3%).

In contrast to population density, employment density currently is highest along U.S Highway 101, and this corridor is also expected to see growth in employment density from 2019 to 2050. Oxnard (+4%), Camarillo (+0.4%), and Thousand Oaks (+3%) are all projected to see a rise in employment from 2019 to 2050.

In general, the cities of Ventura, Thousand Oaks, Oxnard, and Simi Valley hold the greatest share of total population and total employment in the county in the present day and in the future. As population density begins to increase in other regions of the County, efficient access to employment for all Ventura County residents is a key need in an effective and sustainable transportation network.

The RAC identified job creation and access to job opportunities as a key concern for quality-of-life in Ventura County. While the overall unemployment rate in Ventura County currently is low, the location of jobs and the corresponding affordable housing supply is not always in alignment. The greatest concentrations of unemployment are found in lower density regions of the county. These communities also tend to have the highest rates of linguistic isolation and comparatively lower levels of educational attainment. Ensuring communities with higher rates of unemployment have access to a sustainable transportation network that supports transit

and active transportation helps those seeking work to access more job opportunities and to reduce their transportation costs.

6.3.2 Needs in Communities of Color

Through the Fall 2021 Transportation Needs survey and the walk audits conducted in Spring 2022, there was a common theme from surveys and audits completed by Spanish-speaking residents to highlight needs related to sidewalk improvements, street crossings and crosswalks, and wayfinding while walking and bicycling. These types of improvements were also cited more often by Spanish-speaking respondents than by their English-speaking counterparts.

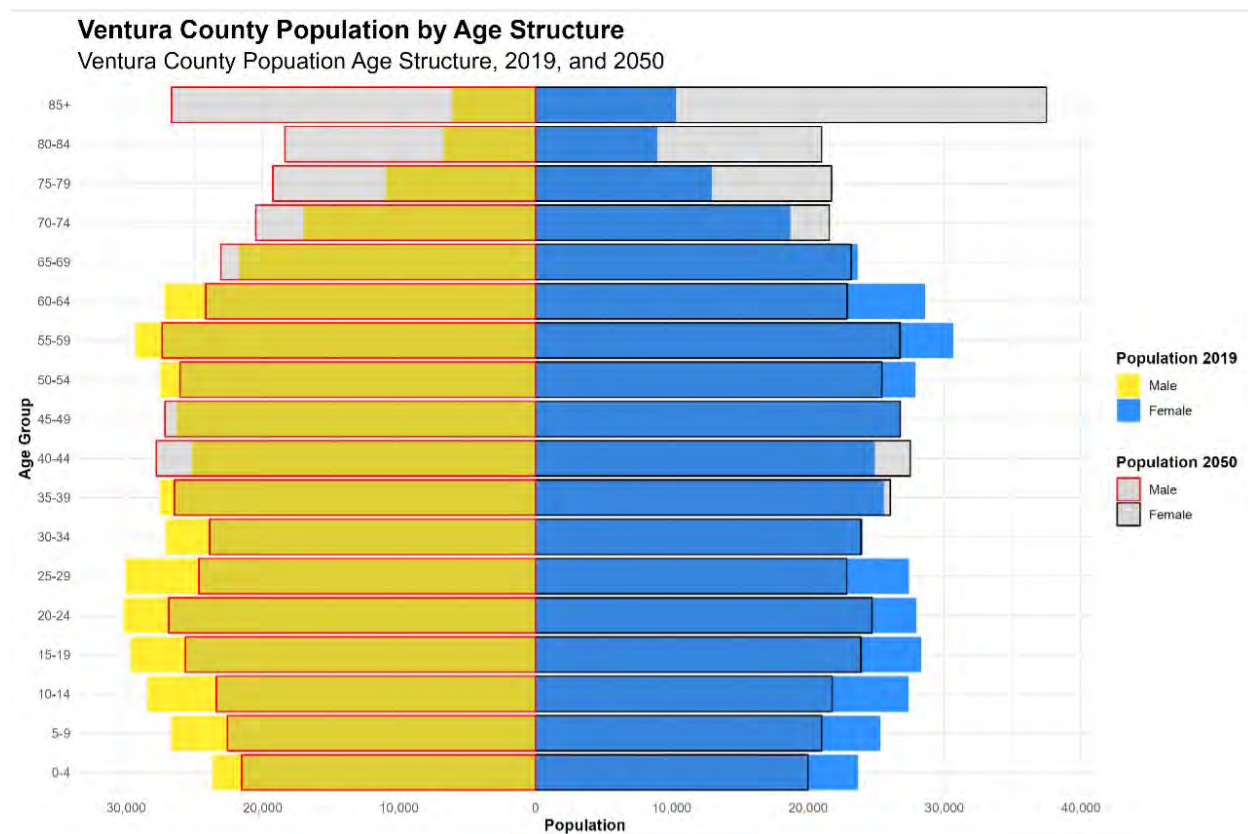
This input highlights a need for targeted interventions across Ventura County to improve active transportation infrastructure in neighborhoods where higher numbers of Spanish-speaking residents live. These communities are present particularly in Fillmore, Santa Paula, and Southeast Oxnard, as well as in the City of Ventura in the Ventura Avenue corridor and El Rio/ Nyeland Acres. These areas have the highest concentrations of non-English speaking, or English as a second-language residents. Possible strategies may include procuring multilingual transit signs throughout Ventura County, repairing and widening sidewalks, and improving crosswalks and street crossing locations, among others.

6.3.3 An Aging Population and its Impact on Transportation

Based on State of California Department of Finance data¹ projecting population by county, older adults will represent a higher percentage of the total population in Ventura County by 2050, as baby boomers enter their 70s and 80s (Figure 6-1). As people get older, they may drive less and are more likely to rely on transit, paratransit, and dial-a-ride services that allow them to access goods and services, such as shopping or medical care. They may also use curb-to-curb deliveries for groceries or other goods.

To address this change in demographics, VCTC and other transit agencies in Ventura County should look to expand transit service in strategic areas and supplement with flexible transit options that meet the needs of an older population. Flexible transit options would be beneficial in areas that are not currently served by fixed-route transit or existing demand-response services and routing can be determined based on customer demand. Current demand-response services may also need expansion and could follow a model similar to the East County Transit Alliance, which was designed specifically to extend travel outside of local dial-a-ride service areas in the region.

Figure 6-1: Ventura County Population by Age Structure



Source: State of California Department of Finance Projections

1. State of California Department of Finance Projections: dof.ca.gov/forecasting/demographics/projections/

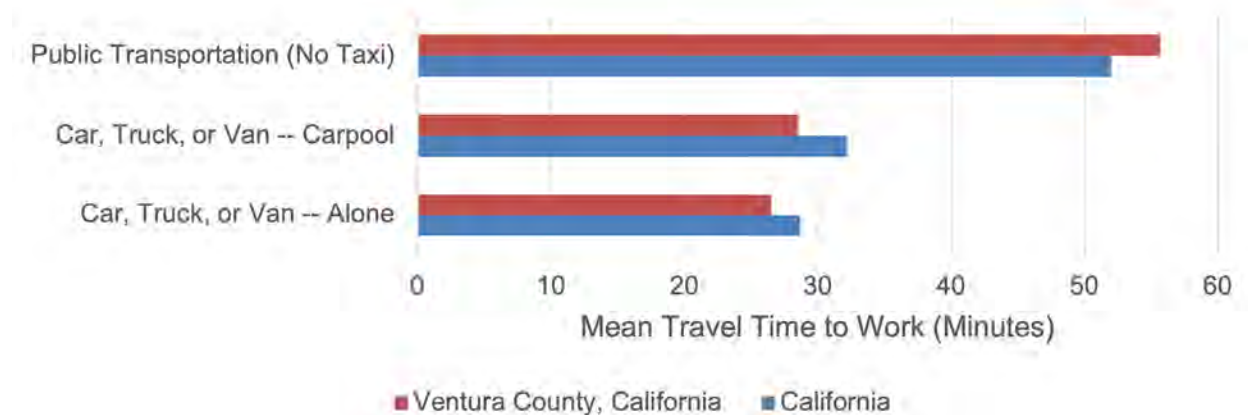
Coupled with a decrease in the county's population overall, an aging population may increase demand for transit services and create greater need for the development of more sustainable options for mobility. In the future, housing strategies designed for an aging population, including locating housing near healthcare, shopping, and other opportunities may also play a role in decreasing personal vehicle trips.

The forecast slow population growth may help to produce less VMT and place less strain on the transportation system into the future, but it may also make it more difficult to fulfill local General Plan policies that aim to create more efficient land use patterns. It is also possible that housing unit production could occur in a more low-density manner and exacerbate growth in VMT per capita.

6.3.4 Commute Time by Mode

According to the ACS 2020 5-year survey data, the average travel time to work for Ventura County employees is just under 27 minutes, which is less than the statewide figure at just under 30 minutes. Ventura County employees who take public transportation (no taxi) on average spend 55 minutes commuting. In Ventura County, those who carpool spend approximately 28 minutes commuting, and those who commute in a vehicle alone spend on average 27 minutes to get to work. The average commute time for public transit users in Ventura County is approximately double the commute time of a single occupancy vehicle commuter.

Figure 6-2: Commute Time By Mode



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2015-2019)

This disparity in travel time by mode, highlights a theme that also commonly appeared in community engagement efforts conducted to support the CTP development. There is a particular need for transit services in Ventura County to provide faster service, provide better connections between services, and run more frequently. While transit services would not

replace automobile trips, bringing average travel times closer between the two modes would allow for more competitive travel times for those residents who do not have access to a vehicle and depend on transit for their daily travel.

6.4

Land Use and Transportation Integration

Background

Land use policies and decisions hold the potential to have large regional impacts on transportation and employment. While VCTC has no land use authority beyond acting as the County's Airport Land Use Commission, VCTC has a set of tools to advise and encourage local agencies to plan for future land use that support multimodal transportation, reduction in vehicle miles traveled (VMT), and reduced reliance on single occupancy vehicle trips.

In 2020, the State of California began implementation of SB743, which changed the way Caltrans and local agencies evaluate the environmental impacts of transportation projects. Instead of measuring impacts through traffic level of service, which could only be mitigated through adding roadway capacity, impacts now consider vehicle miles traveled (VMT). This metric is more closely tied to vehicle emissions, rather than traffic operations, aligning project review with the State's climate mitigation and adaptation goals.

In response, VCTC updated the Ventura County Transportation Model (VCTM) to assist local jurisdictions to conduct VMT analysis for future development projects in accordance with SB743.

SB743 also promotes the expansion of high-quality transit areas (HQTA), which are key tools for future land use development in Ventura County to better support transit and other multimodal transportation modes. VCTC will continue to emphasize policies and strategies that reduce VMT in future Ventura County projects.

Ventura County Setting

Ventura County has a unique land use setting, featuring coastal and inland areas adjacent to the U.S. Highway 101, SR 1, and SR 118 corridors that have a diverse mix of land uses. Populated areas in the county are primarily focused in incorporated cities, accounting for 89% of Ventura County's population, with the remaining 11% living in unincorporated areas. Incorporated cities are also located in closer proximity to more frequent transit services and active transportation facilities compared to unincorporated areas.

Travel patterns in Ventura County are unique in that the highest traffic volumes countywide are focused along a single corridor, U.S. Highway 101. Significant segments of U.S. Highway 101 see bi-directional volumes over 32,000 vehicles in both the AM or PM peak period between Oxnard and the Los Angeles County line. The next highest volume is observed along SR 23 in Thousand Oaks, which sees a volume of over 20,000 vehicles in the AM and PM peak periods.

Land use development within Ventura County is guided by policies that protect agriculture and open space areas between more urbanized areas. These policies have been in effect since the adoption of the Guidelines for Orderly Development in 1969 and revised in 1996. The Guidelines state that urban development in unincorporated centers should only be allowed when an Area Plan has been adopted by the County. The Guidelines are also responsible for the separation of development patterns between cities in Ventura County. Land use patterns and transportation policy have contributed in part to cross jurisdiction commuting and a job-housing imbalance, which places high travel demands on the few corridors that connect different cities, most notably U.S. Highway 101.

These development patterns are reinforced through the voter approved Save Open Space and Agricultural Resources (SOAR) initiatives, which establish City Urban Restriction Boundary (CURB) lines around the cities in Ventura County. Moreover, SOAR initiatives require a majority vote to urbanize lands zoned for open space, agricultural or rural land uses. SOAR initiatives are active in every city and the unincorporated County except for Port Hueneme and Ojai. Unincorporated open space outside of Ojai's city limits and around the unincorporated communities of Meiners Oaks and Oak View is protected by the countywide SOAR initiative. In addition to the Guidelines for Orderly Development and SOAR ordinances, Greenbelt Agreements reinforce protections for open space and agriculture lands. Under a Greenbelt Agreement, cities agree not to annex any property within a greenbelt while the Board of Supervisors agrees to restrict development to uses consistent with existing zoning.

These initiatives have the potential to encourage and promote development patterns that are denser and more supportive of multimodal transportation. With new development restricted to occur within defined growth boundaries, there are opportunities to focus new development to occur along existing

and planned transit routes and corridors that have or are planned to have high quality active transportation infrastructure and/or High Quality Transit Areas. A key role for VCTC is to encourage local jurisdictions to work within the Guidelines for Orderly Development and SOAR initiatives, as well as their local land use policies and zoning guidelines, to facilitate these patterns of development that ultimately support a reduction in VMT.

Opportunities for Better Integration

Working with VCTC, local agencies have the opportunity to increase the presence of high-density housing and complementary commercial and employment uses in and adjacent to these areas and corridors to promote multimodal mobility and VMT reduction.

Key tools identified in the 2020 SCAG RTP/SCS include: High Quality Transit Areas, Neighborhood Mobility Areas – priority growth areas that provide convenient connections to schools, shopping, services, and parks, and Livable Corridors – which encourages local jurisdictions to plan and zone for increased density along key corridors in their communities.

SCAG's Regional Housing Needs Allocation (RHNA) forecasts approximately 10,299 new housing units (39.2%) to be built in Ventura County between 2019 and 2029 for very-low income and low-income residents. The development of employment centers and affordable residential areas should be harmonized to reduce travel time and travel distance for workers. According to SCAG, Ventura County's Low-Wage Jobs-Housing Fit is 1.62, which indicates that there is a concentration of low-wage jobs (e.g., earning \$1,250 a month or less) that accompanies the existing lack of affordable rentals for those employed in these jobs. Improving the job-housing balance may reduce transportation costs for workers and congestion across the county.

As part of the development of the CTP, the RAC noted that the General Plan land use elements of many jurisdictions in Ventura County do not adequately state policies and guidance for new land use development to integrate bike and walking infrastructure beyond recreational and commercial areas. While many jurisdictions do have standards for active transportation, a detailed uniform policy at the County level and across jurisdictions would be beneficial in promoting safe access for all modes for any existing or new land use development. New uniform standards that encourage existing and new developments to incorporate active transportation infrastructure and connections to public transit services would help integrate land use and transportation, as well as assist in reducing vehicle trips and VMT.

6.5

Roadways/ Freeways

The roadway network in Ventura County is denser in the southern portions of the County. Within the southern portion of Ventura County, U.S. Highway 101 serves as the backbone of Ventura County's transportation system, as it carries a large number of people and goods every day. U.S Highway 101 is an east (southbound) – west (northbound) freeway that connects the cities of Thousand Oaks, Camarillo, Oxnard, and Ventura. Beyond Ventura County, U.S. Highway 101 connects to Carpinteria and Santa Barbara in Santa Barbara County in the northwest, and Westlake Village, the San Fernando Valley and greater Los Angeles in Los Angeles County to the southeast. Other major highways include SR 118, which connects Moorpark and Simi Valley to Los Angeles County to the east and coastal portions of Ventura County to the west, and SR 126, which provides an east-west connection through central county, linking coastal communities in Ventura with Santa Paula and Fillmore.

In addition to U.S. Highway 101, Ventura County features eight State Routes, which are captured in the following table.

Table 6-3: Ventura County State Highways

STATE ROUTE	START	END	CONNECTING JURISDICTIONS
SR 1	LA County (Malibu)	U.S. Highway 101	Oxnard, Port Hueneme
SR 23	SR 118	U.S. Highway 101	Moorpark, Thousand Oaks
SR 33	Santa Barbara County	U.S. Highway 101	Oak View, Mira Monte, Ojai, Ventura
SR 34	SR 118	SR 1	Somis, Camarillo, Oxnard
SR 118	LA County (San Fernando Valley)	SR 126	Saticoy, Somis, Moorpark, Simi Valley
SR 126	LA County (Castaic)	U.S. Highway 101	Piru, Fillmore, Santa Paula, Ventura
SR 150	Santa Barbara County	SR 126	Mira Monte, Ojai, Santa Paula
SR 232	SR 118	U.S. Highway 101	El Rio, Oxnard

Six of the eight State Routes connect to U.S. Highway 101, emphasizing the importance of U.S. Highway 101 as the major transportation corridor in Ventura County.

The locations of incorporated cities and State Routes follow the unique topography of central and southern Ventura County. Some incorporated cities feature a partial grid-like pattern for arterial streets, such as Ventura, Oxnard, and Simi Valley. Secondary and local streets generally are curvilinear streets, especially within residential areas.

The County of Ventura Public Works Agency Multi-Year Pavement Plan (FY 2022-2026) provides pavement condition index (PCI) data use to evaluate pavement conditions of roadways. In Ventura County, 80% of roads are in good condition. Of the remaining roadways, 14% are in fair condition, 5% are in poor condition, and 1% are in failing condition. The Multi-Year Pavement Plan has noted portions of Carmel Drive, Lewis Road, Laguna Drive, Lockwood Valley Road, among other smaller corridors, as Priority 1 segments for pavement upgrades.

U.S. Highway 101

As the major transportation corridor in Ventura County, the U.S. Highway 101 Communities Connected Study highlighted numerous infrastructure improvements along the corridor to benefit vehicular travel, through projects related to:

- Auxiliary lanes
- Bridge improvements
- Capacity enhancements
- Grade separation
- HOV lanes
- Interchange improvements
- Intersection improvements
- Intelligent Transportation Systems (ITS)

In addition to vehicular benefits, U.S. Highway 101 non-roadway projects to benefit transit, passenger rail, and active transportation users were also considered to support the multimodal transportation system adjacent to the corridor. These non-roadway projects

were categorized as capital and demonstration projects, passenger rail projects, active transportation, travel demand management, and others.

The US 101 Communities Connected Study describes that the current set of funded transportation projects is insufficient in meeting future transportation demand, which would result in increased travel times, limited multi-modal network connectivity, and unsafe roadways. Continued reliance on private vehicles could also result in a negative effect on the region's public health and economic progress. Lengthy commutes, lack of multimodal travel options, and lack of affordable housing may result in workers denying job opportunities, stifling regional job growth.

The report also highlights the need to consider the following elements working in unison to build a robust multimodal transportation network cultivating a sustainable transportation network in the future:

- Land use planning ordinances, policies, and guidelines
- Planning for population and job growth in urbanized areas
- Planning for a growth in travel volumes and congestion
- Planned transit and active transportation improvements

Remote Work and Telecommuting

The COVID-19 pandemic has created a permanent shift in workplace dynamics now and into the future. Since 2020, a greater percentage of workers have shifted to work from home, eliminating a significant number of traffic volumes in the peak periods from Ventura County freeways. The American Community Survey (ACS) shows a sharp increase in work-from-home percentage within their 5-year estimates between 2019 to 2021. The ACS shows a rise in work-from-home from 6.2% (2019) to 18% (2021). This shift to more

prominent work-from-home statistics reduces traffic congestion and volume in the short-term, while longer-term effects are unknown. Capitalizing on reduced peak hour trips today by implementing new active transportation projects and work-from-home incentives would create a more permanent shift in travel demand in Ventura County.

Incidents and Traffic Congestion

Freeway and roadway operations can be impacted by capacity issues, as well as by traffic incidents, which can contribute to significant vehicle traffic delays along individual routes and surrounding areas. Although the limits of lane capacity are an important factor in bottlenecking, the Transportation Disruption and Disaster Statistics from the Regional Integrated Transportation Information System (RITIS) indicates that 16 percent of highway congestion in Ventura County is incident-related, such as stalled vehicles, collisions, and road obstructions. The ensuing congestion results in traveler delays, increased fuel consumption, lost productivity, and additional crashes. Projects and programs which reduce or mitigate the impact of incidents, such as operational improvements or investments in expanding Service Authority for Freeway Emergencies (SAFE) programs (Freeway Service Patrol), may have a substantial benefit for reducing congestion on Ventura County highways.

6.6

Transit

As highlighted in Chapter 2, transit ridership in Ventura County has declined, a trend that has been experienced nationwide and further exacerbated by the COVID-19 pandemic. While this trend has been attributed to increased rates of car ownership and lower gas prices before 2020 and stay-at-home orders at the beginning of the pandemic, ridership has been slow to recover as the country has emerged from the pandemic. Reversing this trend is an ongoing challenge as remote work has increased, making it difficult for transit agencies to rebuild ridership, especially on routes that relied on white-collar commuters, such as the Metrolink regional rail service into Los Angeles. Additionally, some workers have relocated, and travel patterns have shifted. Farebox recovery rates have also declined for the transit operators in the county. Since fares are a primary mode of revenue generation, it is important that farebox recovery rates improve as well to maintain the viability of transit services.

Survey respondents and RAC members noted several potential opportunities to improve transit ridership across the county, including:

- Faster and more frequent bus trips;
- Intermodal connections between buses, rail, and active transportation;
- Providing services outside “normal” working hours to allow for public and active transportation to social and community activities, rather than just to employment areas;
- The addition of express bus and rail services;
- Affordable transit fares

6.6.1 Transit Propensity and High-Quality Transit

Determining transit propensity, which identifies how likely someone is to use transit, is based on several demographic factors, including low-income populations, youth, seniors, those with disabilities, limited English proficiency, and limited or no access to a vehicle. In Ventura County, the people who have a higher propensity of transit use are more likely to live in the most densely populated areas of the county (Figure 6-3). Generally, this aligns with areas that currently have access to fixed-route transit or dial-a-ride services.

Paratransit Services

In addition to fixed-route service, each of the transit providers (except for Kanan Shuttle and Ojai Trolley) offer dial-a-ride paratransit programs which operate on a reservation basis. Gold Coast Transit District operates ACCESS paratransit, serving the cities of Ojai, Oxnard, Port Hueneme, Ventura, and other nearby unincorporated areas. Valley Express operates fixed route, ADA-paratransit, and public dial-a-ride service throughout the Heritage Valley, within the cities of Santa Paula, Fillmore, and the unincorporated community of Piru. The East County Transit Alliance offers CONNECT Dial-a-Ride, operating in most of eastern Ventura County including the cities of Moorpark, Simi Valley, Thousand Oaks, and many unincorporated communities.

Areas that could benefit from additional transit service or expanded dial-a-ride service areas include the El Rio and Nyland Acres neighborhoods in Oxnard and along Ventura Avenue, as well as areas in Ojai, Moorpark, and along State Route 126 in Santa Paula.

High-Quality Transit Areas

HQTAs are located within a half-mile of rail stations and well-serviced bus transit stops with 15-minute or better service frequency during peak commute hours. The new approach to address VMT through SB743 incentivizes the expansion of HQTAs as a means of reducing VMT, by concentrating future development near existing and planned transit hubs. HQTAs highlight the connection between frequent transit services, supporting land use, and reduced VMT. These areas are intended to promote higher-density development patterns, which in turn support more frequent transit services and reduce reliance on automobiles for trip making. The new approach to measuring transportation impacts using VMT, as discussed in Section 6.1.3, incentivizes the expansion of HQTAs in Ventura County and throughout California and should be coordinated with transit and land use improvements that include improving headways, expanding service, and concentrating future housing development near transit hubs, to reduce overall VMT. HQTAs provide convenient access to frequent transit service, which can make transit a more attractive and reliable commute option. This can lead to an increase in transit ridership and decrease in VMT. Observed VMT per capita is lower within HQTAs in Ventura County. The current HQTAs in Ventura County are shown in Figure 6-4 and are located around transit stops servicing multiple transit lines, in Ventura, Oxnard, Camarillo, Moorpark, and Simi Valley.

Figure 6-3: Transit Propensity

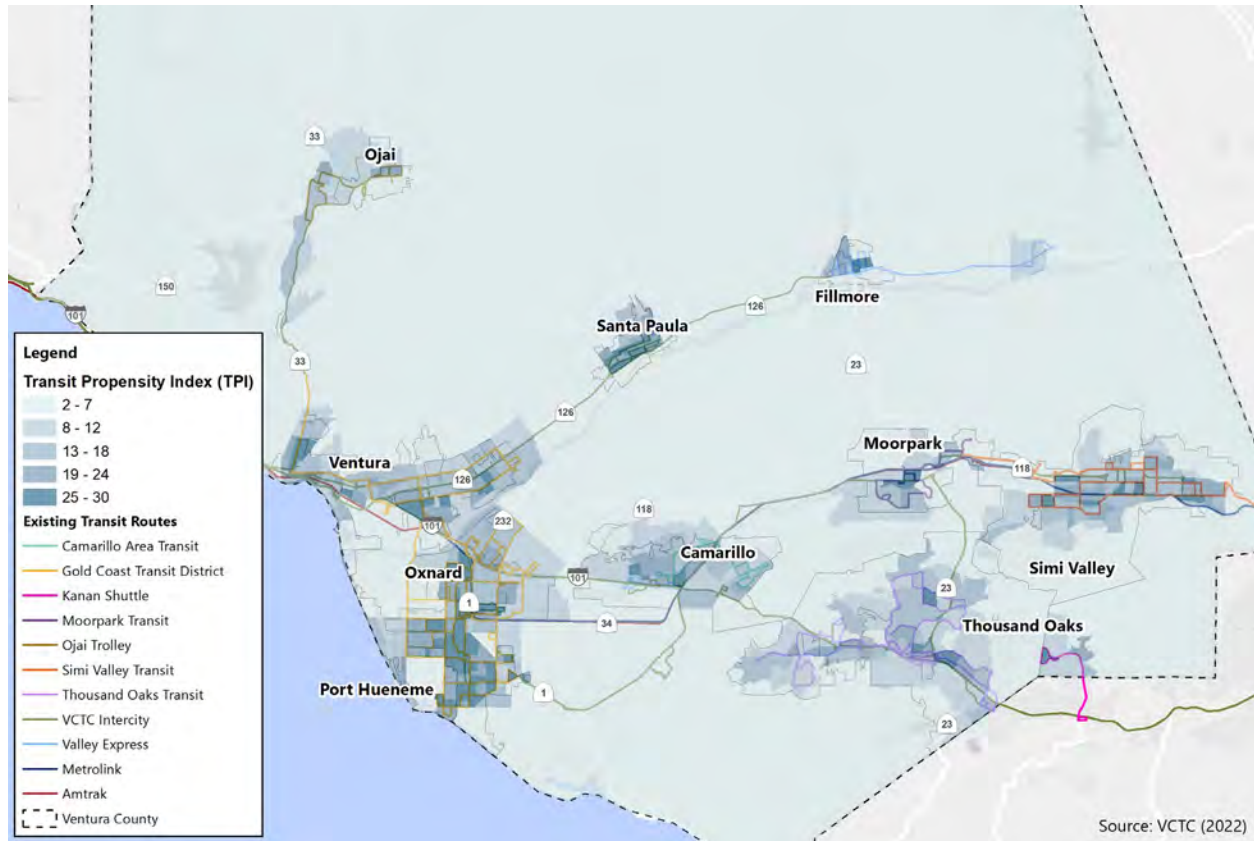


Figure 6-4: HQTAs in Ventura County

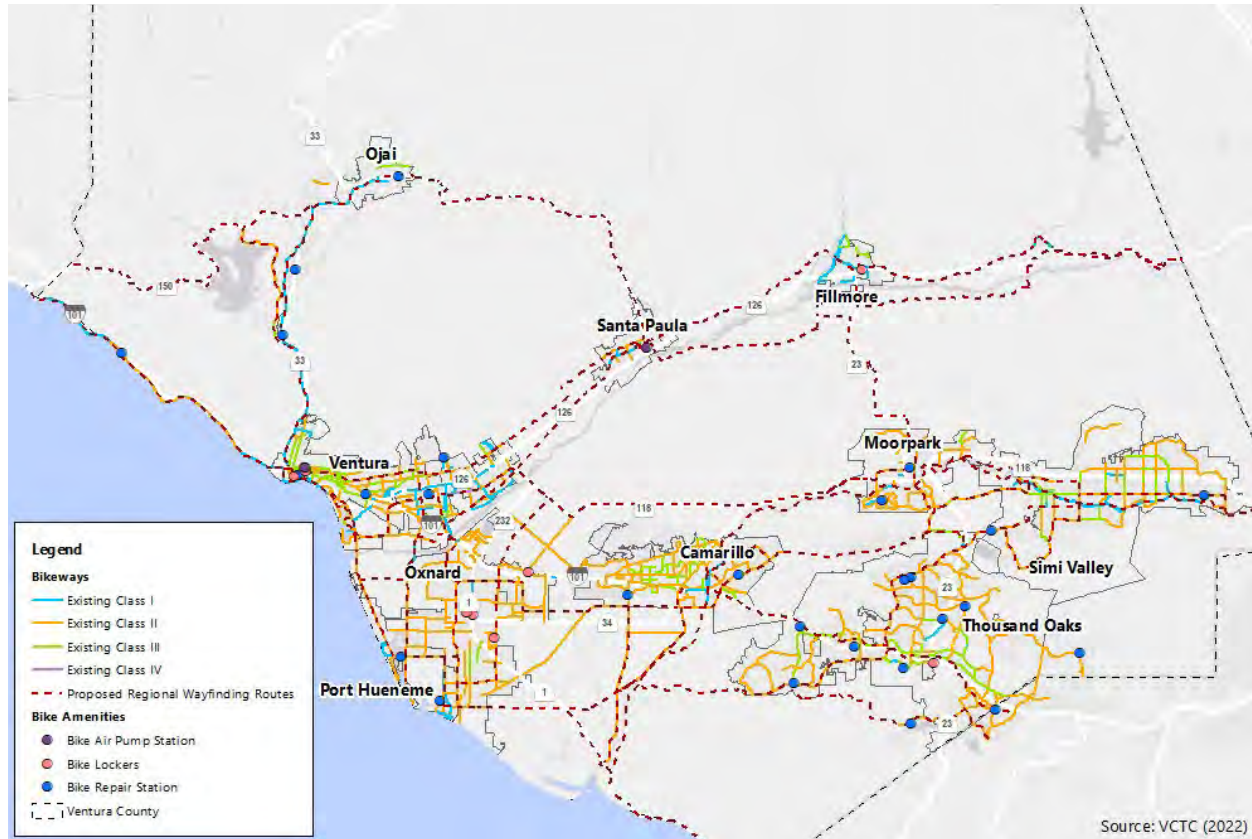


6.7

Active Transportation

Chapter 2 highlights that the existing bicycle network in Ventura County is fragmented and generally concentrated within local jurisdictions, with few connections between cities. VCTC's Ventura County Regional Bicycle Wayfinding Plan (2017) identifies 17 regional bicycle routes that provide and enhance regional bicycle connectivity. Figure 6-5 illustrates existing bicycle facilities and proposed wayfinding routes between cities.

Figure 6-5: Existing Bicycle Infrastructure and Proposed Wayfinding Routes



Source: VCTC (2022)

While Class II bike lanes and Class I bike paths exist along some of these regional routes, opportunities are available to expand and complete the proposed regional wayfinding routes between the cities and create a more complete network. This would especially be helpful in areas lacking regional connections, including the east county and northernmost cities (Fillmore, Moorpark, Santa Paula, and Ojai). Enhancing local bikeways may also include the addition of more bike air pump stations, bike lockers, and bike repair stations. These additions are important to improving the experience of users and have the potential to increase participation in active transportation.

As highlighted in Chapter 4, several respondents to the Fall 2021 CTP Transportation Needs survey and members of the RAC both highlighted bicyclist and pedestrian safety as a central concern for bike facilities and sidewalks. Chapter 2 highlights collision density across the county and how collision density overlaps with disadvantaged communities. Improvements may include

adding protected bike lanes and pedestrian areas, maintaining existing bike infrastructure and sidewalks, and improving lighting.

Active transportation improvements, both for bicyclists and pedestrians, can also be beneficial as the benefits realized in terms of mobility, access to recreational opportunities, and health improvements typically positively outweigh the cost to implement these types of improvements.

In addition to the recommendations contained in the 2017 Regional Bikeway Wayfinding Plan, there is also an opportunity to provide multilingual bicycle wayfinding signage throughout Ventura County. Survey respondents further noted that some bike lanes end unpredictably, or are not well marked, leading to conflicts over the use of the road with drivers. Improving the maintenance, wayfinding and signage of these paths may improve the experience of bikers throughout the county.

6.7.2 Bicycle-Pedestrian Propensity Analysis

To help define focus or priority areas, a Geographic Information Systems (GIS) Bicycle-Pedestrian Propensity Model (BPPM) was developed, considering various analysis inputs, to establish where bicyclists and pedestrians are most likely to be, either currently or if improvements were to be made. The BPPM is composed of three sub-models: Attractor, Generator, and Barrier Models. These three sub-models are then combined to create the composite BPPM.

Attractors are essentially activity centers known to attract bicyclists and pedestrians. Examples include schools, parks, transit stops, and shopping centers. Generators are developed from demographic data and estimate potential pedestrian and bicyclist volume based on how many people live and work within the study area. Examples of generators are population density, employment density, primary mode of transportation to work and vehicle ownership. Barriers are features likely to discourage or detract people from bicycling or walking. These are generally physical limitations, such as major truck corridors like SR 118, which often are areas with high numbers of bicycle-related collisions.

This initial composite map is a first take on a propensity model to highlight the densities of attractors, prioritizing populations that use non-motorized modes of transportation and have high rates of bicycle and pedestrian collisions. The intent of this exercise is to provide a tool to begin conversations for the community engagement phases, to prioritize resident needs and to further refine the model for upcoming active transportation recommendations.

Summary of BPPM Results

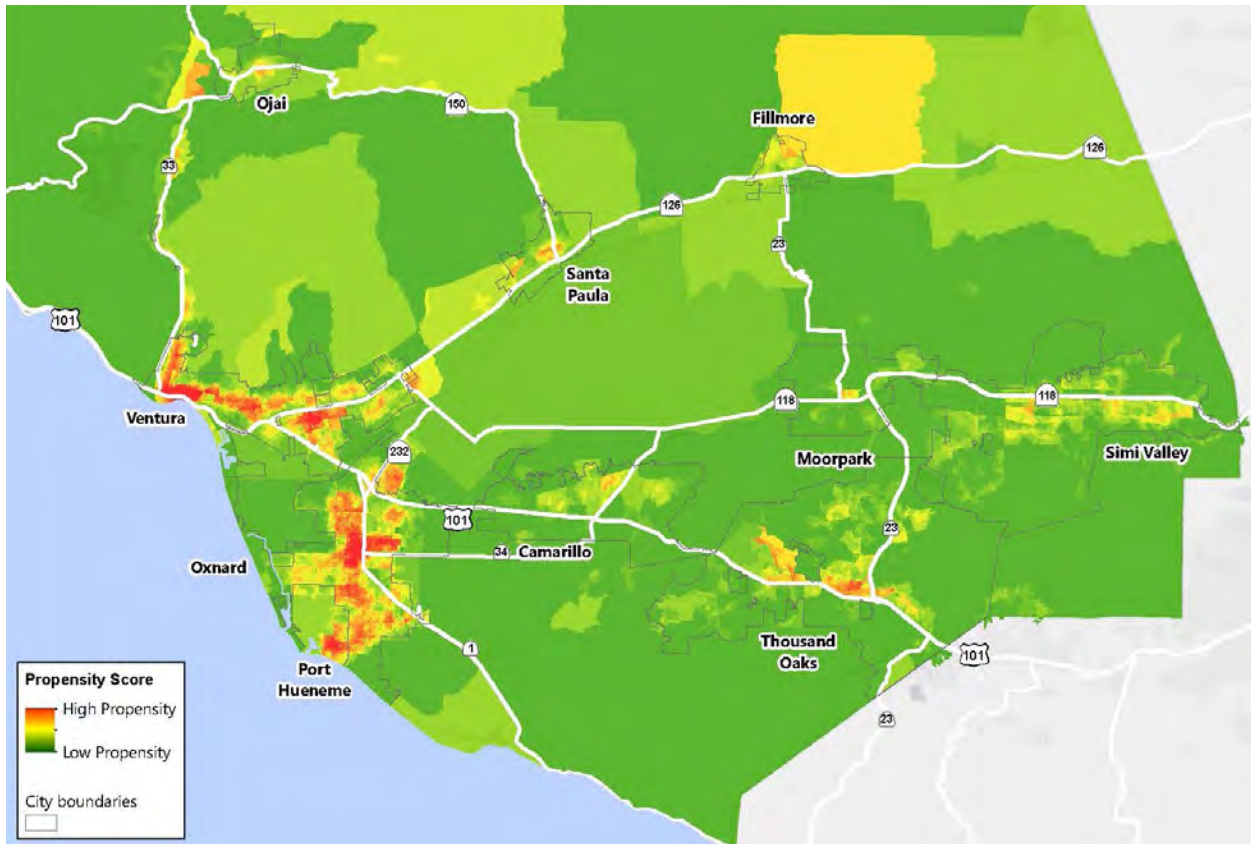
The BPPM analysis resulted in the identification of three high propensity regions around the cities of Ventura, Oxnard, and Port Hueneme. The City of Ventura includes in two high propensity areas, one in western Ventura, particularly in the downtown area and another in central Ventura between U.S. Highway 101 and SR 126. The City of Oxnard has the second highest propensity area north of the intersection of SR 1 and SR 34. Port Hueneme has the third highest propensity area near the neighborhoods of Hueneme Road and Ventura Road.

While these areas of the county do have existing bicycle infrastructure in place, these facilities are primarily local in nature and provide a limited number of connections across jurisdictional boundaries. This condition limits the ability of residents in these higher propensity areas to access key destinations like areas of employment, schools, and shopping, unless these destinations are in proximity to their place of residence. Facilitating connections between higher propensity areas is important to promote and facilitate travel by active transportation modes for a greater number of trip purposes.

Outside of these three higher propensity areas, the analysis identifies pockets of higher propensity for walking and bicycling in numerous other areas around the county. Each of the 10 cities in the county has their own high propensity area for walking and bicycling and the information presented in Figure 6-6 can help local jurisdictions prioritize where to invest in walking and bicycling projects and how to connect areas of higher propensity within their jurisdiction and between jurisdictions.

This analysis also informed the identification of bicycle and pedestrian projects identified as part of Scenario B in Chapter 7.

Figure 6-6: Bicycle and Pedestrian Propensity Model Analysis Results



6.8

Shared Mobility

The last 10 years have seen radical changes in how people choose to travel and move around their communities. The introduction and expansion of the “sharing economy” has had a profound influence on mobility, not only in Ventura County, but across the region and country. ACS 2020 5-year survey data shows that carpooling to work is utilized by 10.2% of Ventura County commuters, 0.2% greater than statewide, and 1.3% greater than the nationwide average. Key elements of the sharing economy include:

- Increased access to smartphones: these devices provide individuals with access to real time information, GPS location, and applications that connect to a variety of mobility services.
- New mobility solutions and suppliers: from car sharing to ridesharing to scooter sharing, a range of different new mobility technology companies have emerged in the past decade to offer a range of mobility services that are changing the way people travel.

- Advancements in technology related to mobility: electric mobility devices (scooters, bicycles, etc.) and connected and autonomous vehicles are changing how people travel and what modes of transportation are available and convenient to them. These technologies also influence the types of mobility services provided by both the private and public sector.

Many of these shared mobility services are deployed and operated by private sector companies. Public agencies have jurisdiction to relate these services and the ability to coordinate with the private providers to plan and target implementation of services.

All three services – micromobility, microtransit, and rideshare – hold promise to help reduce vehicle trips and VMT. If implemented, new or expanded shared mobility solutions would improve access and mobility for all residents. An overview of different services is provided below.

6.8.1 Micromobility

Micromobility devices include scooters and bicycles, many of which are electrically powered. In recent years, private operators have created companies centered around providing shared micromobility devices for general public use. Users access, pay for, and “unlock” the devices using a smartphone app. Current private shared micromobility operators include companies such as Bird and Lime.

Shared micromobility devices are typically deployed in more dense, urban areas that experience a larger share of short distance trips. Introduction of micromobility options provides another mobility option for Ventura County residents and visitors and may ultimately be useful in replacing shorter vehicle trips.

In Ventura County, micromobility options may have a role as a solution to the first/last mile gap. Deployment of intermodal strategies, or one that integrates micromobility with public transit services by purchasing one ticket/ pass for both modes of transit, may be effective reducing vehicle trips and VMT. Beyond commuting and errands, access to micromobility may also help reduce leisure-based vehicle trips. In some cases, micromobility has also helped reduce congestion, emissions, and noise pollution.

Micromobility is relatively untested in Ventura County, and some jurisdictions have banned deployment of shared devices. In jurisdictions where shared devices are not banned, a regulated pilot study would be helpful in determining if micromobility could be an effective or popular access mode within denser areas like Downtown Oxnard/ Oxnard Transit Center, beach areas, and/or near higher education campuses. A pilot program could also help VCTC and local agencies better understand where and how often residents are traveling for short trips, which would be useful in determining how to advance

active transportation in Ventura County, even if micromobility services are unsuccessful.

Key planning considerations for shared micromobility include storage of the devices when not in use, the provision of adequate and safe active transportation infrastructure, and user and driver education to avoid conflicts with automobiles, pedestrians, and traditional cyclists.

Beyond these shared micromobility offerings, electrically powered personal scooters and bicycles are becoming more common in the active transportation market. Individually owned devices like these provide users with the ability to travel longer distances in less time compared to traditional, human-powered scooters and bicycles. As with shared devices, personal e-scooters and e-bicycles can provide individuals with a convenient alternative mode of transportation, and one that helps

6.8.2 Microtransit

Microtransit services can be operated by public or private providers. These services are commonly characterized by use of smaller vehicles (vans or small buses), the ability for riders to request rides via smartphone app or phone call, the provision of service in a defined zone as opposed to along a specific route with specific frequency, and service between designated points as opposed to door-to-door like rideshare or for-hire vehicles.

Key attributes for microtransit services are the ability of these services to replace higher cost fixed route transit service in lower density and lower demand corridors, offering more flexible services that could appeal to non-transit users, and increasing a provider's ability to serve specific zones, areas, and destinations with more direct service than what is possible with traditional fixed-route transit.

The low-density development patterns, single use zoning and development patterns, and limited numbers of roadway connections between cities and communities present in Ventura County are all attributes that would typically support the deployment of microtransit service as an alternative to or replacement for fixed route transit services. A key challenge would be balancing the use of additional vehicles with the cost of vehicle acquisition and operation (particularly the costs associated with additional drivers).

The City of Moorpark launched a 3-year pilot mobility program "MCT On Demand" in 2022 to provide on-demand rideshare services within the city. The purpose of the program is to explore the feasibility of replacing portions of the City's fixed route bus service with a more flexible and efficient service for the City's residents. The service includes "virtual stops" to allow pick up and drop offs to operate more efficiently. The results of Moorpark's pilot program will be integrated into future microtransit planning in Ventura County.

6.8.3 Rideshare and for Hire Vehicles

Transportation Network Companies (TNCs) including Uber and Lyft offer shared ride services in Ventura County and throughout the region. To use these services, customers request rides via a smartphone app, and the rideshare provider offers them a door-to-door service that may or may not involve a solo ride. While many of the rides provided by these companies are requested by individuals for personal trip purposes, selected cities and transit agencies have partnered with Uber and Lyft to have rideshare services provide a quasi-transit service that can replace or supplement traditional transit services and first/last mile connections to transit stops and stations.

For personal trip purposes, rideshare services are not unlike personal vehicle use in terms of vehicle trip generation, VMT, and emissions. Carpool offerings from providers (such as Uber Pool and Lyft Line) have the potential to reduce vehicle trips and VMT, while partnerships for first/last mile connections and microtransit service offerings can further reduce the trip impact of these services.

Another primary benefit of these services is their ability to offer access to a vehicle trip for individuals or families who may not have access to a personal vehicle. In these cases where an individual uses the rideshare service as one of a menu of services (which could include transit, walking/biking, micromobility), ownership and use of a personal vehicle becomes less of a requirement and more of a choice.

6.9

Safety

Improving transportation network safety relates to reducing collisions and injuries for all modes of transportation, including vehicles on freeways and roadways, rail and freight services, transit, and active transportation. A safer transportation network, especially for multimodal modes, can help to encourage increases in walking and bicycling. This can also advance efforts to achieve reduced emissions goals, while enhancing public health, and improving access to mobility options for disadvantaged communities.

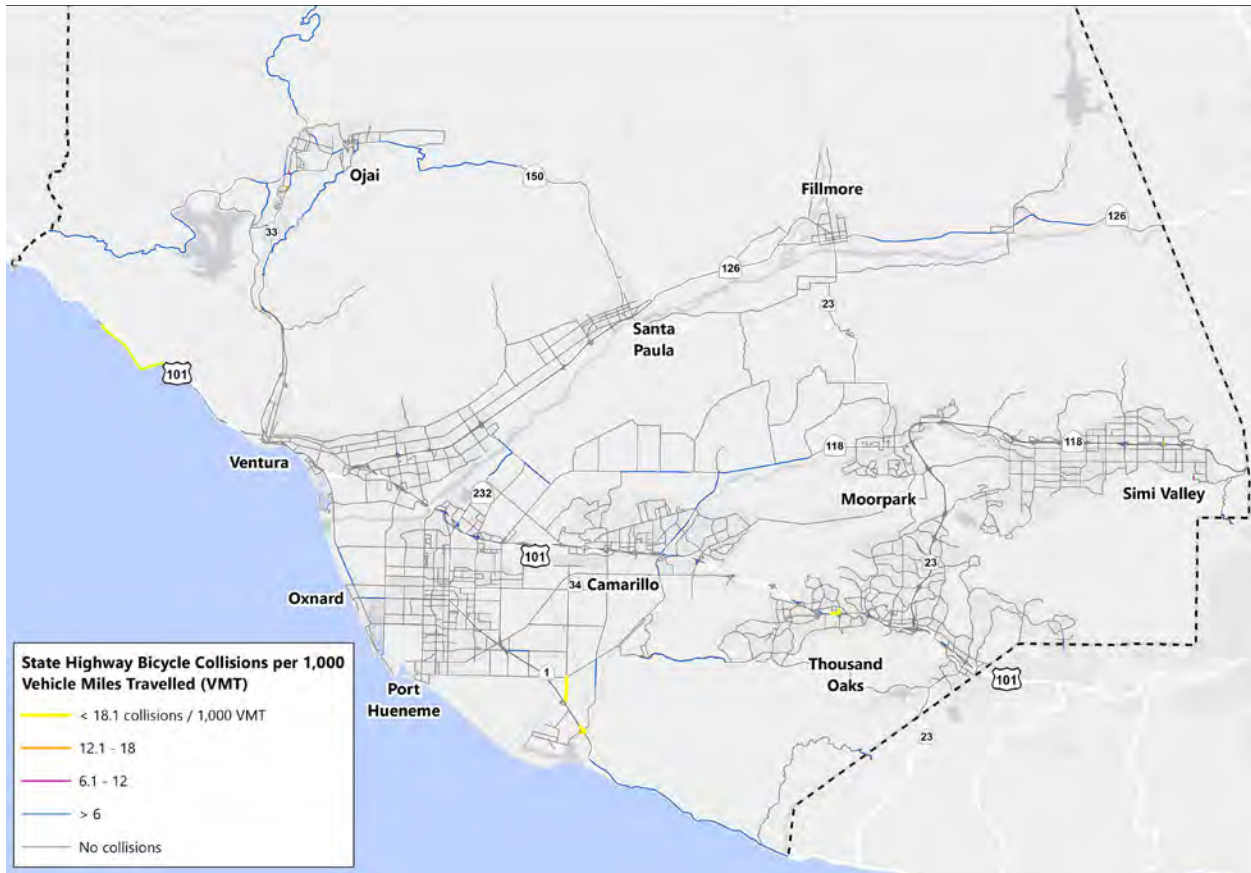
Safety at bus stops, on sidewalks, and on bike trails was highlighted as a central concern for RAC members and respondents to the Fall 2021 needs survey. Both groups identified improved lighting on sidewalks and maintenance of bus stops and shelters—including the addition of benches, an enclosed shelter at stops where they are not currently present, and the addition of NextBus information—as areas of improvement.

In addition to the provision of additional bicycle infrastructure, bicycle facilities must be safe and provide bicyclists with protection from vehicle traffic. Collisions involving bicyclists are generally concentrated in the areas with the highest traffic volumes and greatest population density. Areas of particularly greater numbers of collisions include north of U.S. 101 in Ventura, the areas on either side of Rice Avenue / State Route 1 in Oxnard, the areas surrounding the intersection of U.S. 101 and State Route 23 in Thousand Oaks, and the area south of State Route 118 in Simi Valley. Normalized fatality and severe injury collisions on the Ventura County highway network indicate that many of the rural segments present safety challenges which connect back to projects such as the SR118.

As illustrated in Figures 6-7 and 6-8, the areas with the highest number of collisions involving bicyclists roughly mirror those with the greatest number of automobile collisions, which

could potentially indicate areas with unsafe infrastructure for bicyclists and pedestrians. Approximately 67% of total bike accidents and 88% of fatal and severe injury accidents occur on streets without bike lanes or bike paths in Ventura County. As transportation improvements are planned for Ventura County, the most dangerous streets should be prioritized for treatments that can improve the safety of all travelers. This is especially important for encouraging a mode shift from private automobiles to active transportation and public transit, as people will be unlikely to opt out of using cars if they do not feel safe.

Figure 6-7: Bicyclist Fatality & Severe Injury Hotspots



Source: VCTC (2022)

6.10

Passenger Aviation

According to the 2020 SCAG RTP/SCS Connect SoCal, Ventura County is estimated to have generated air passenger demand equivalent to 2.82 million annual passengers (MAP) in 2017. This is compared to a total air passenger demand of 110.17 MAP across the SCAG region. SCAG's most recent Year 2045 forecast of commercial aviation air passenger traffic for the full region is 197.14 MAP. Assuming Ventura County's share of regional air passenger demand remains similar to the existing condition (~2.56%), the Year 2045 forecast air passenger demand originating in Ventura County would be 5.05 MAP.

No commercial passenger aviation services are currently provided in Ventura County.

General purpose, non-commercial aviation airports operating in Ventura County today include:

- Oxnard Airport
- Camarillo Airport
- Santa Paula Airport

Oxnard and Camarillo Airports are owned and operated by the County of Ventura Department of Aviation. Santa Paula Airport is privately owned. Naval Base Ventura County Point Mugu is a military airfield also located in Ventura County adjacent to SR 1 and southeast of Oxnard.

Within the SCAG region, there are seven existing commercial aviation airports and 30 reliever and general aviation airports. A total of sixteen airports in the SCAG region² are designated by the Federal Aviation Administration (FAA) as reliever airports, which means that they could provide congestion relief for any of the commercial service airports in the region. Camarillo Airport is one of the designated reliever airports that is identified as being capable of serving commercial aviation flights in the future.

Ventura County is the only county in the six county SCAG region without a commercial aviation airport. While there have been off and on discussions related to the provision of commercial passenger aviation services in Ventura County, no active proposals are currently under consideration.

Today, residents in Ventura County typically travel to one of three existing commercial airports located in adjacent counties: Santa Barbara Airport (SBA), Los Angeles International Airport (LAX), and Hollywood Burbank Airport (BUR). Ground transportation options for travel to these airports consists of private vehicles, airport shuttles, taxis, and rideshare vehicles. Hollywood Burbank Airport is accessible from Ventura County by Metrolink regional rail and Amtrak intercity rail service with a stop adjacent to the airport property.

While the air passenger demand generated by Ventura County represents a small fraction of the total demand generated throughout the SCAG region (2.56%), the distances required for residents in the county to travel to one of the three closest commercial airports results in a more substantial contribution to the county's overall generation of VMT. Using Camarillo Airport as a reasonable representation of a central point in the county, travel distances to the three closest airports range from 48 miles to Hollywood Burbank Airport to 53 miles to Santa Barbara Airport, and 56 miles to Los Angeles International Airport. Each represents a significant round trip travel distance for vehicle trips.

In the absence of the introduction of commercial aviation services in Ventura County, or in addition to this service to serve traffic associated with longer distance and international flights, there are strategies available to reduce the VMT impact of airport ground traffic. These could include:

- Expansion of existing airport shuttle services operating to/from Ventura County.
- Introduction of fly-away bus service connections from Ventura County to LAX and other airports.
- Coordination with Metrolink and Amtrak to incentivize use of rail services to travel to Hollywood Burbank Airport (located along the Ventura County Line) and LAX via the Union Station Flyaway bus service.

VCTC will continue to serve as the Airport Land Use Commission for Ventura County and support the Department of Airports in their efforts related to passenger aviation in Ventura County as appropriate. A study on aviation feasibility, economic benefits, and environmental impacts would help determine the viability of commercial aviation in Ventura County.

6.11

Goods Movement

Freight movement in Ventura County is expected to grow due to the increase in online commerce and shifting patterns of purchasing. The RAC and other stakeholders noted that the volume of goods would ideally be transported primarily on highways and rail, rather than on local arterial roadways. One challenge is that the freight rail system is currently shared with passenger rail services, limiting the ability of this corridor to transport both goods and people efficiently. The Union Pacific rail corridor through Ventura County serves freight traffic, as well as Metrolink and Amtrak passenger services. The CTP identifies a range of improvements, including double tracking and siding improvements, intended to improve operational efficiency within the rail corridor.

The Port of Hueneme has a significant role in the movement of local, regional, national, and international goods. While the Port is substantially smaller than the port facilities in Los Angeles and Long Beach, it serves an important role in Ventura County and the SCAG region, focusing on the movement of niche products. These include automobiles, agricultural goods, liquid bulk fertilizer, and diesel exhaust fluid. The Port has an interest in continuing to modernize their operations and invest in zero-emissions technologies. Such investments present an opportunity to ensure that local and regional transportation connections to the port are robust.

Military installations and missions as associated with Naval Base Ventura County and the Channel Islands Air National Guard Station, have needs to be addressed beyond strictly goods movement. For instance, the military has highlighted the value of harmonizing military and community land uses to ensure the equitable use of land while meeting the military's needs. In terms of transit, NBVC is not served by transit service and is difficult to access without a car. The NBVC Joint Land Use Study created recommendations to address climate change, local housing availability, land use, and roadway capacity elements including gate queuing, mobilization corridors, public transit availability and access, and regional circulation through expansion. The military installations also have specific needs related to mobilization and the transfer of military equipment, which would be transported along roadways and freeways in Ventura County. Continued coordination and collaboration between VCTC and the Department of Navy and the Air National Guard is essential to ensure that these military installations have adequate access and are able to fulfill their missions.

The Ventura County Freight Corridors Study identified strategies to strengthen existing freight corridors through controlled access facility and other existing freight corridor improvements, strengthen the port intermodal corridor, and improve truck supportive infrastructure, while reducing the negative impacts of the freight transportation network. The study aimed to promote a safer, more efficient, and sustainable network.

Improvements to the goods movement network in Ventura County should consider the harmonization of port, military, and general freight operations to improve local and county-wide land use and transportation decisions. As noted above, the RAC expressed interest in further building out rail infrastructure to remove freight trips from the local roadway network, along with encouraging fewer cars on the road with bus, walking and bike infrastructure may all contribute to mitigating negative health and environmental impacts.



Chapter 7 – SOLUTIONS



The Comprehensive Transportation Plan (CTP) presents a set of solutions to address transportation needs and challenges within Ventura County for the next 20+ years. These solutions build on the analysis presented in Chapters 2, 3, 5 and 6, as well as the community input documented within Chapter 4.

The proposed solutions, projects, programs, and strategies are presented as part of three future scenarios. Each scenario builds upon its predecessor, layering on new improvements and projects to create a comprehensive transportation network across Ventura County.

Scenario A is identified as the Baseline future condition for the transportation network in Ventura County for the CTP. Scenario A includes projects that currently have an identified source of funding and are reasonably anticipated to be completed within the time horizon of the CTP. This includes all projects contained in the adopted Federal Transportation Improvement Program (FTIP).

Scenario A represents the forecast transportation network for Ventura County if no additional funding for transportation improvements is available or obtained in the future. This condition provides limited options for VCTC and local

agencies in Ventura County to respond to the existing and future transportation and mobility needs that were outlined in Chapters 2, 3, 5, and 6.

While Ventura County is not forecast to grow in terms of population or employment, the county's aging population and the evolution of mobility and how and why people will travel will create new challenges that VCTC and local agencies will need to address. This reality informed the development of two additional scenarios that build on Scenario A and envision an increasing multimodal future transportation network in Ventura County.

The projects, programs, and strategies outlined in Scenario B present a future transportation network that is forecast to outperform conditions under Scenario A and provide noticeable benefits in reducing traffic congestion, travel delay, total vehicle miles traveled, and emissions, while providing increased access to multimodal transportation options. Implementation of the full complement of projects contained in Scenario B would require funding beyond that which is expected from traditional sources in Ventura County.

Scenario C presents the unconstrained transportation network, incorporating the projects identified in Scenario A and Scenario B, and including a longer list of projects that do not currently have an identified source of funding, may have a project development timeline that extends beyond the horizon year for the CTP, and/or may not be well defined that this stage of planning and development.

Following the presentation of the scenarios and their associated project lists, this chapter compares the performance of all three scenarios for the CTP horizon year. Each scenario was modeled using the Ventura County Transportation Model (VCTM) to understand how each scenario is forecast to perform in terms of travel delay, vehicle miles traveled, and mode split, among other metrics.

This chapter also summarizes key strategies and programs for VCTC and local jurisdictions to implement to support the project lists and discusses future technology advancements to be monitored to assess their potential impact on mobility and the transportation network in Ventura County.

7.1

Scenario A Projects

Scenario A consists of a package of multimodal transportation network improvements. Projects are presented below and organized by mode. As noted above, Scenario A projects all have a committed source of funding and are anticipated to be implemented within the time horizon of the CTP.

Note that projects marked with a * symbol do not have an impact on the scenario modeling results and were therefore not incorporated into the travel demand modelling process. Similarly, projects marked with a ^ symbol are not presented geographically in the accompanying map.

Freeway and State Highway Projects

Table 7-1: Freeway and State Highway Project List – Scenario A

PROJECT	PROJECT #	LIMITS	JURISDICTION	BUILD YEAR
Grouped projects for safety improvements, shoulder improvements, pavement resurfacing and/or rehabilitation – minor program*^	VENLS13	At First St/ Poindexter	Moorpark	2025
Grouped projects for pavement resurfacing and/or rehabilitation on the state highway system – roadway preservation projects*^	VENLS02	Countywide	Caltrans	2030
Grouped projects for pavement resurfacing and/or rehabilitation on the state highway system – highway maintenance*^	VENLS11	Countywide	Caltrans	2025
Grouped projects for bridge rehabilitation and reconstruction - widening narrow pavements or reconstructing bridges (no additional travel lanes)*^	VENLS07	Countywide	Caltrans	2025
Grouped projects for safety improvements - SHOPP collision reduction projects (scope: railroad/highway crossing improvements, shoulder improvements, traffic control devices & operational assistance, intersection signalization projects at individual intersections, pavement marking, truck climb lanes outside urbanized areas, lighting improvements, emergency truck pullovers)*^	REG-0701 SBDLS04	Countywide	Caltrans	2030
Grouped projects for safety improvements – SHOPP mobility program projects (scope: railroad highway crossing, shoulder improvements, traffic control devices & operational assistance, intersection signalization projects at individual intersections, pavement marking, truck climbing lanes outside urbanized areas, lighting improvements, emergency truck pullovers)*^	VENLS05	Countywide	Caltrans	2025
Grouped projects for emergency repair – SHOPP emergency response program (scope: repair damage caused by natural disasters, civil unrest, or terrorist acts. Applies to damages that don't qualify for federal emergency relief funds or to damages that qualify for federal emergency relief funds but extend beyond the federal declared disaster period)*^	VENLS10	Countywide	Caltrans	2025
Grouped projects for safety improvements – SHOPP mandates program (scope: railroad/highway crossing, shoulder improvements, traffic control devices & operational assistance, intersection signalization projects at individual intersections, pavement marking, truck climbing lanes outside urbanized area, lighting)*^	VENLS08	Countywide	Caltrans	2025
Widen Route 23 (Moorpark Ave) from 1 lane in each direction to 1 lane NB and 2 lanes SB. Realign First St/Poindexter intersection and upgrade rail crossing.	VEN051213	From Third St to Casey Rd	Moorpark	2021
Los Angeles Ave (0.6 mi) – reconstruct sidewalks, realign roadway and widen from 4 to 6 lanes	VEN34089	Route 23 (Moorpark Ave) to east of Spring	Moorpark	2019
Rice Ave railroad grade separation – includes widening of Rice from Sturgis road to 1350 ft south of Fifth Street	VEN040401	At UPRR Crossing; From Sturgis Rd to 1350' south of Fifth St Post Miles: begin 6.20 end 6.3	Oxnard	2022

Figure 7-1: Freeway and State Highway Project Map – Scenario A



Local Roadway projects

Table 7-2: Local Roadway Project List – Scenario A

PROJECT	PROJECT #	LIMITS	JURISDICTION	BUILD YEAR
Widen Crooked Palm Road to city standards		Ventura Ave west of Route 33 to east of Route 33	Ventura County	2040
Santa Paula on Faulkner Rd and Peck Rd: reconstruct 1/3 mi of roadway and 9 ADA curb ramps on Peck Rd from Faulkner Rd to Santa Paula St	VEN191204	Faulkner and Peck Rd From Faulkner Rd to Santa Paula St	Santa Paula	
Install left turn phasing at five intersections*^	VEN191203		Simi Valley	
Rancho Rd between Thousand Oaks Blvd and Haaland Dr: add new sidewalks, new/retrofit curb ramps, slope paving at 101 undercrossings, new signal at 101 SB ramps, stripe new Class II, Class III sharrows, modify vehicle striping, modify signal at 101 NB ramps, add Class IV bike lanes	VEN150616	From Thousand Oaks Blvd to Haaland Dr	Thousand Oaks	
Conejo School Rd and Willow Ln between Hillcrest and Hampshire: add missing sidewalk and reconstruct sidewalk segments for ADA. Install new/retrofit curb ramps, PED crosswalk enhancement, stripe new Class II, Class III sharrows, modify vehicle striping	VEN171005	From Thousand Oaks Blvd to Hillcrest	Thousand Oaks	2031
Los Feliz Dr: construct sidewalk, curb and gutter, add handicap ramps	VEN190702	From Thousand Oaks Blvd to Conejo School Rd	Thousand Oaks	
Harbor Blvd to Gonzales Rd: add 2nd SB through lane and 2nd NB through lane		From Gonzales Rd to intersection	Ventura County	
Harbor Blvd from Oxnard city limits to Ventura city limits: widen 1.99 miles of roadway from 2 to 4 lanes	VEN170110/5A0720	Oxnard city limits to Ventura city limits	Ventura County	
Santa Clara River Riparian Mitigation for Route 101 Santa Clara Bridge Project. (Ea 31480, Ppno 4740)*^	VEN131203			

Figure 7-2: Local Roadway Project Map – Scenario A



Rail Transit Projects

Table 7-3: Rail Project List – Scenario A

PROJECT	PROJECT #	LIMITS	JURISDICTION	BUILD YEAR
Ventura County Seacliff siding upgrade and extension	VEN141202/ 5CR104	UPRR Santa Barbara Subdivision, between Milepost 386.38 and Milepost 387.45, in Ventura County, CA	Caltrans	2024
Simi Valley Double Track and Platform Expansion		Ventura County Line: Sequoia Ave - Hidden Valley Dr	Metrolink	2025
Camarillo train station pedestrian undercrossing	VEN120603	Camarillo train station	Camarillo	2024
Expand Moorpark north rail station parking by 30 spaces	VEN181001/	Moorpark north rail station	Moorpark	
Systemwide preventive maintenance for Metrolink commuter rail [^]	5200T002	Countywide	Metrolink	2029
Systemwide preventive maintenance for Metrolink commuter rail. System-wide preventive maintenance for Metrolink commuter rail including rolling stock facilities, guideways* [^]	VEN171001	Countywide	Metrolink	2023
Systemwide Metrolink rehabilitation/ renovation including purchase of replacement locomotives with Tier-4 technology, track, signals, platforms, power systems, facilities, rolling stock, equipment, signage [^]		Countywide	Metrolink	2029

Figure 7-3: Rail Project Map – Scenario A



Bus Projects

Table 7-4: Bus Project List – Scenario A

PROJECT	PROJECT #	LIMITS	JURISDICTION	BUILD YEAR
Purchase two expansion cut-away paratransit vehicles*^	VEN170704/ 5TL0703	Camarillo	Camarillo	2020
Purchase one replacement cut-away bus for Camarillo Transit-Gas*^	VEN170705/ REG0702	Camarillo	Camarillo	2021
Operating assistance*^	VEN050401/ VEN050401	Camarillo	Camarillo	2029
ADA paratransit service*^	VEN981107/ VEN981107	Camarillo	Camarillo	2029
Camarillo Rail Station and bus maintenance*^	VEN061000/ VEN061000	Camarillo	Camarillo	2029
Payments for certificates of participation for new operations and maintenance facility*^	VEN170108/ REG0702		Gold Coast Transit District	2024
Operating assistance*^	VEN131104/ REG0702	West County	Gold Coast Transit District	2029
Operating assistance – ADA paratransit capital*^	VEN54095	West County	Gold Coast Transit District	2029
Business system upgrade including software and hardware*^	VEN131103/ 5TL0702	West County	Gold Coast Transit District	2029
Transit planning and programming (planning support & ADM)*^	VEN990602	West County	Gold Coast Transit District	2029
Passenger awareness activities (planning support & ADM)*^	VEN54057	West County	Gold Coast Transit District	2029
Preventive maintenance – fixed route & ADA*^	VEN64003	West County	Gold Coast Transit District	2029
Business system upgrades (computer and server replacement)*^		West County	Gold Coast Transit District	2021
Business system upgrades (Finance ER, Payroll, Planning Scheduling Software, servers)*^		West County	Gold Coast Transit District	2022
Expansion of demand response services*^		West County	Gold Coast Transit District	2021
On Demand software to facilitate Microtransit service*^		West County	Gold Coast Transit District	2021
Replacement of fixed route buses-CNG*^	VEN171004/ REG0702	West County	Gold Coast Transit District	2021
Website redesign*^		West County	Gold Coast Transit District	2021
Ventura Rd - construct bus stop improvements*^	VEN180301/ 5TL0706	Oxnard	Oxnard	2019
Dial-A-Ride Service – capital*^	VEN030612	Thousand Oaks	Thousand Oaks	2024
Dial-A-Ride vehicle capital and maintenance service*^		Thousand Oaks	Thousand Oaks	2024
ADA service – paratransit capital*^	VEN150603/ REG0702	Thousand Oaks	Thousand Oaks	2024
Purchase 2 replacement EV buses*^		Thousand Oaks	Thousand Oaks	2029
New bus washer for Thousand Oaks*^	VEN170703/ VEN030611	Thousand Oaks	Thousand Oaks	2025

PROJECT	PROJECT #	LIMITS	JURISDICTION	BUILD YEAR
Bus stop enhancement for Thousand Oaks Transit*^	VEN101101/ 5TL0706	Thousand Oaks	Thousand Oaks	2023
New transit technologies – Electronic Dispatch, Automated Stop Announcements, Transit Reporting Software, and Projects To Be Determined*^	VEN170111/ 5TL0706	Thousand Oaks	Thousand Oaks	2024
Transit Planning*^	VEN110602/ 5TL0702	Thousand Oaks	Thousand Oaks	2024
At Municipal Center: upgrade fueling station to add new dispensers, fuel control system, and IGHT Emitting Diode Lighting*^		Thousand Oaks	Thousand Oaks	2021
At the Transportation Center on Rancho Rd and the Municipal Service Center on Rancho Conejo Blvd: Construction of EV charging infrastructure*^	VEN150616/ 5TDL04	Thousand Oaks	Thousand Oaks	2024
At Janss Road Park and Ride: new light poles and LED fixtures, new vinyl fencing, asphalt and overlay, installation of additional EV charger, new striping*	VEN191205	Thousand Oaks	Thousand Oaks	2023
Preventive maintenance – fixed route and Dial-A-Ride vehicles and facility including transit centers and bus stops*^		Thousand Oaks	Thousand Oaks	2025
Purchase two trolley-like buses for local circulator service*^	VEN150613/ 5TL04		VCTC	2029
Grouped projects for operation assistance, PLNG, purchase or replace vehicle or maintenance expense –Elderly and Disabled New Freedoms Initiative*^	VEN070202/ 5TL04	Countywide	VCTC	2029
Operating assistance*^	VEN150602/ REG0702	Countywide	VCTC	2029
New buses to replace existing vehicles, operation assistance to transit agencies*^	VEN171002/ REG0702	Countywide	VCTC	2029
Fare collection and ridership monitoring and automotive vehicle locator equipment and maintenance*^	VEN121002/ VEN059401	Countywide	VCTC	2019
Transit Mobility Management Information Center*^	VEN54069	Countywide	VCTC	2024
Elderly/Disabled planning including patron disability evaluation*^	VEN081001/ REG0702	Countywide	VCTC	2020
Transit programming/planning*^	VEN34348	Countywide	VCTC	2029
VCTC bus system planning*^	VEN54115	Countywide	VCTC	2029
Transit outreach activity*^	VEN54070	Countywide	VCTC	2029
Regional Rideshare Program*^	VEN93017	Countywide	VCTC	2021
Transportation Center facility improvements, expand bus boarding area, construct ADA accessible sidewalk and pedestrian pathway improvements, construct EV charging infrastructure*^	VEN120420/ 5TL0706	Thousand Oaks	Thousand Oaks	

7.2

Scenario B Projects

Scenario B presents a multimodal package of projects that builds on the baseline condition presented in Scenario A and seeks to advance the goals and objectives of the CTP, as presented in Chapter 1. Projects in Scenario B include projects previously contained in the 2020 SCAG RTP that are not yet fully funded, as well as new projects identified through recent regional planning efforts (US 101 Communities Connected Study, Ventura County Freight Study, etc.), the CTP development process, and those identified or proposed by local agencies in their local planning efforts.

Projects proposed as part of the CTP development process seek to respond to the input and needs identified through the community engagement effort completed in support of the plan. Specifically, many of the new bus transit routes identified in Table 7-8 and the new bicycle facilities identified in Table 7-9 respond to community input and the bicycle and pedestrian propensity analysis presented in Chapter 6.

Funding for projects included in this scenario may come from grants obtained at the state/ federal level or these projects could be funded through a new local funding source should one emerge in the future.

Freeway and State Highway Projects

Table 7-5: Freeway and State Highway Project List – Scenario B

PROJECT	PROJECT #	LIMITS	JURISDICTION	BUILD YEAR
On SR-118: add one lane in each direction from Route 23 (New LA Ave) to 0.4 mi west of Tapo Canyon Rd. Add second lane each direction from Collins to Madera, and add one lane each direction on Route 23 from 0.8 mi north of Teirra Rejada to LA Ave	VEN131202	0.4 mile west of Tapo Cyn to 0.8 mile north of Tierra Rejada Post Miles: begin 0.00 end 20.00	Caltrans Ventura County	2032
Improve US 101 at Pleasant Valley Rd intersection with southbound ramps – widen onramp entrance from 1 to 2 lanes	VEN031226	From Pleasant Valley Rd to Route 101 Post Miles: begin 12.20 end 12.20	Camarillo	
Reconfigure Central Ave/US 101 interchange in Camarillo including widening Central Ave bridge from 1 to 2 lanes each direction	VEN051210	From Route 101 South interchange ramps to Route 101 North interchange ramps Post Miles: begin 17.90 end 17.90	Camarillo	2026
Route 101 from Santa Rosa Rd to Central Ave: add auxiliary lanes in NB direction, ramp metering NB and SB	VEN131206/7120003	Post Miles: begin 12.20 end 17.80	Camarillo	2023
Widen SB 101 freeway off-ramp to Pleasant Valley Rd from 1 to 2 lanes and modify SB on-ramp to accommodate	VEN190117	From 12 to 12 Post Miles: begin 12.00 end 12.00	Camarillo	2026
Various minor spot improvements to reduce congestion on SR 33 and SR 150 in Ojai Valley and near Ojai*^	5A0704	Various	Caltrans	2031
SR 118 New Weigh Station*^	5OM0701	SR 23 to Sr 34	Caltrans	
Various locations – LA County line-Moorpark Rd: convert auxiliary lanes to mixed flow lanes, add 1 lane each direction by shifting centerline northwards & widening on NB side, realign & widen ramps, construct soundwalls (ea 195211, 19522), widen 3 bridges on northside (Hampshire UC, Conejo School UC, & Moorpark UC); Improve Route 101/Route 23 connectors	VEN011205/ VEN011205	Countywide	Thousand Oaks	
Improve northbound Pleasant Valley Road on-ramp to southbound 101 freeway on the southeast portion of the interchange at PM 12	VEN190116/ 7120003	Pleasant Valley at US 101	Camarillo	2021
SR 118 and Collins Drive interchange and signal improvement. Widen WB off-ramp to add a free right- turn lane and signal modification.		SR 118 at Collins Dr	Moorpark	2026
SR 33 Roundabout at SR 150	5A0705	At SR 150	Ojai	2027
SR 33 Roundabout at Cuyama Rd	5A0706	At Cuyama Rd	Ojai	2026
SR 33 new two-lane freeway bridge for SB traffic	5A0701	at Stanley Avenue	Ventura	2037
On US 101: reconfigure NB California St offramp (reconfigure ramp to terminate at Oaks St instead of the current California St location)	VEN010202/ VEN010202	California St at US 101	Ventura	2025
US 101 add auxiliary lanes	5160005	Johnson Ave to Flynn off Ramp	VCTC	2040

PROJECT	PROJECT #	LIMITS	JURISDICTION	BUILD YEAR
Misc. ITS Project Implementation*^	5ITS04	Countywide	VCTC	
Retrofit Soundwall Program*^	5O0702	Countywide	VCTC	
Add one HOV lane in each direction along US 101	5160001	US 101: Los Angeles County Line to SR 33	Caltrans/VCTC	2029
Intersection improvement US 101 at Lynn Road	CI4231	US 101 & Lynn Rd	Caltrans	2024
Route 33 Stanley Ave/Shell Rd improvements at interchanges and merge sections of Route 33		SR 33 & Shell Rd	Caltrans	
Interchange improvement (US 101/Del Norte Blvd)		101/Del Norte Blvd	Caltrans	
Route 232 (Vineyard Ave) pedestrian crossing*^		SR 232/ Vineyard Ave	Ventura County	
Implement turnouts along SR 118 for freight vehicles allowing traffic to pass		Santa Clara Ave - Bradley Ave	Ventura County	2030
Widen SR-118 from two to four lanes and implement traffic safety improvements		SR 118: Buttercreek to Vineyard Ave	Caltrans	2045
SR 126 Westbound to US 101 Southbound Connector		SR 126/US 101 interchange	Ventura County	
Improve freight efficiency by reducing localized congestion, improving safety and limiting community impacts*^		(Fillmore) SR 126: E St - Trestle Way; (Piru) SR 126: Pacific Ave - Piru Creek	Ventura County	

Figure 7-4: Freeway and State Highway Project Map – Scenario B



Local Roadway projects

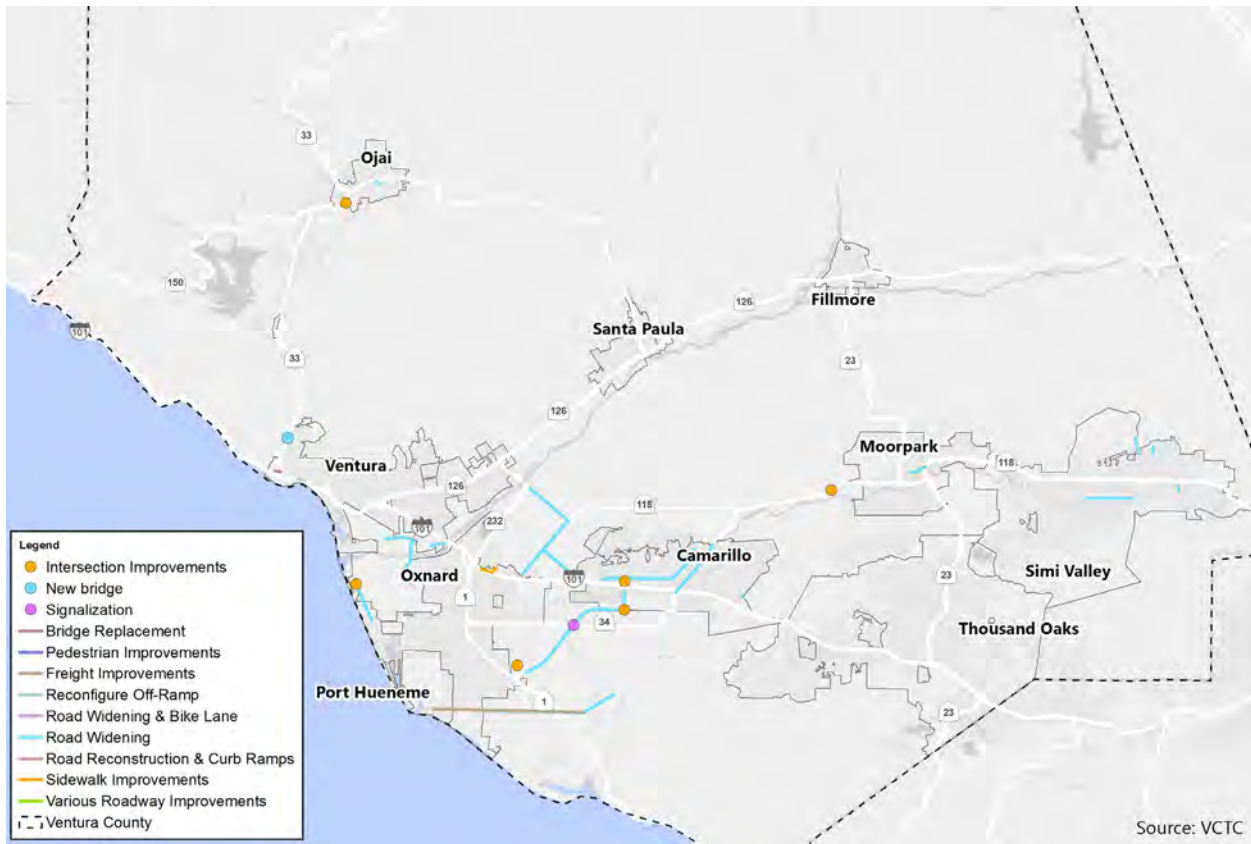
Table 7-6: Local Roadway Project List – Scenario B

PROJECT	PROJECT #	LIMITS	JURISDICTION	BUILD YEAR
Main Street Bridge Replacement in Ventura	CIP - 91060	Peking Sr – Milling Rd	Ventura	2024
Reconfigure NB California St offramp to terminate at Oaks St	VEN010202	From start of California St NB onramp to end of California St NB onramp Post Miles: begin 30.10 end 30.10	Ventura	
Add one HOV lane on Route 101 in each direction and auxillary lanes at various locations		From Moorpark Rd to Route 33 Post Miles: begin 4.10 end 30.90	VCTC	
Las Posas Rd from Ventura Blvd to Pleasant Valley Rd: widen from 4 to 6 lanes	VEN051211/ VEN051211	From Ventura Blvd to Pleasant Valley Rd	Camarillo	2024
Las Posas Rd and Pleasant Valley Rd intersection: widen Las Posas from 4 to 6 lanes and Pleasant Valley from 2 to 4	VEN/131205 5A0721	From Pleasant Valley Rd to Las Posas Rd	Camarillo	2024
US 101: replace Hampshire Rd undercrossing structure, bridge number 52-0273. Widen Hampshire Rd to provide additional left turn lane in NB direction between SB and NB ramps. In SB direction provide additional through lane between NB ramps and Willow Ln and an additional left turn lane between SB and NB ramps. Class II bike lanes and widen NB onramp to 3 lanes	VEN/210201 620A1L01	From Willow Rd to NB ramps	Thousand Oaks	
Hueneme Rd from Oxnard city limits to Rice Rd: widen from 2 to 4 lanes	VEN011202	From Oxnard city limit to Rice Rd	Ventura County	
Hueneme Rd from Rice Rd to Las Posas Rd: widen 3.66 road miles to 4 lanes	VEN/170109 9999	From Rice Rd to Las Posas Rd	Ventura County	
Stanley Avenue/ SR 33: New 2 lane Freeway Bridge for SB Traffic	5A0701	Stanley Avenue/ SR 33	City of Ventura	2037
Widen Ponderosa Drive from 2 to 4 lanes	5160006	Las Posas to Springville	Camarillo	2016
Widen Central Ave from 2 to 4 lanes and add bike lane	VEN131207/ 5A0725	Us 101 to City Limit	Camarillo	2024
Widen Lewis Road from 2 to 4 lanes	VEN131204/ 5AL07	Ventura Blvd to North City Limit	Camarillo	2024
Las Posas Road at Daily Drive: intersection improvements, widen northbound Las Posas Road to WB Daily Drive to provide dual left turn lanes	VEN190115/ 5A0721	Las Posas Rd to Daily Drive	Camarillo	2024
Widen Las Posas Rd from 4 to 6 lanes	5A0721	Ventura Blvd to Pleasant Valley Road	Camarillo	2024
Adolfo Rd extension (2 lane road)	VEN54019/ VEN54019	Conejo Creek to Camarillo Springs Rd/ US 101	Camarillo	2024
North Hills Parkway (4 lane freeway)	5A0743	Princeton to Westerly City Limit	Moorpark	
Princeton Avenue widening and realignment	5A0713	SR 118 to Spring Road	Moorpark	2020
Topa Topa St Extension	5A0715	Fox St to Montgomery St	Ojai	2025

PROJECT	PROJECT #	LIMITS	JURISDICTION	BUILD YEAR
Hermosa Rd and SR 150 intersection Improvements	5A0746	Hermosa St at SR 150	Ojai	2024
Pearl St Gap Closure Extension	5A0743	Fox St to Bald St	Ojai	2026
Ventura Blvd new sidewalk, curb, and gutter	VEN120403	Balboa St to Rose Ave	Oxnard	2018
Olivas Park Drive construction (4 lanes)	5A0723	Perkin Ave to Auto Center	Ventura	2026
Widen Tapo Canyon Road to add an additional lane in each direction (from 2 to 4 lanes) and a divided center median	VEN131202/ 5120001	Walnut to Lost Canyon	Simi Valley	2026
Widen south side of Los Angeles Avenue by adding a lane (from 4 to 5 lanes both directions - currently 2 lanes each direction)	5A0730	Orchid to Sycamore and Sequoia to Darrah	Simi Valley	2024
Widen Stearns Street to add a lane in each direction	5A0734	Cochran to Leeds	Simi Valley	2026
Widen Tapo Channel Bridge at Los Angeles Avenue to add one lane in each direction	5A0735	1250 ft west of Sycamore to 1000 ft east of Sycamore	Simi Valley	2024
New Street with two travel lanes*^		Flanagan to Evening Sky	Simi Valley	2026
Widen Tapo Street from 2 to 4 lanes	5A0738	Walnut to Presidio	Simi Valley	2024
Los Angeles Street Grade Separation	5G0701	At UPRR Crossing	Simi Valley	2032
Widen Channel Islands Blvd from 2 to 4 lanes	5160003	Rice to Oxnard City Limit	County	2032
Widen Olivas Park Drive from 2 to 4 lanes	5160004	Telephone to Victoria	County	2032
Widen Los Angeles Avenue from 2 to 4 lanes	5160008	Route 232 to Santa Clara Ave	County	2032
Central Avenue widen from 2 to 4 lanes	5160009	Camarillo City Limit to Santa Clara Ave	County	2034
Signalization of intersection and construct second northbound and second southbound through lanes on Pleasant Valley Rd	VEN130104/ 5A0709	Pleasant Valley at 5th Street	County	2021
Realign Hitch Blvd with Grimes Canyon Rd and intersection improvements		At SR 118	County	2032
Harbor Blvd: add 2nd SB land and 2nd NB lane	VEN170105/ 5A0708	At Gonzales Rd	County	2032
Rice Avenue at Channel Island Blvd - add 3rd SB and 3rd NB lane and SB right turn lane		At Channel Island Blvd	County	2024
Somis/SR 118/Donlon intersection: add EB right/left turn lanes, NB left/right turn lanes, WB increasing from 1 to 2 left turn lanes		Donlon to SR 34	County	2017
Widen Santa Clara Ave from 2 to 4 lanes		North of Oxnard city limit to SR 118	County	2034
Harbor Blvd widening from 2 to 4 lanes	VEN170110/ 5A0720	Oxnard City Limit to Ventura City Limit	County	
Pleasant Valley widening from 2 to 4 lanes	5A0721	Dodge to Las Posas Rd	County	2034
Victoria Avenue widening from 4 to 6 lanes	5A0722	Gonzales to Ventura City Limit	County	2031

PROJECT	PROJECT #	LIMITS	JURISDICTION	BUILD YEAR
Countywide Arterial Roadway Corridor Traffic Signal Coordination Program*^		Gonzales Rd: Rice Ave - N Victoria Ave; Victoria Ave: Olivas Park Dr - Channel Islands Blvd; W Channel Islands Blvd: Saviers Rd - Victoria Ave; Oxnard Ave: Town Center Dr - Pleasant Valley Rd; Pleasant Valley Rd: Pacific Rd - Oxnard Blvd; Thousand Oaks Blvd: Moorpark Rd - Lakeview Canyon Rd; Olsen Rd: SR 23 - Royal Ave	Various	
Add new collector street*^		Floral Drive - Shell Road	Ventura County	
Permit travel by freight vehicles along Hueneme Road		Wood Rd - Port of Hueneme	City of Oxnard, City of Port Hueneme, Ventura County, Port of Hueneme	2030
Improve truck supportive infrastructure*^		Port Hueneme	Port of Hueneme	
Expand EV charging stations at key travel demand locations		CSU Channel Islands, Camarillo Premium Outlets, Naval CBC Port Hueneme, the Collection at RiverPark, Oxnard Airport, Moorpark College, Los Robles Regional Medical Center, Rancho Santa Susana Community Center, Downtown Ventura, Ventura Transit Center	Various	2030
Create ongoing funding program targeted to repair, resurface, and repave existing local streets and roads*^		Countywide	Various (VCTC Administered)	
Create ongoing funding program targeted to implement complete street improvements (including transit upgrades, bicycle facilities, and pedestrian facilities)*^		Countywide	Various (VCTC Administered)	
Harbor Boulevard at Gonzales Road Enhancement - add 2 SB through lanes and 2 NB through lanes		Gonzales Rd - W 5th St	Ventura County	2030
Freight truck access improvements at Port Hueneme, especially during peak traffic hours*^		Port of Hueneme	Port of Hueneme	

Figure 7-5: Local Roadway Project Map – Scenario B



Rail Transit Projects

Table 7-7: Rail Project List – Scenario B

PROJECT	PROJECT #	LIMITS	JURISDICTION	BUILD YEAR
Southern California Optimized Rail Expansion (SCORE) increase Metrolink service to 30-minute headways to Moorpark [^]		Moorpark to Ventura County Line	Metrolink	
Coordinate Metrolink train arrivals with transit connections from Simi Valley Transit, Moorpark City Transit, Camarillo Area Transit, GCTD		Simi Valley Metrolink Station, Moorpark Metrolink Station, Camarillo Metrolink Station, Oxnard Transit Center, East Ventura Metrolink, Ventura Transit Center, and the Ventura Amtrak Station	Simi Valley Transit, Moorpark City Transit, Camarillo Area Transit, GCTD	2025
Improve rail corridor fencing/ pedestrian rail crossings*		Simi Valley Metrolink Station, Moorpark Metrolink Station, Camarillo Metrolink Station, Oxnard Transit Center, East Ventura Metrolink, Ventura Transit Center, and the Ventura Amtrak Station	Metrolink, UPRR, County and rail corridor Cities	
Create countywide funding program for rail crossing safety upgrades, allowing for creation of quiet zones* [^]		Countywide	Metrolink, UPRR, VCTC, County and rail corridor Cities	
Metrolink Commuter Rail Service Improvements* [^]		Countywide	Metrolink	2025
Metrolink Commuter Rail Service Improvements * [^]	5CR104	Countywide	VCTC/ Metrolink	2025

Figure 7-6: Rail Project Map – Scenario B



Bus Transit Projects

Table 7-8: Bus Project List – Scenario B

PROJECT	PROJECT #	LIMITS	JURISDICTION	BUILD YEAR
Las Posas Park and Ride Parking Lot Expansion	ST-5070	Park N Ride Blvd, Camarillo, CA 93010	Camarillo	2024
Designate areas as mobility hubs where passengers can more easily transfer between services across transit agencies*^				
Business System Upgrades (computer and server replacement)*^			Gold Coast Transit District	2030
Expansion of demand response vehicles (microtransit)*^		South Oxnard	Gold Coast Transit District	2029
Expansion of fixed route buses (CNG)*^		Countywide	Gold Coast Transit District	2026
Expansion of fixed route buses (ZEB)*^		Countywide	Gold Coast Transit District	2030
Facility battery storage and solar panel systems*^			Gold Coast Transit District	2023
Fuel station upgrades (hydrogen)*^			Gold Coast Transit District	2024
Maintenance truck*^			Gold Coast Transit District	2025
Relief car-sedan*^			Gold Coast Transit District	2027
Replacement of demand response vehicles*^			Gold Coast Transit District	2030
Replacement of fixed route buses (CNG)*^			Gold Coast Transit District	2028
Replacement of fixed route buses (ZEB)*^			Gold Coast Transit District	2024
Ventura Rd. bus stop construction Phase II*^		Ventura Rd.	Gold Coast Transit District	2023
Grouped projects for operating assistance, planning, replace vehicles or min exp. – jobs access reverse commute projects*^			VCTC	2029
VCTC Intercity capital lease/maintenance contract*^	VEN54036/ VEN54036		VCTC	2029
New Multimodal Transportation Center in Downtown Ventura*	5TC0701	Ventura Ave/Santa Clara St	City of Ventura/VCTC	2026
Wells Center bus stop improvements including new sidewalk with retainingwall, access ramps, additional bus shelter, and landscaping*^	VEN171006	Wells Road from Carlos to Citrus	Ventura	2021
Countywide transit service expansion*^	5TL04	Fillmore to Oxnard, South Oxnard to Camarillo, service to Central Ave. in Camarillo, connections to Metrolink/ service to Los Angeles	Various operators/ cities	2039
Transit planning & application*^			VCTC	2039

PROJECT	PROJECT #	LIMITS	JURISDICTION	BUILD YEAR
Countywide paratransit expansion*^		Fillmore to Oxnard, South Oxnard to Camarillo, service to Central Ave. in Camarillo, connections to Metrolink/ service to Los Angeles	Various operators/ cities	2039
Countywide new transit facility improvements - introduce WiFi, charging stations, shade structures*^		Thousand Oaks, Camarillo	Various operators/ cities	2039
Create countywide fund or program for transit station/stop safety improvements*^		Countywide	Various operators/ cities	
New Mobility Hub at Moorpark Metrolink Station: Micromobility bike share, enhanced TNC PUDO, enhanced station amenities (WiFi, EV charging stations, tech charging hubs); VCTC routes 70,72,73, 73X, 77		Moorpark Metrolink Station	Moorpark	2030
New Mobility Hub at Simi Valley Town Center: VCTC Routes 70, 72, 73, 73X, 77		Simi Valley Town Center	Simi Valley	2030
New Mobility Hub at the Oaks Mall: Micromobility bike share, enhanced TNC PUDO, enhanced station amenities (WiFi, EV charging stations, tech charging hubs); Thousand Oaks Transit Routes 40,41,42,43; VCTC Routes: 50,70,73		Oaks Mall	Thousand Oaks	2030
New Mobility Hub at C Street Transfer Center: Micromobility bike share, enhanced TNC PUDO, enhanced station amenities (WiFi, EV charging stations, tech charging hubs); VCTC Route 99		C Street Transfer Center	Oxnard	2030
New Mobility Hub at Cal State Channel Islands: Micromobility bike share, enhanced TNC PUDO, enhanced station amenities (WiFi, EV charging stations, tech charging hubs); VCTC Route 99		Cal State Channel Islands	CSUCI	2030
New Mobility Hub at Ventura College: Micromobility bike share, enhanced TNC PUDO, enhanced station amenities (WiFi, EV charging stations, tech charging hubs); GCTD Route 6		Ventura College	City of Ventura/ Ventura College	2030
New Mobility Hub at Ventura County Government Center: Micromobility bike share, enhanced TNC PUDO, enhanced station amenities (WiFi, EV charging stations, tech charging hubs); GCTD Route 11		County of Ventura Government Center	County of Ventura/ City of Ventura	2030
Distribute informational materials on how to ride transit*^			VCTC	
Freeway-based Bus Rapid Transit route using US 101 HOV Lane		Downtown Ventura to Thousand Oaks	VCTC/ Caltrans	2035
Limited stop/BRT "Lite" route along Saviers, Oxnard Blvd, US 101, Victoria Ave, Telephone Rd, Main St		C Street Transfer Center to Ventura Transit Center	GCTD/VCTC	2030
Limited stop/Freeway BRT route along SR-126		Fillmore and Santa Paula to Ventura Transit Center	VCTC/cities	2035
New inter-city transit route between Simi Valley and T Oaks via First, Los Angeles, Madera, SR 23, Janss, Erbes, T Oaks Blvd		Simi Valley Town Center to Thousand Oaks T Blvd/ Westlake Blvd	Simi Valley/T Oaks	2035
Curb Management/Rideshare Pick-Up/Drop-Off Pilot Projects*^		Downtown Ventura, Thousand Oaks, Simi Valley, Oxnard	Various	2025

Figure 7-7: Bus Project Map – Scenario B



Active Transportation Projects

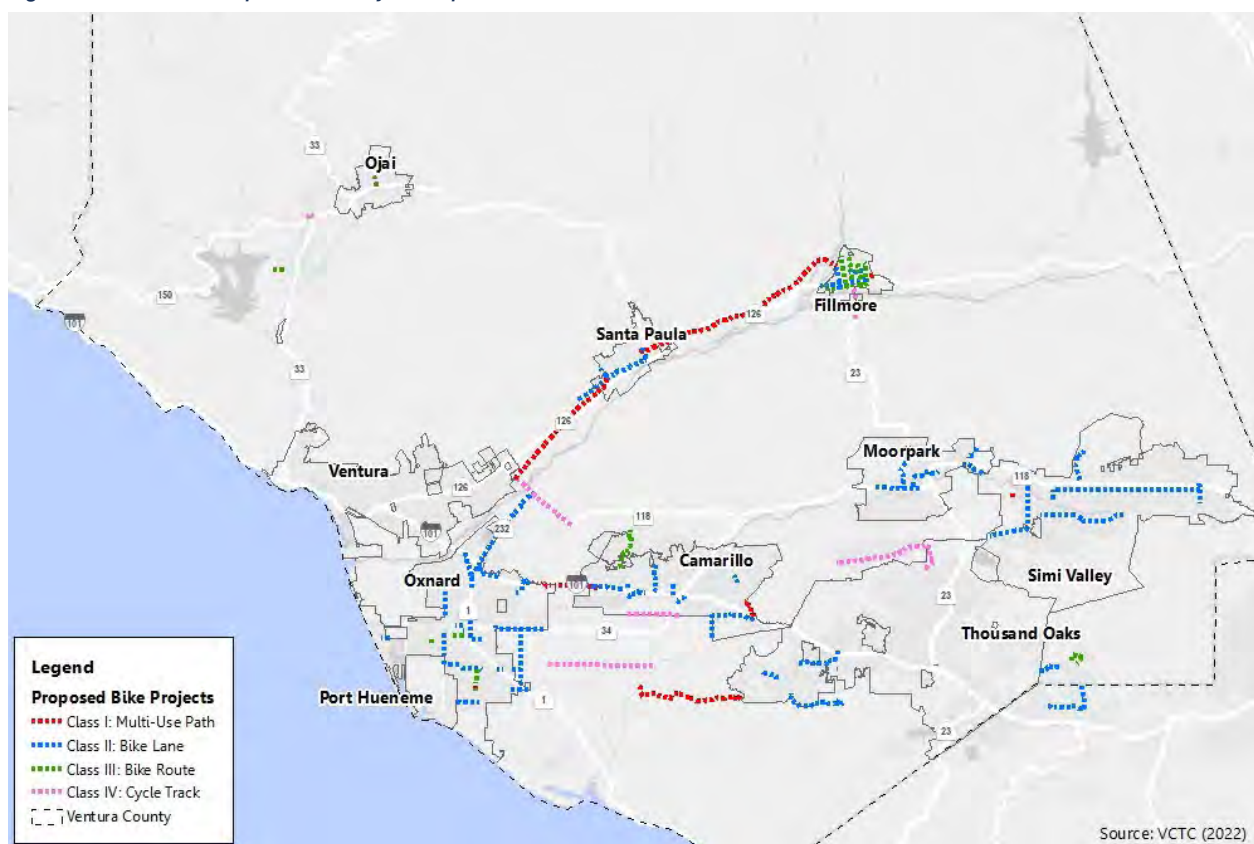
Table 7-9: Active Transportation Project List – Scenario B

Class	Name	From	To	Miles	Jurisdiction
1	Railroad	Los Angeles Ave	Peck Rd	5.43	Unincorporated
1	Ventura Blvd	Del Norte Blvd	Verdulera St	1.93	Camarillo
1	Stargaze Pl	Algonquin Dr	Tierra Rejada Rd	0.18	Simi Valley
1	Ventura Blvd	Almond Dr	Ventura Freeway	0.16	Oxnard
1	Potrero Rd	Hueneme Rd	Via Acosta	4.65	Unincorporated
1	Railroad	Davis St	Goodenough Rd	8.86	Unincorporated
1	Dirt Road	Conejo Creek	Camarillo Springs Rd	0.72	Camarillo
1	Johnson Creek Park	Yucca St	Bard Rd	0.22	Oxnard
1	Bike Path Undercrossing	Santa Paula Branch Railroad	Route 126	0.20	Fillmore
2	Oxnard Blvd	Wagon Wheel Rd	Gonzales Rd	1.18	Oxnard
2	Spur Dr	Oxnard Blvd	Esplanade Dr	0.05	Oxnard
2	Vineyard Ave	Oxnard Blvd	Los Angeles Ave	4.11	Oxnard
2	Telegraph Rd	Briggs Rd	Ojai Rd	3.16	Santa Paula
2	Peck Rd	Santa Paula St	Telegraph Rd	0.49	Santa Paula
2	Ventura Blvd	Las Posas Rd	Camarillo Center Dr	0.75	Camarillo
2	Central Ave	Ponderosa Dr	Ventura Blvd	0.38	Camarillo
2	Carmen Dr	Las Posas Rd	Daily Dr	1.01	Camarillo
2	Amber Rd	Parkway Dr	Temple Ave	0.13	Camarillo
2	Woodcreek Rd	Mission Oaks Blvd	Santa Rosa Rd	0.38	Camarillo
2	Pleasant Valley Rd	J St	Squires Dr	0.90	Oxnard
2	Channel Islands Blvd	Ventura Rd	Paula St	1.55	Oxnard
2	Ventura Rd	7th St	Channel Islands Blvd	1.14	Oxnard
2	7th St	D St	C St	0.07	Oxnard
2	5th St	Hobson Way	C St	0.39	Oxnard
2	Ventura Rd	Gonzales Rd	2nd St	1.08	Oxnard
2	Erringer Rd	Legends Dr	Alamo St	1.33	Simi Valley
2	Cochran St	1st St	Yosemite Ave	5.75	Simi Valley
2	Yosemite Ave	Mount Sinai Dr	Los Angeles Ave	0.79	Simi Valley
2	1st St	Cochran St	Los Angeles Ave	0.50	Simi Valley
2	Royal Ave	Sinaloa Rd	Sequoia Ave	3.42	Simi Valley
2	Madera Rd	Country Club Dr	Cochran St	3.29	Simi Valley
2	Los Angeles Ave	Gabbert Rd	Science Dr	1.82	Moorpark
2	Spring Rd	2nd St	Los Angeles Ave	0.27	Moorpark
2	Walnut Canyon Rd	Marine View Ln	Los Angeles Ave	1.86	Moorpark
2	Campus Rd	Campus Park Dr	University Dr	0.67	Moorpark
2	Thousand Oaks Blvd	Reyes Adobe Rd	Kanan Rd	1.41	Unincorporated

Class	Name	From	To	Miles	Jurisdiction
2	Adohr Ln	Pleasant Valley Rd	Camarillo Springs Rd	1.87	Camarillo
2	Pancho Rd	Pleasant Valley Rd	Howard Rd	0.96	Camarillo
2	Arneill Rd	Ponderosa Dr	Ventura Blvd	0.48	Camarillo
2	Dawson Dr	Lewis	Petit St	0.47	Camarillo
2	Channel Islands Blvd	Rose Ave	Rice Ave	0.63	Oxnard
2	Rice Ave	5th St	Pleasant Valley Rd	2.28	Oxnard
2	Ross Ave	Eastman Ave	5th St	0.09	Oxnard
2	Oxnard Blvd	Colonia Rd	Wooley Rd	1.14	Oxnard
2	Wooley Rd	Saviers Rd	Richmond Ave	0.49	Oxnard
2	Wooley Rd	Harbor Blvd	Chesapeake Rd	0.35	Oxnard
2	Solar Dr	Gonzales Rd	Graves Ave	0.21	Oxnard
2	Daily Dr	Central Ave	Spring Oak	1.80	Camarillo
2	Las Posas Rd	Ponderosa Dr	Ventura Freeway	0.22	Camarillo
2	Daily Dr	Lantana St	Brently Ave	0.20	Camarillo
2	Via Rio	Via Las Brisas	Greenway Ave	0.77	Thousand Oaks
2	Potrero Rd	Lynn Rd	Hidden Valley Rd	2.50	Thousand Oaks
2	Arroyo Dr	Collins Dr	Paseo del Verda	1.03	Moorpark
2	Ventura Blvd	Rice Ave	Nyeland Ave	0.24	Oxnard
2	Rice Ave	Ventura Blvd	Gonzales Rd	0.49	Oxnard
2	5th St	Ross Ave	Del Norte Blvd	1.86	Oxnard
2	Ventura St	Railroad	Mountain View St	1.85	Fillmore
2	C St	Old Telegraph Rd	River St	0.90	Fillmore
2	1st St	Yucca Dr	Mountain View St	0.61	Fillmore
2	Borchard Rd	Reino Rd	Hillcrest Dr	1.90	Thousand Oaks
2	Rockfield St	Lindero Canyon Rd	Kanan Rd	0.90	Unincorporated
2	Princeton Ave	Spring Ave	Condor Dr	1.08	Moorpark
2	Ventura Blvd	Vineyard Ave	Rose Ave	1.17	Oxnard
2	Ojai Rd	Santa Paula St	Telegraph Rd	0.50	Santa Paula
2	Kanan Rd	Tamarind St	Thousand Oaks Blvd	1.03	Unincorporated
2	Rancho Rd	Thousand Oaks Blvd	Haaland Dr	0.06	Thousand Oaks
2	Bard Rd			0.72	Oxnard
3	River St	E St	Mountain View St	1.64	Fillmore
3	A St	Goodenough Rd	River St	1.21	Fillmore
3	Mountain View St	3rd St	Heritage Valley Prkway	0.91	Fillmore
3	Cloyne St	Channel Islands Blvd	Bard Rd	0.65	Oxnard
3	Novato Dr	Wooley Rd	Hill St	0.30	Oxnard
3	9th St	Hobson Way	C St	0.46	Oxnard
3	Santa Ana Blvd	Santa Ana Rd	Monte Via	0.59	Unincorporated
3	Signal St	Grand Ave	Ojai Valley Trail	0.53	Ojai

Class	Name	From	To	Miles	Jurisdiction
3	E St	Cottonwood Ln	Ventura St	0.03	Fillmore
3	Doubletree Rd	Kanan Rd	Kanan Rd	0.84	Unincorporated
3	Fairway Dr	Center School Rd	Crestview Ave	1.73	Camarillo
3	Central Ave	3rd St	Heritage Valley Prkway	0.88	Fillmore
3	Heritage Valley Parkway	Central Ave	Mountain View St	0.28	Fillmore
3	B St	Goodenough Rd	River St	1.18	Fillmore
4	Los Angeles Ave	Nardo St	Santa Clara Ave	2.89	Unincorporated
4	Chambersburg Rd	Gasway Dr	Pasadena Ave	1.20	Fillmore
4	Baldwin Rd	Rice Rd	Ventura Ave	0.28	Unincorporated
4	Santa Rosa Rd	Yucca Dr	Joel Ln	4.77	Thousand Oaks
4	Pleasant Valley Rd	Las Posas Rd	Lewis Rd	2.01	Camarillo
4	Pleasant Valley Rd	Laguna Rd	Lewis Rd	4.18	Unincorporated

Figure 7-8: Active Transportation Project Map – Scenario B



7.3

Scenario C

Projects

Scenario C contains a set of transportation projects that would enhance the Ventura County transportation network beyond the package of projects, programs, and strategies contained in Scenario A and Scenario B. The Scenario C projects are intended to build

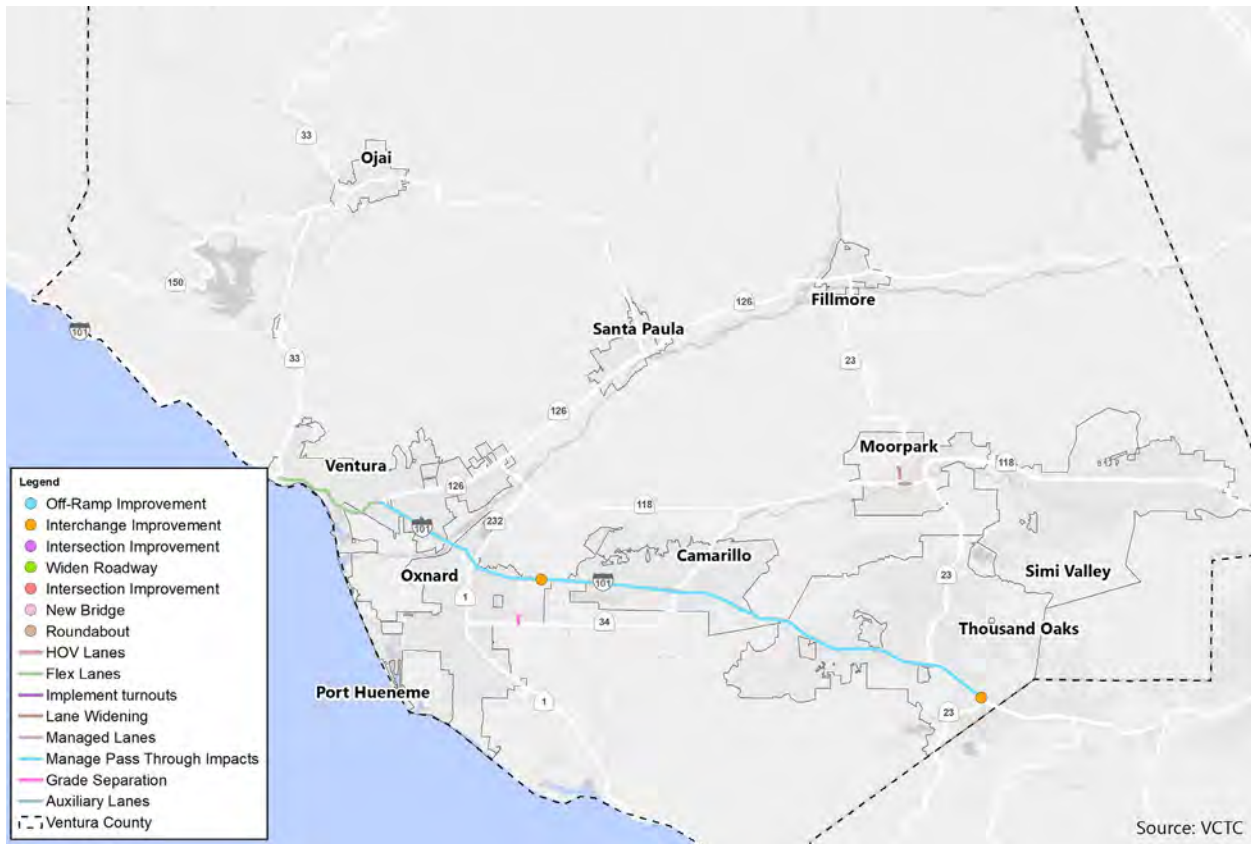
on the Scenario B package of projects, identifying projects and improvements that either do not currently have a defined pathway to funding, the project specifics are not yet well-defined due to a need for additional study, or project costs and timelines would extend implementation of the projects beyond the Year 2040 horizon for this CTP.

Freeway and State Highway Projects

Table 7-10: Freeway and State Highway Project List – Scenario C

PROJECT	PROJECT #	LIMITS	JURISDICTION	BUILD YEAR
Flex lanes along freeways to accommodate changes in traffic volumes in the AM vs PM: (additional lane SB in AM and additional lane in NB in PM)		US 101: SR 23 - SR 126	Caltrans	2040
Managed lane additions along US 101 between Moorpark Rd and SR 33		Moorpark Rd - SR 33		
Managing pass-through traffic impacts *^				
Implement a single reversable HOT lane (additional lane SB in AM and additional lane in NB in PM) on US 101 to serve AM and PM peak travel flows		US 101: SR 23 - SR 126	Caltrans	2040
Interchange improvements along US 101 at Del Norte Blvd, Victoria Rd, S Westlake Blvd, & at SR 126: Del Norte Blvd. – improve interchange, Widen Del Norte Bridge over 101 (From Ventura Blvd. to US 101 SB Ramps) from 2 to 4 lanes plus left turn lane. Add NB loop on-ramps and realign and improve other ramps		Various	Caltrans, various cities	2030
US 101 Beach + Town - Cap over US 101 in Downtown Ventura for three blocks*^	S5121001	Downtown Ventura	Caltrans/ Ventura/VCTC	
Coordinate with NBVC and Caltrans to program needed improvements on US 101 associated with access to the installation*^		Countywide	Caltrans	
Implement recommendations from the US 101 Wildlife Tracking Study to promote connectivity, including potential improvements for wildlife crossings across US 101*^		US 101 in Ventura County	Caltrans/VCTC	

Figure 7-9: Freeway and State Highway Project Map – Scenario C



Rail Transit Projects

Table 7-11: Rail Project List – Scenario C

PROJECT	PROJECT #	LIMITS	JURISDICTION	BUILD YEAR
Moorpark to Simi Valley Double Track*^		MP 438.1-MP427.2	Metrolink	2025
Introduce rail service between Ventura and Santa Barbara Counties*^		From existing end of Ventura County Line	Metrolink	
Seacliff Curve Realignment^	VEN141202	LOSSAN Corridor in Ventura County	Metrolink	2024
Replace Arroyo Simi Bridge*^		At bridge	Metrolink	
Moorpark Area Maintenance Facility Buildout*^		Moorpark	Metrolink	
Second Main Track^		Control Point (CP) Las Posas to MP 423	Metrolink	
Leesdale Siding Extension: Siding extension to allow operational flexibility between Oxnard and Camarillo*^		LOSSAN Corridor in Ventura County: Ventura - Camarillo	Metrolink	
Oxnard Station Second Platform*^	VEN210607/ 6A98P01	Oxnard Station	Oxnard	2030
Santa Paula Branch Line Rail Improvements*^	5N011	Montalvo to Los Angeles County Line	VCTC	
New second Metrolink station in Simi Valley		Simi Valley	Simi Valley	

Bus Transit Projects

Table 7-12: Bus Project List – Scenario C

PROJECT	PROJECT #	JURISDICTION	BUILD YEAR
Designate areas as mobility hubs where passengers can more easily transfer between services across transit agencies*^		Various	
Time transit services along popular O-D pairings so travelers can make easier transfers*^		Various	
Implement Kiss & Ride locations for TNC PUDO*^		Various	
Introduce WiFi at transit stations*^		Various	
Introduce charging stations at transit stations*^		Various	
Introduce shade structures at transit stops*^		Various	
Expand GCTD service in the western portion of Ventura County*^		Gold Coast Transit District	
Expand paratransit service for forecasted aging populations*^		Various	
VCTC Countywide Bus Expansion*^		VCTC	2039
Oxnard Bus Route 23 Bus Stop Improvement*^		TBD	
Ventura Avenue and Santa Clara Street Mobility Hub*^		Gold Coast Transit District, VCTC, City of Ventura	
Introduce service between Fillmore and Moorpark*^		TBD	
Introduce service between Santa Clarita River Valley and Santa Clarita*^		TBD	
Introduce bus-on-shoulder service*^		TBD	
Ventura Avenue and Santa Clara Street Mobility Hub*^		Gold Coast Transit District	
Pedestrian Improvements within 1/4 mile of HQTA's*^		Gold Coast Transit District	
Implement GCTD Bus Stop Improvement Plan*^		Gold Coast Transit District	
Implement 15 min or better frequency on HQTC's/other highly utilized corridors*^			

Active Transportation Projects

Table 7-13: Bike Project List – Scenario C

PROJECT	PROJECT #	JURISDICTION	BUILD YEAR
Class IV bike lane on Ventura Rd*^		Ventura	2040
Class I bikeway along Crooked Palm Rd*^		Ventura County	2040
Class I Ojai/Ventura bike path*^		Various	
Connect bikeways to provide direct access between business park and a potential Metrolink transit station serving the western portion of Simi Valley*^		Various	
Ventura River Trail*^	91027	Various	2023
Implement Class II bike lanes northeast of Oxnard Transportation Center*^	VEN130101/500703	Oxnard	2021
Ventura Eastside Sidewalk ADA Poinsettia*^	75240	Ventura	2024
Springville Drive Bike Trail in Camarillo*^	5TDL04	Camarillo	
Santa Paula Branch Line Recreational Trail between Montalvo in Ventura toward Santa Paula*^	5N011	Various	
Introduce bike share program*^		Various	
Introduce infrastructure for e-bikes*^		Various	
Introduce bike training programs at schools/community centers*^		Various	

7.4

Scenario Performance

This section presents an analysis of the three transportation network scenarios and compares the performance of each scenario using metrics related to automobile trips, congestion, air quality, mode share, economic access, connectivity to transit, and equity.

7.4.1 Performance Metrics

To understand the potential benefits of the projects and programs presented here in the CTP, each scenario is analyzed using a set of performance metrics that are derived from the CTP goals presented in Chapter 1.

Performance metrics used to evaluate the CTP scenarios include:

- **Change in Vehicle Miles Traveled (VMT)**
 - The State and the SCAG region have defined targets for reducing VMT generated from transportation sources. This metric illustrates how the different scenarios would help Ventura County contribute to regionwide and statewide VMT reduction targets.
- **Change in Vehicle Hours of Delay (VHD)**
 - VHD highlights the time vehicles are spending in congested traffic conditions on a countywide level. Reductions in VHD correlate with reductions in overall traffic congestion.
- **Change in Volume to Capacity (V/C) Ratio**
 - This metric measures how much of a roadway or freeway’s capacity is utilized by traffic volumes. This is a corridor-specific metric that allows for comparison between scenarios along a full corridor or specific segments of a corridor.
- **Change in Mode Split** – Refers to the travel mode individuals use for each trip. Travel modes include drive alone auto, carpool, active transportation, and transit. Higher mode splits for transit and active transportation would correlate with fewer automobile trips and potentially lower VMT and traffic congestion.
- **Change in Greenhouse Gas (GHG) Emissions** – This metric looks at the amount of GHG emissions are forecast to be generated from transportation sources. This metric typically correlates with VMT.

- **Population within a High Quality Transit Area (HQTa)** – Increased access to high-quality transit services (15 minute or better frequency) can encourage greater use of transit services for commute and non-commute trips.
- **Population within 0.25 miles of a Bikeway**
 - This metric analyzes the change in the number of residents that would have convenient access to a bicycle facility, which could encourage more travel by active transportation modes.
- **Environmental Justice Area Population within a High Quality Transit Area (HQTa)**
 - This metric builds on the analysis in Chapter 5 and focuses in on how access to high-quality transit services changes for residents in EJAs across the scenarios.
- **Environmental Justice Area Population within 0.25 miles of a Bikeway** – This metric analyzes the change in the number of residents in EJAs that would have convenient access to a bicycle facility.
- **Vehicle Miles Traveled in Environmental Justice Areas** – Analyzing the change in forecast VMT in corridors located within or adjacent to EJAs assists in assessing how the scenarios would reduce transportation source emissions in these communities.

The analysis using these performance metrics assists in quantifying the potential benefits to mobility and the environment resulting from each scenario.

Table 7-14 identifies the performance metrics used to evaluate each scenario, and shows how each metric aligns with the CTP goals.

Table 7-14: Performance Metrics

Performance Metric	Alignment with CTP Goals
Change in Vehicle Miles Traveled (VMT)	Balance Transportation and Land Use Foster Economic Prosperity Reduce Emissions and Improve Sustainability
Change in Vehicle Hours of Delay (VHD)	Balance Transportation and Land Use Foster Economic Prosperity Reduce Emissions and Improve Sustainability
Change in Volume to Capacity (V/C) Ratio	Balance Transportation and Land Use Foster Economic Prosperity Reduce Emissions and Improve Sustainability
Change in Mode Split	Improve Multimodal Mobility Choice and Access to Destinations
Change in Greenhouse Gas (GHG) Emissions	Reduce Emissions and Improve Sustainability
Population within a High Quality Transit Area (HQTA)	Balance Transportation and Land Use Improve Multimodal Mobility Choice and Access to Destinations Foster Economic Prosperity Reduce Emissions and Improve Sustainability
Population within 0.25 miles of a bikeway	Balance Transportation and Land Use Improve Multimodal Mobility Choice and Access to Destinations Enhance Transportation Safety to Eliminate Deaths and Serious Injuries Reduce Emissions and Improve Sustainability
Environmental Justice Area Population within a High Quality Transit Area (HQTA)	Balance Transportation and Land Use Improve Multimodal Mobility Choice and Access to Destinations Foster Economic Prosperity Reduce Emissions and Improve Sustainability
Environmental Justice Area Population within 0.25 miles of a bikeway	Balance Transportation and Land Use Improve Multimodal Mobility Choice and Access to Destinations Enhance Transportation Safety to Eliminate Deaths and Serious Injuries Reduce Emissions and Improve Sustainability
Vehicle Miles Traveled in Environmental Justice Areas	Reduce Emissions and Improve Sustainability

7.4.2 Scenario Results

Change in VMT

Vehicle miles traveled (VMT) is a key metric for regional and statewide transportation planning. The metric is used as a proxy for identifying if a transportation project or scenario is successful at reducing transportation source greenhouse gas (GHG) emissions. VMT can also correlate with traffic congestion, as more vehicles travel more miles over the transportation network, the potential for traffic congestion can increase.

Figure 7-10 and Table 7-15 below present the forecast differences in VMT between 2016 and modeling Scenarios A, B, and C. Scenario A presents future baseline conditions in 2040, assuming all funded Scenario A projects are built. Scenario A is compared with Scenario B and C to identify how the additional proposed projects from these two scenarios would impact VMT in Ventura County.

Scenario B is forecast to have the most positive impact on reducing VMT in 2040. The greater forecast reduction in VMT in Scenario

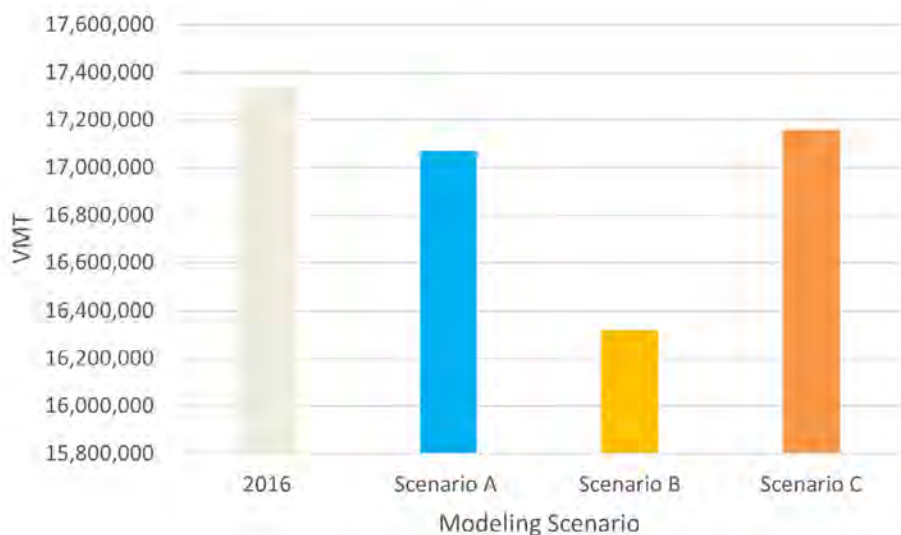
B indicates that the proposed package of projects would perform the best in terms of VMT reduction compared to 2016 conditions.

VMT is forecast to be reduced by nearly 6% in Scenario B from 2016 conditions. This forecast greater amount of VMT reduction is likely a result of the greater number of multimodal transportation projects included in Scenario B compared to Scenario A, and the reduced number of roadway and freeway capacity increasing projects proposed in Scenario B compared to Scenario C. Key projects identified in Scenario B that help to contribute to reduced VMT generation include increased access to transit through new park and ride locations and multimodal transportation centers, a freeway bus rapid transit (BRT) route, a new BRT-lite route, and optimized rail service both within the County and between neighboring counties. Scenario B also includes numerous active transportation projects and over 115 miles of new bikeways.

Table 7-15: Percent Reduction in VMT Across Modeling Scenarios

Scenario	% Decrease From 2016
Scenario A	-1.5%
Scenario B	-5.9%
Scenario C	-1.0%

Figure 7.10: VMT in 2016 Across Modeling Scenarios A, B, and C



Change in VHD

Measuring vehicle hours of delay (VHD) can provide insight into levels of traffic congestion on freeways and roadways across the county. For example, higher VHD would indicate that vehicles are spending a greater amount of time experiencing traffic congestion and their travel time is delayed when compared to travel times under free-flowing traffic conditions.

Figure 7-11 and Table 7-16 below present the forecasted change in VHD between 2016 and modeling Scenarios A, B, and C.

Countywide VHD is forecast to be highest in 2016 and is forecasted to decrease across all three modeling scenarios. VHD is forecast to experience the greatest reduction under Scenario C, with a forecasted decrease of approximately 37% from 2016 conditions. The forecasted reduction in VHD under Scenario B is the lowest among the three future CTP scenarios, illustrating the tradeoff between advancing a greater number of multimodal projects intended to reduce VMT versus freeway and roadway capacity-adding projects that could further reduce traffic delay. Scenario B does achieve a 14% reduction in VHD compared to 2016 conditions.

Figure 7-11: VHD in 2016 Across Modeling Scenarios A, B, and C

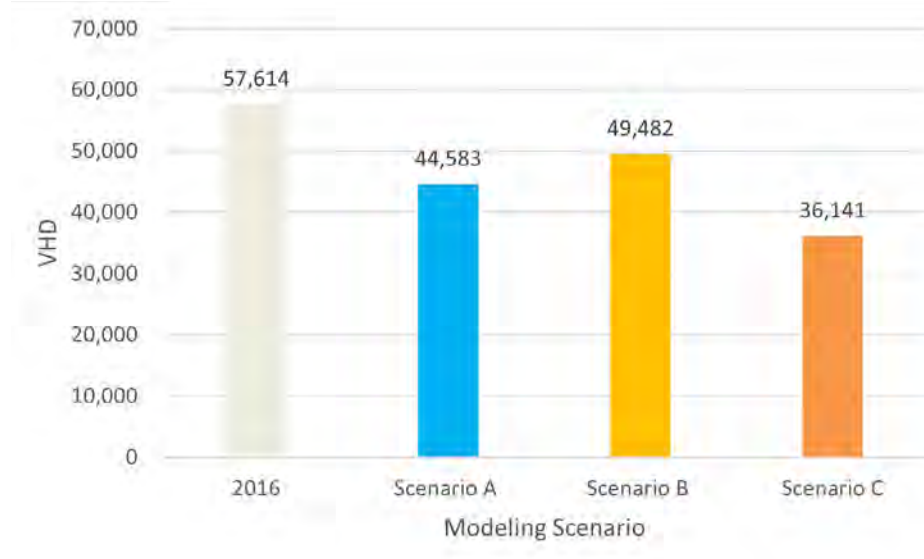


Table 7-16: Percent Reduction in VHD Across Modeling Scenarios

Scenario	% Decrease From 2016
Scenario A	-22.62%
Scenario B	-14.11%
Scenario C	-37.27%

Change in Volume to Capacity Ratio

As presented in Chapter 2, 2016 AM and PM peak period volume to capacity (V/C) ratios according to Ventura County's Travel Demand Model showed high travel demand along regional corridors (including U.S. Highway 101, SR 126, SR 118) that connect different cities in the county. This 2016 data is presented below in Figures 7-12 and 7-13. The figures that follow illustrate V/C during the AM and PM peak periods in 2040 for Scenarios A, B, and C.

The figures presenting 2040 forecasts show a forecasted decrease in V/C ratios across each consecutive scenario, particularly along U.S. Highway 101 between Camarillo and Thousand Oaks, along Santa Rosa Road/Moorpark Road, and along SR 118 east of Oxnard, all of which serve east-west traffic. These results generally align with the forecasted decrease in VHD summarized in the previous section.

In 2040 Scenario B, the PM peak period features percentage V/C changes from the 2016 baseline network of:

- Up to a 77% decrease in V/C on segments of SR 23
- Up to a 58% decrease in V/C on segments of SR 34
- Up to a 50% decrease in V/C on segments of SR 118
- Up to a 24% decrease in V/C on segments of US 101

Scenarios A and C also feature positive changes in V/C. Scenario A sees as high as a 75% decrease in V/C on a portion of SR 118 and SR 23 in both the AM and PM peak periods. Scenario C data depicts a significant decrease in V/C along the roadway portions of SR 23, up to 88% in the AM peak period and 78% in the PM peak period.

Figure 7-12: V/C in 2016 – AM Peak Period



Figure 7-13: V/C in 2016 – PM Peak Period

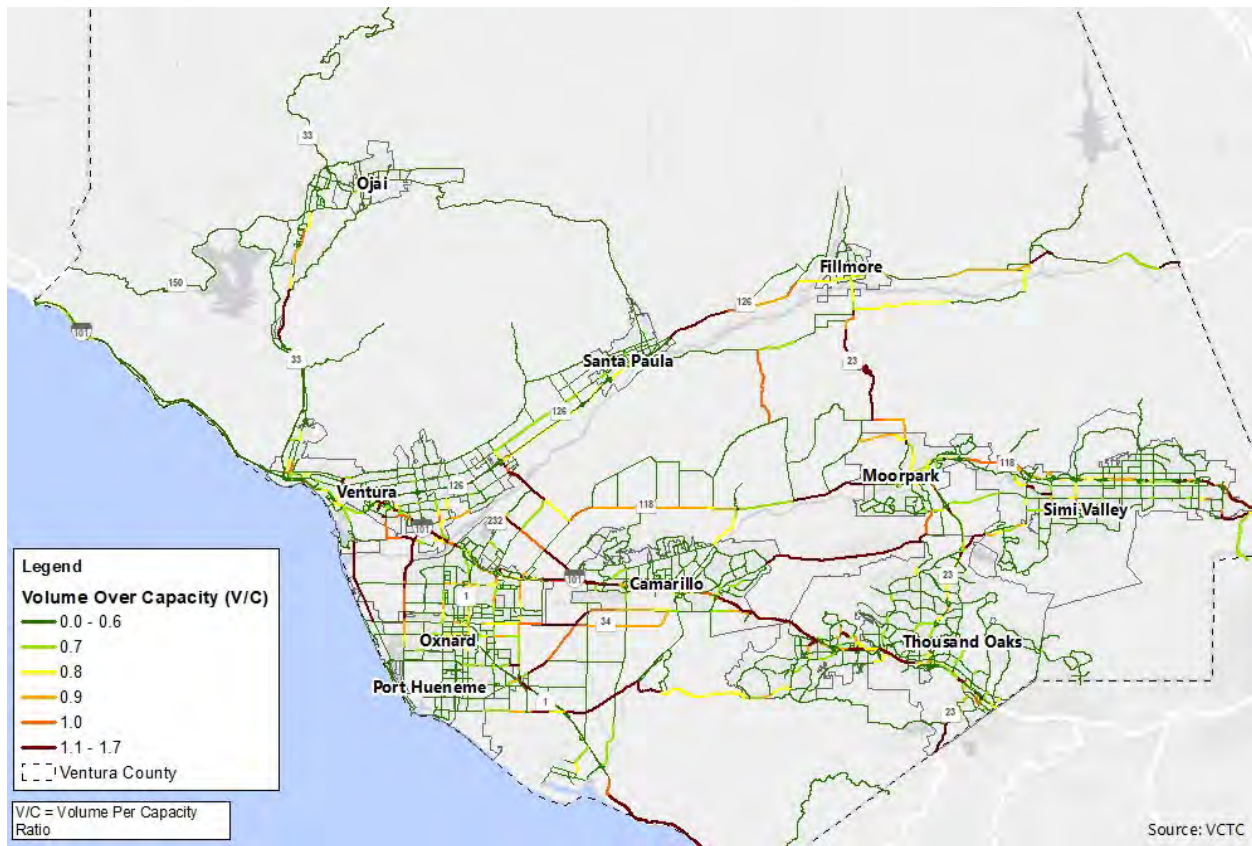


Figure 7-14: V/C in Scenario A – AM Peak Period

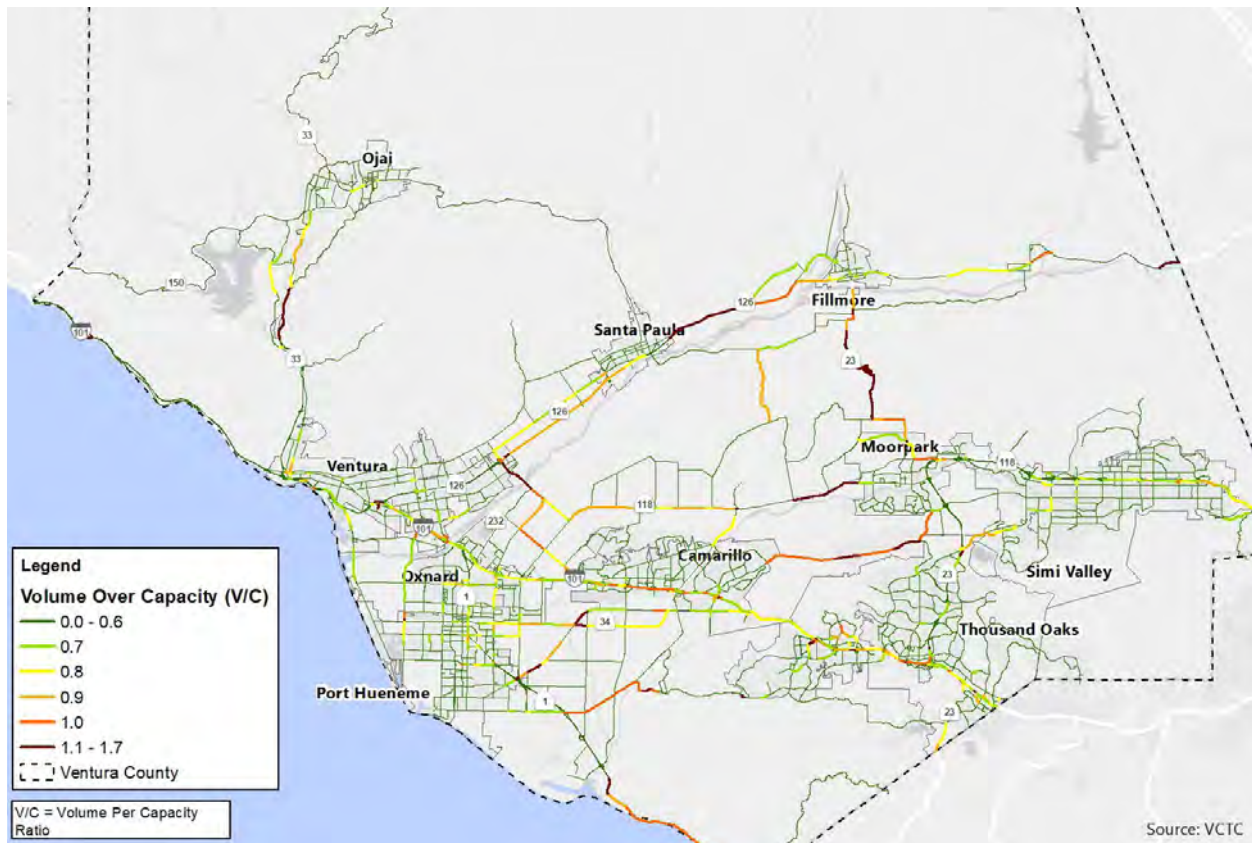


Figure 7-15: V/C in Scenario A – PM Peak Period

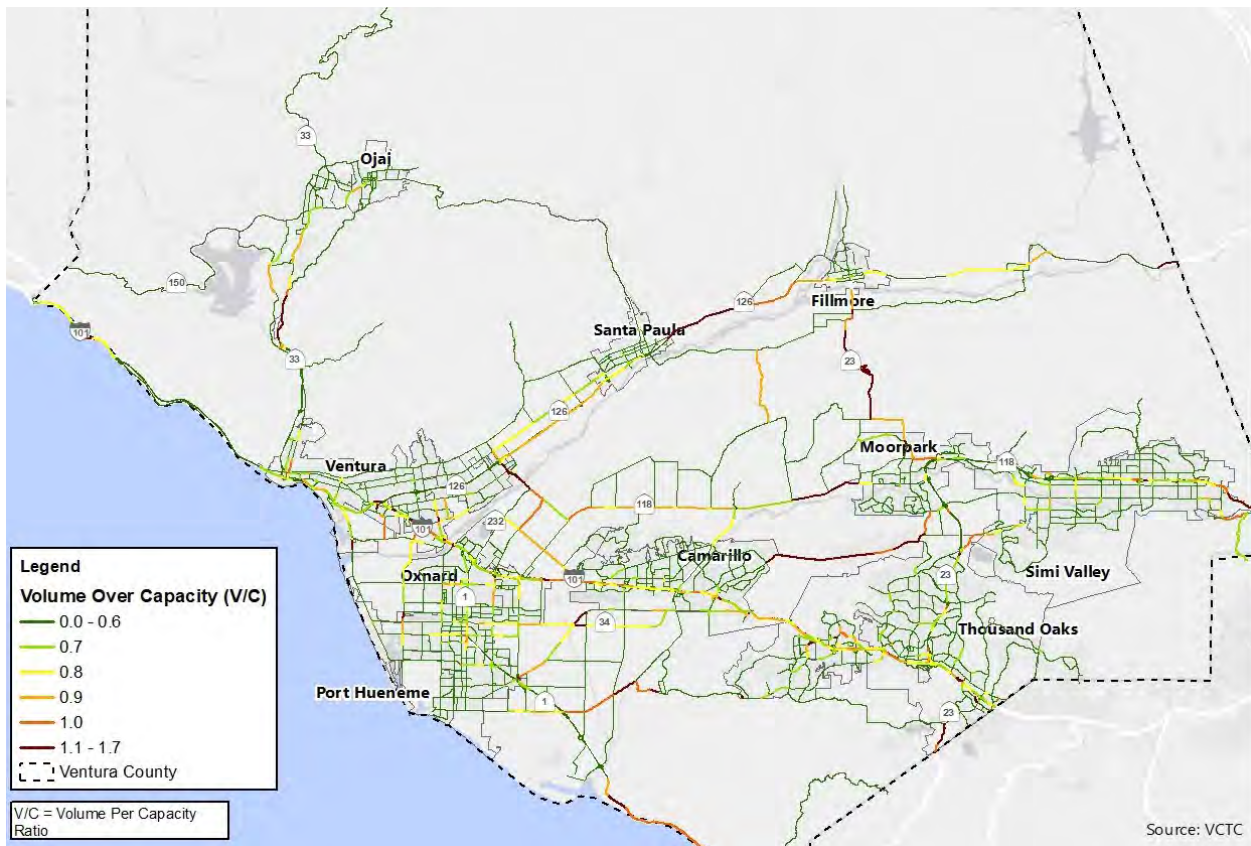


Figure 7-16: V/C in Scenario B – AM Peak Period

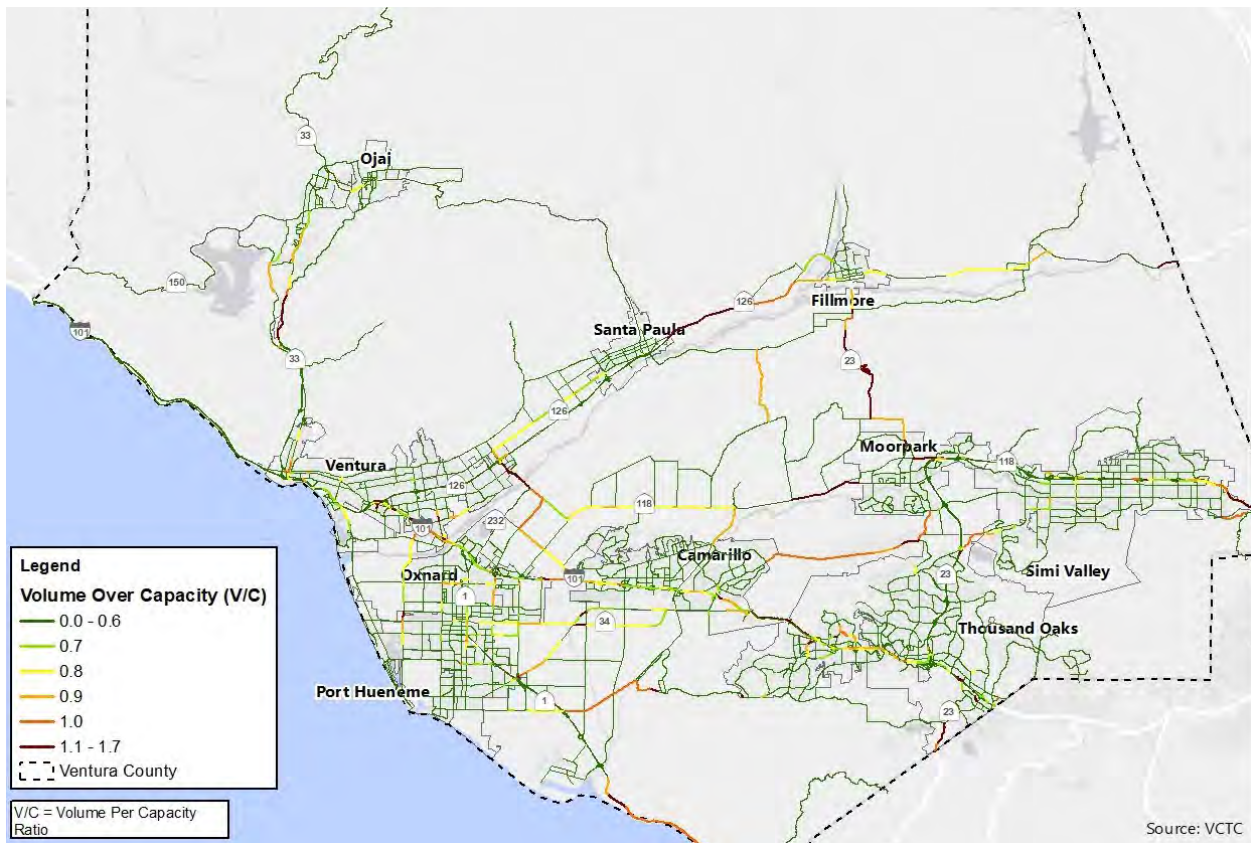


Figure 7-17: V/C in Scenario B – PM Peak Period

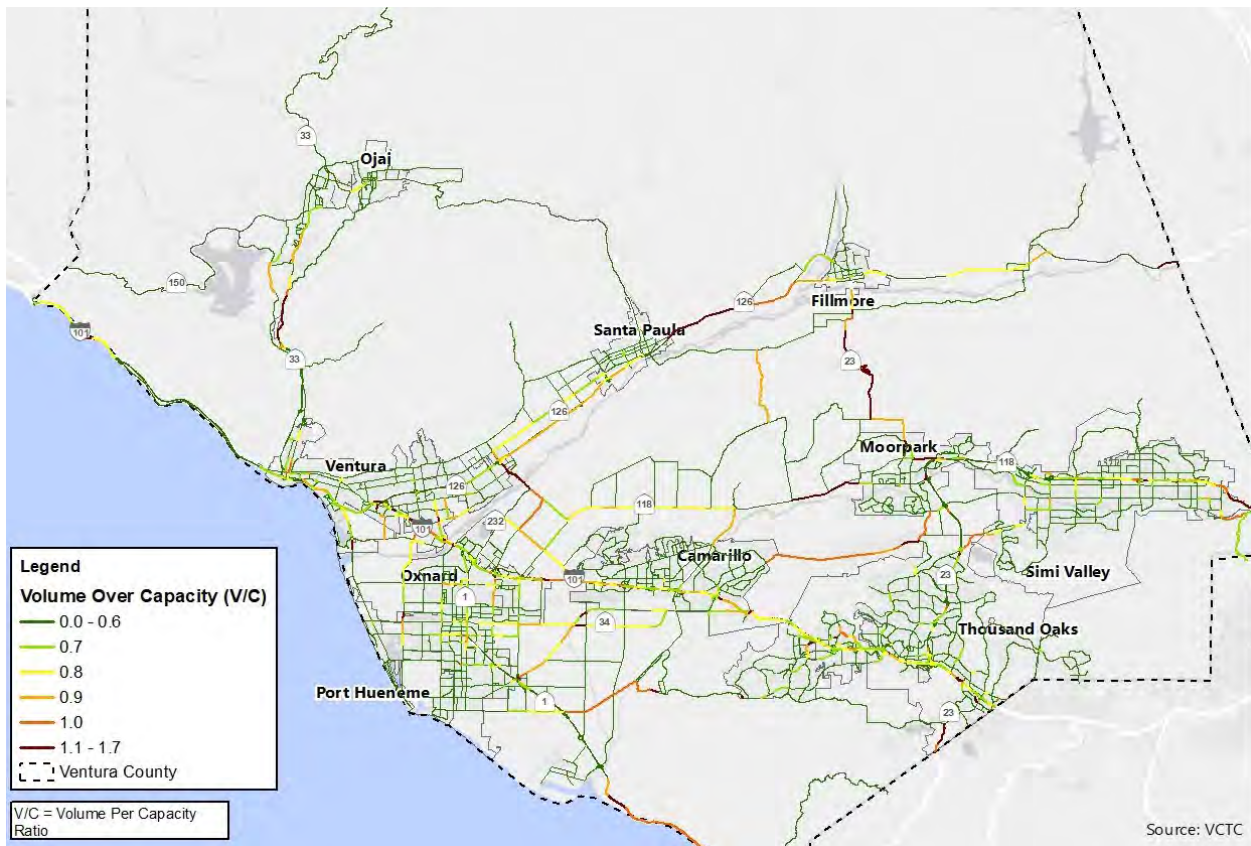


Figure 7-18: V/C in Scenario C – AM Peak Period

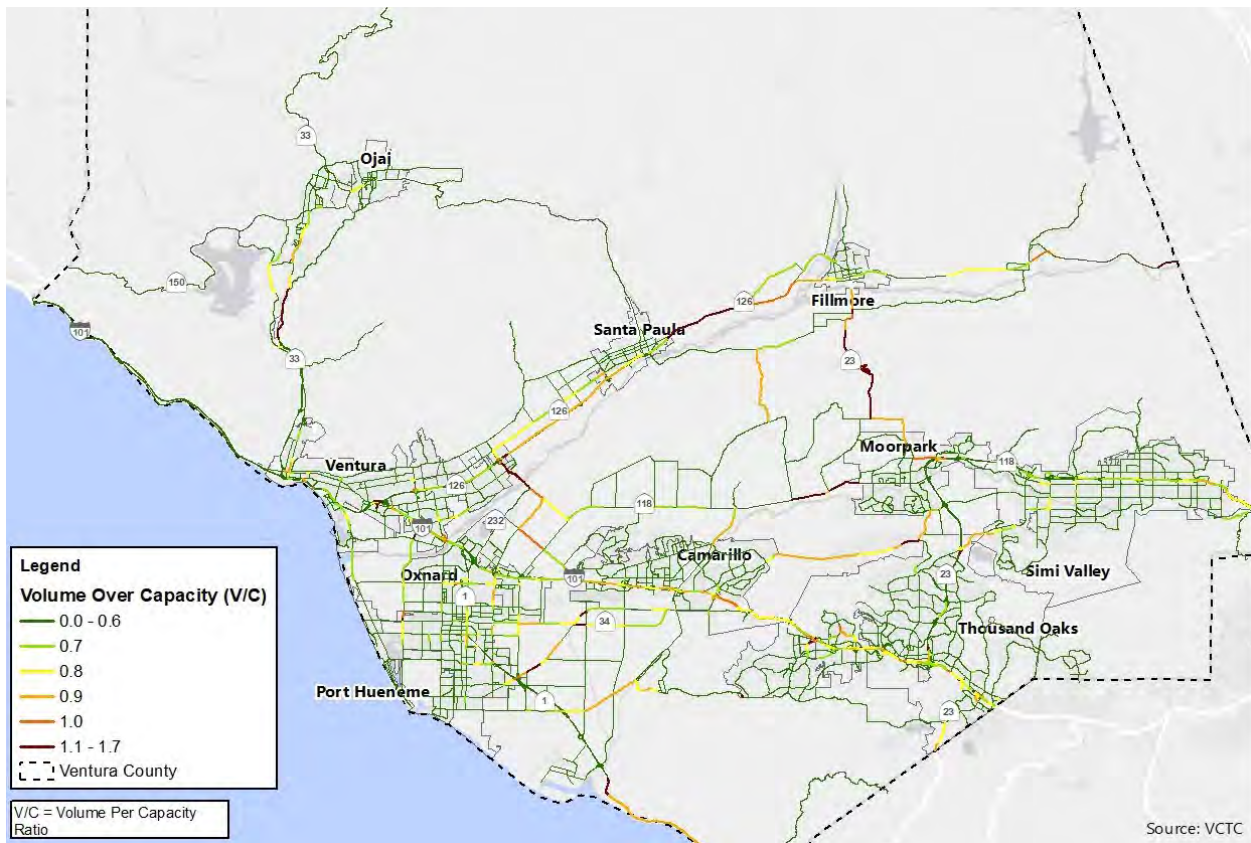
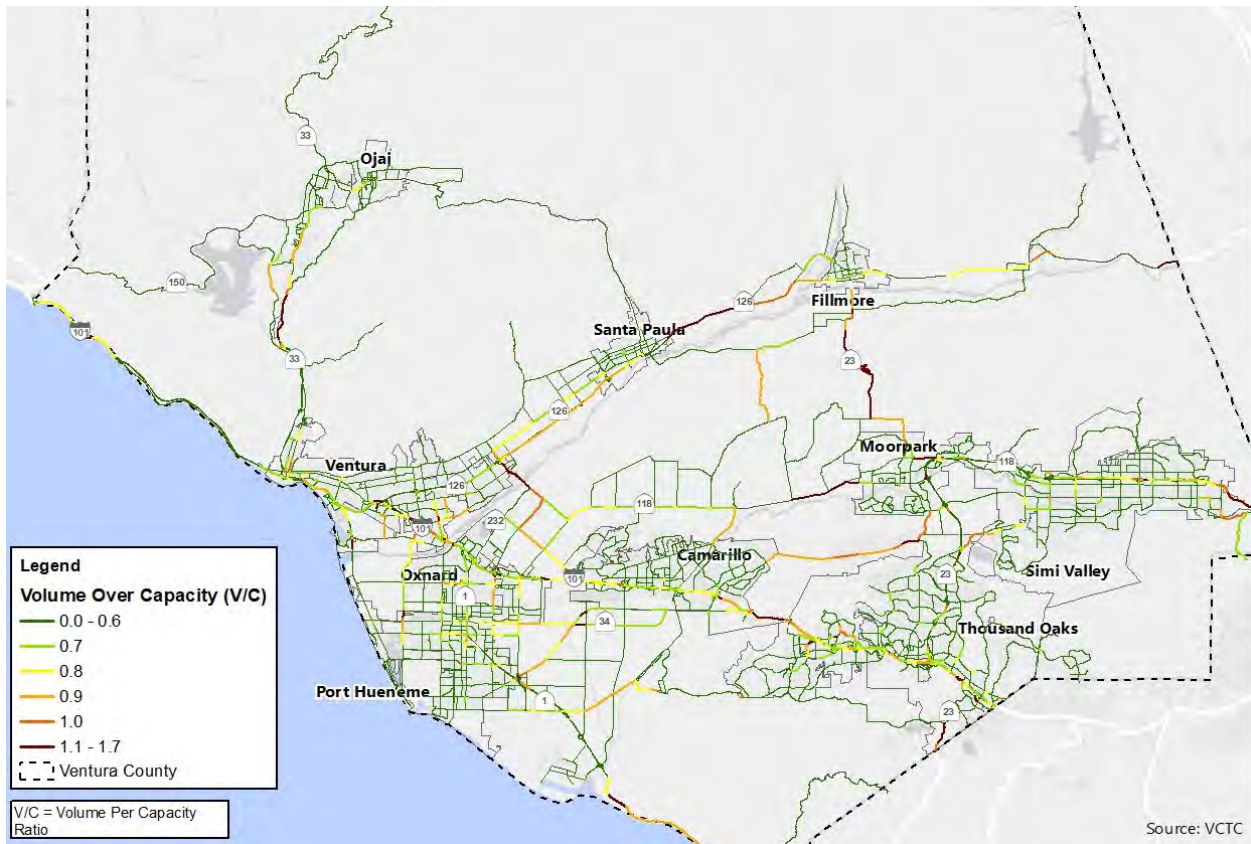


Figure 7-19: V/C in Scenario C – PM Peak Period

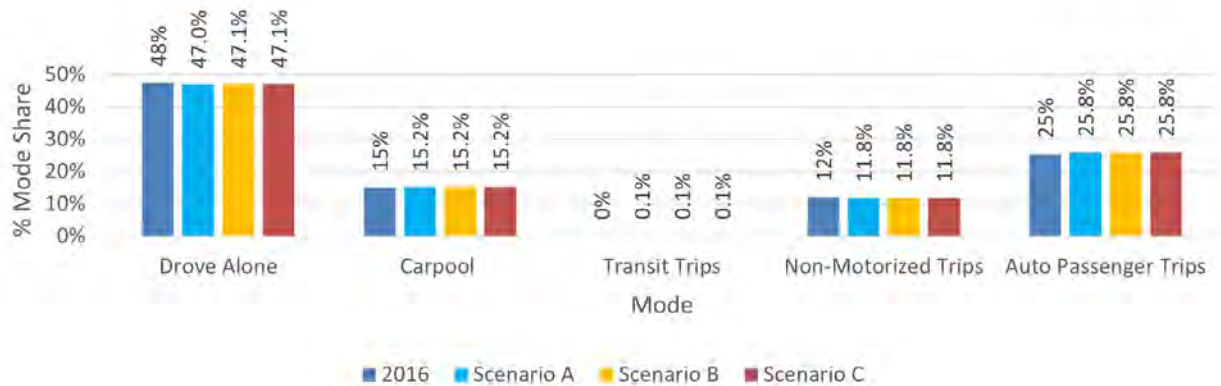


Change in Mode Split

Changes in mode share would indicate if proposed transportation improvements have an impact on the type of travel mode that people chose to take on their trips. Figure 7-20

illustrates the forecast percent mode share for driving alone, carpool, transit, non-motorized, and auto passenger trips in 2016 and across Scenarios A, B, and C in 2040. Changes in mode share are forecasted to be minor across the three modeling scenarios.

Figure 7-20: Mode Split Comparison between 2016 and Scenarios A, B, and C



Due to the constraints of the Ventura County Transportation Model (VCTM), several improvements that could contribute to shifting mode share toward more sustainable transportation alternatives were not able to be modeled. This limitation contributes to some of the very minor shifts in mode share that were reflected in the figure above, particularly for active transportation projects.

Examples of the projects not able to be modeled include active transportation (walking and bicycling) improvements and selected transit improvements, including electrification of the bus fleet and bus stop maintenance also contribute toward an improved transit experience.

Another key factor in shifting mode split is the coordination of land use and transportation planning and policies. Transportation network improvements and changes to land use – particularly involving increased land use densities, locating new development near transit, and providing active transportation connectivity – together form two important puzzle pieces to reduce single-occupancy vehicle travel. In the absence of coordinated land use planning and policy changes, multimodal transportation improvements will typically only result in incremental changes to mode split as seen in the forecast summarized above.

Change in Emissions

Greenhouse gas (GHG) emissions refer to a combination of Carbon Dioxide, Methane, Nitrous Oxide, and Fluorinated Gases. These gases are the primary contributors to climate change. The State of California has placed specific emphasis on reducing the contribution of transportation sources to the generation of GHG emissions in California, with several pieces of legislation passed over the past 10-15 years mandating GHG reductions in the transportation sector.

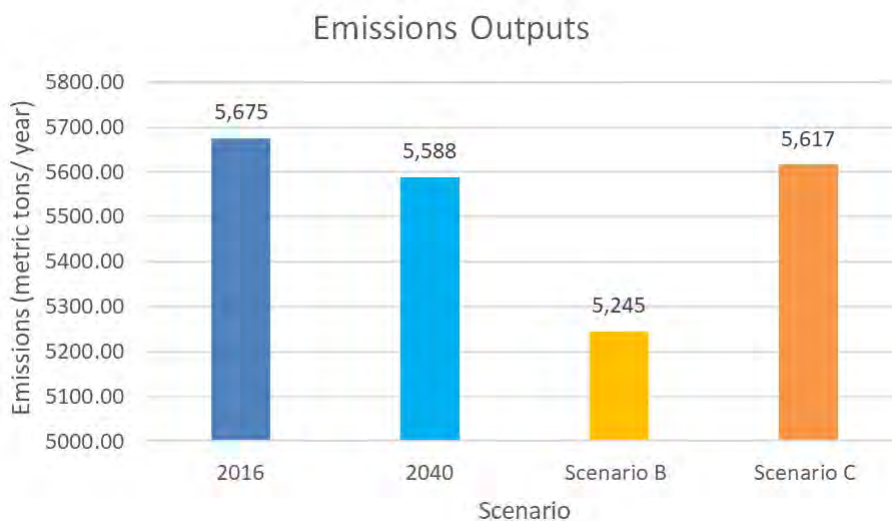
Table 7-17 and Figure 7-21 below present forecasted GHG emissions for Ventura County, measured in metric tons per year, for the 2016 existing condition and Scenarios A, B, and C.

Transportation source emissions are forecasted to decrease between 2016 and 2040 under future baseline conditions (Scenario A) by about 2%. Emissions are forecasted to further decrease under Scenario B by 6% from future conditions under Scenario A and nearly 8% from 2016 conditions. This is in line with the forecast decrease in VMT under Scenario B conditions presented earlier in this chapter. In contrast, there is a forecast increase in emissions between Scenario A and Scenario C in 2040. This is in line with the slightly higher VMT conditions observed in Scenario C, resulting from the greater number of freeway and roadway capacity increasing projects contained in this scenario.

Table 7-17: Vehicle Emission Outputs Across Modeling Scenarios

Scenario	Total Transportation Source Emissions (metric tons/ year)	% Diff (2016)	% Diff (2040)
2016	5,675.30		
Scenario A	5,588.19	-2%	
Scenario B	5,245.22	-8%	-6%
Scenario C	5,616.96	-1%	1%

Figure 7-21: Forecast Annual Transportation Source Emissions in Ventura County



Population within High Quality Transit Areas (HQTAs)

A key goal of the CTP is improving access to multimodal transportation, including transit across Ventura County. New and more frequent transit service would help to improve connectivity and could encourage increased transit use. Improving connectivity to transit can also lead to encouraging the development of denser mixed-use land uses around well-serviced transit stations, helping to reduce VMT.

To assess how Scenarios A, B, C perform at increasing access to transit, the performance analysis examines the number of people living within high-quality transit areas (HQTAs), as defined by SCAG.

Scenarios A and B are anticipated to result in noticeable increases in the number of people living within an HQTA. Scenario A includes an increased bus route frequency through Oxnard and Ventura, creating new HQTAs along this proposed high frequency transit corridor. Scenario B would create new HQTAs along U.S. Highway 101 and SR 126 as a result of the proposed freeway-based

bus rapid transit along U.S. Highway 101 and the limited stop high frequency route along SR 126. Scenario C would create a new HQTA around a new Metrolink second station in Simi Valley. Figure 7-22 illustrates existing transit routes compared to existing population density. Figures 7-23 through 7-25 show potential future HQTAs according to each scenario. HQTAs for Scenario A align with SCAG projections for 2045 HQTAs, while HQTAs in Scenario B assume new stations at interchanges along US 101 and SR 126, with limited stops along SR 126. Scenario C adds a new HQTA around a proposed new Metrolink station in Simi Valley.

As shown in the following figures, each scenario is forecast to result in a positive increase in the number people living within a HQTA. In the existing condition (2016), about 2.4% of Ventura County residents live within an HQTA. In Scenario A, this number is forecast to increase to 14.6% of the population. With the new and additional transit routes proposed, this number is forecast to increase to 17.8% of the population in Scenario B and 19.4% in Scenario C.

Figure 7-22: Existing Population Within 0.25 Mile of Transit

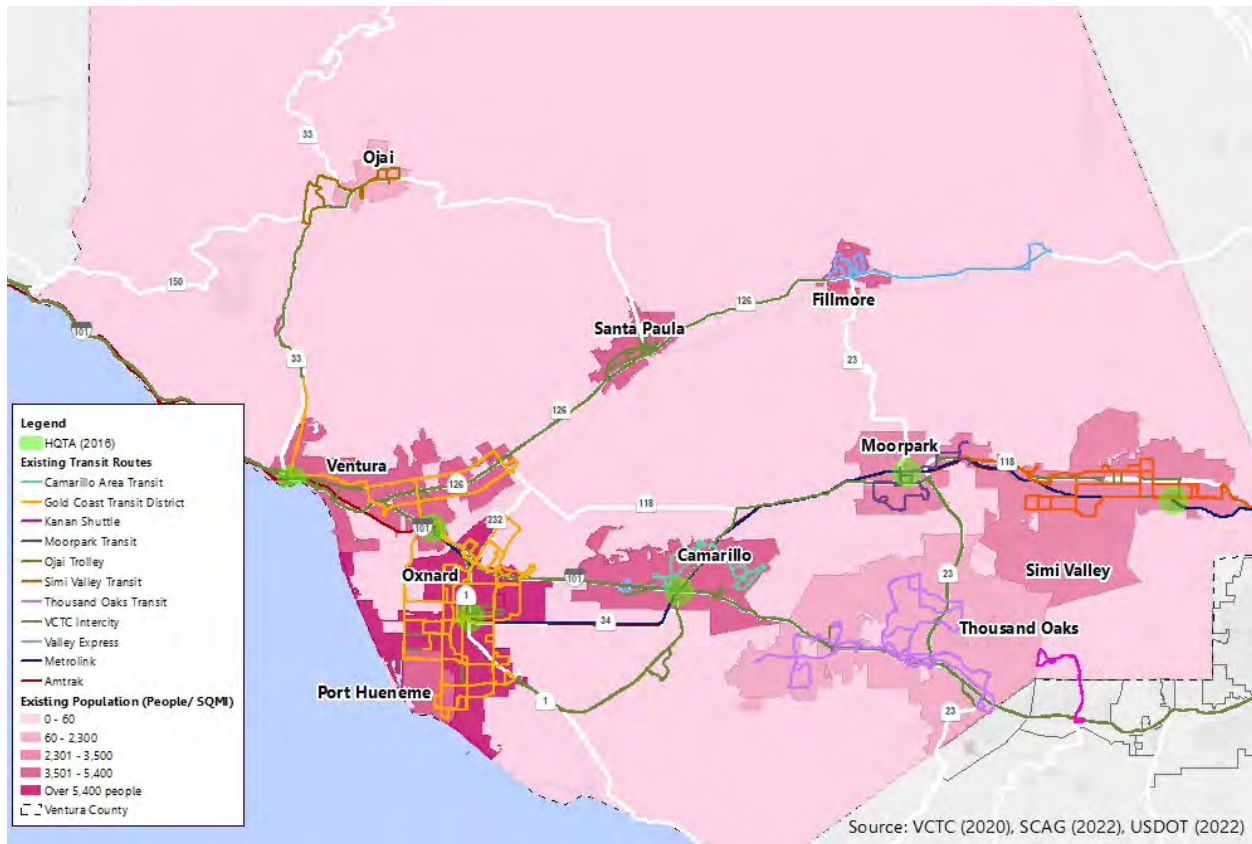


Figure 7-23: Future Population Within Future HQTAs – Scenario A



Figure 7-24: Future Population Within Future HQTAs – Scenario B

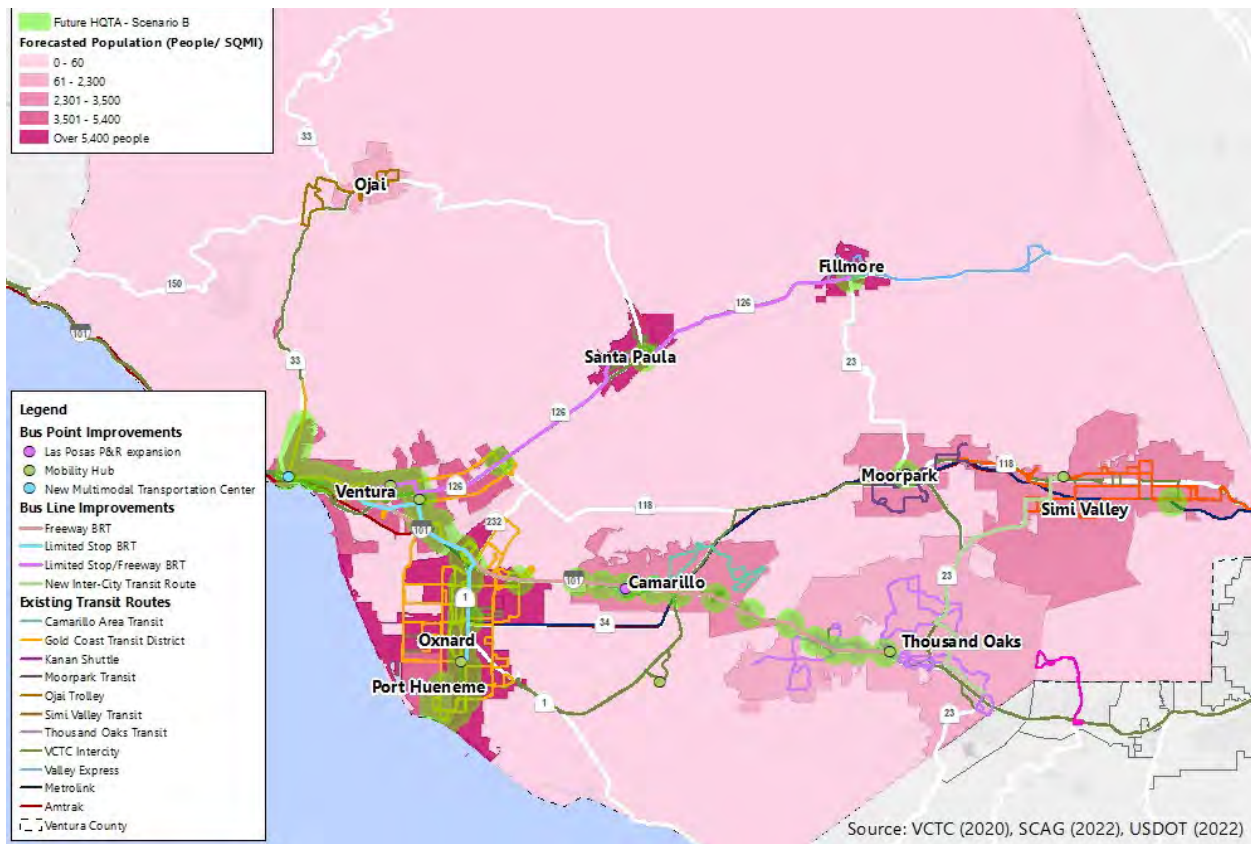
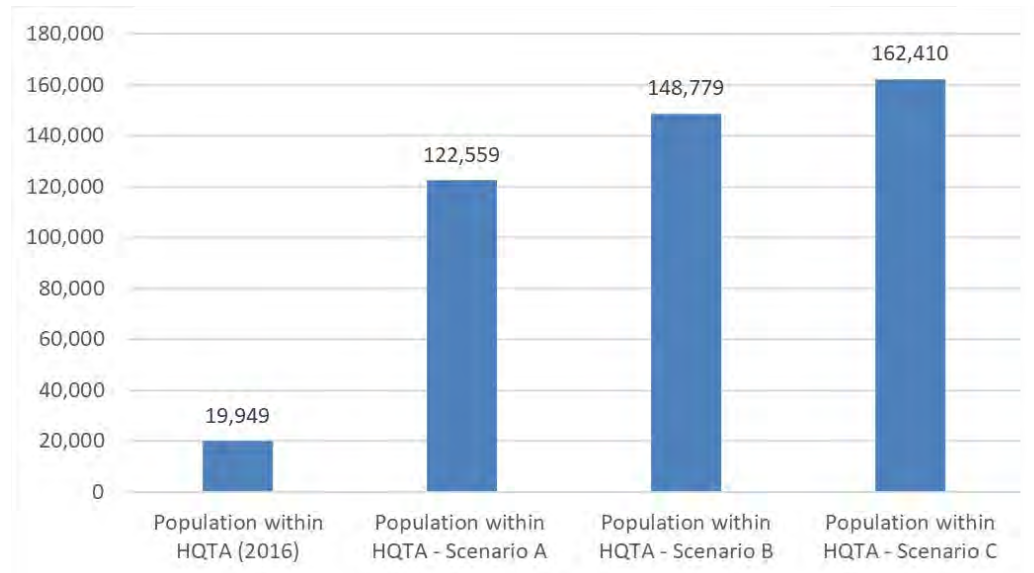


Figure 7-25: Future Population Within Future HQTAs – Scenario C



Figure 7-26: Population within HQTAs Across Scenarios



Population Within 0.25 Miles of a Bikeway

Building on the improvements to transit access, improving the bikeway network aligns with ongoing efforts to improve active transportation in Ventura County, particularly for regional connectivity. A focus on closing gaps in the bicycle facility network makes bike travel more feasible, particularly between residential and commercial areas that are often isolated and tend to lack connectivity outside of the denser areas of the county.

Scenario B proposes a total of 115 miles of new bikeways in Ventura County, including approximately 22 miles of Class I multi-use paths, 67 miles of Class II bike lanes, 11 miles of Class III bike routes, and 15 miles of Class IV cycle tracks. These improvements were identified and developed during the CTP process address to regional network gaps, respond to public input, and to help achieve the CTP’s safety goal.

The bikeway projects proposed in Scenario B would also help increase the number of people in Ventura County living within 0.25 miles of a bikeway. Figures 7-27 and 7-28 illustrate existing bikeways and proposed bikeways under Scenario B overlaid on population density for 2016 and 2040.

Figure 7-29 compares the number of people living within 0.25 miles of a bikeway in 2016 with forecast 2040 conditions under Scenario A and Scenario B. Currently, approximately 60.8% of residents in Ventura County live within 0.25 miles of an existing bikeway. In 2040, this shifts to 61.6% under Scenario A, this shifts to 61.6% under Scenario A. With the new bikeways proposed under Scenario B, approximately 65.7% of residents in the county would live within 0.25 miles of a bikeway.

Figure 7-27: Existing Population Within 0.25 Mile of a Bikeway – 2016

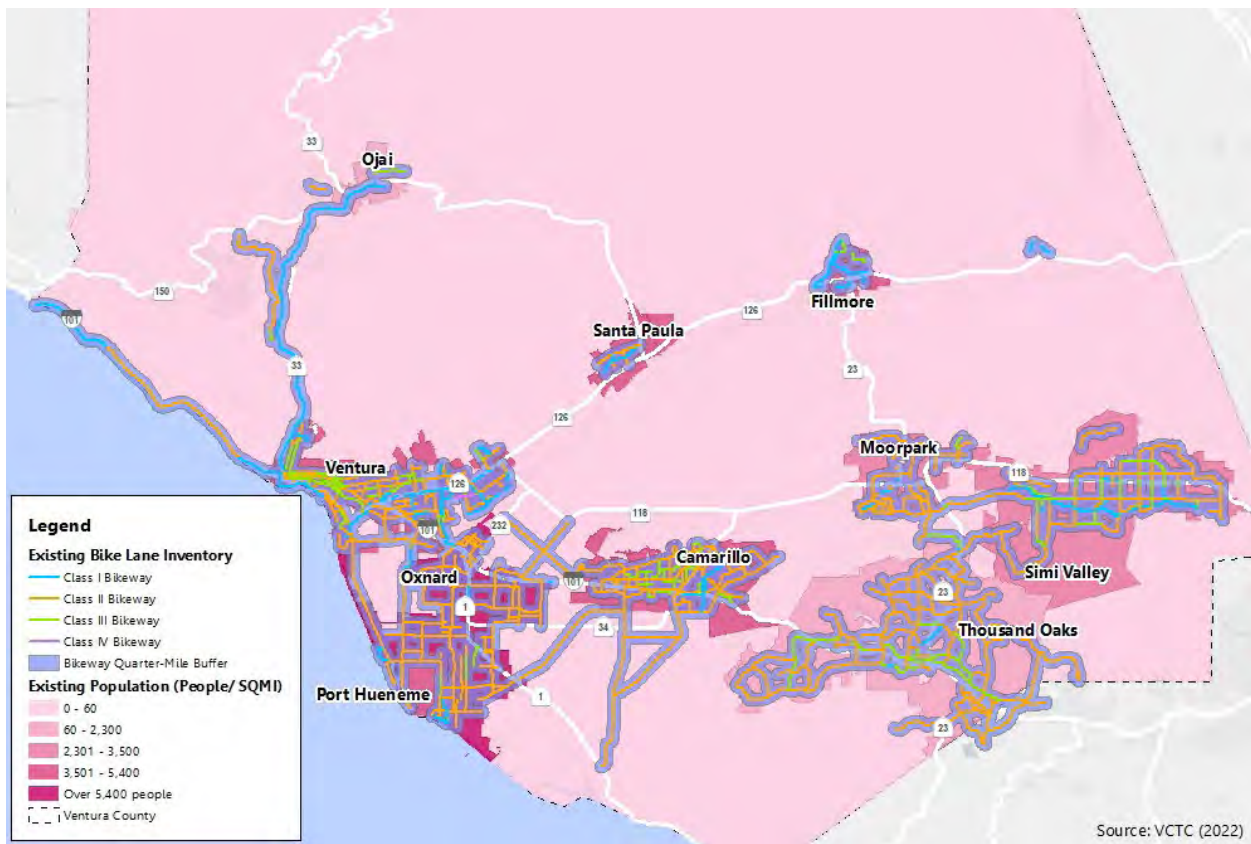


Figure 7-28: Forecasted Population Within 0.25 Mile of a Bikeway – Scenario B

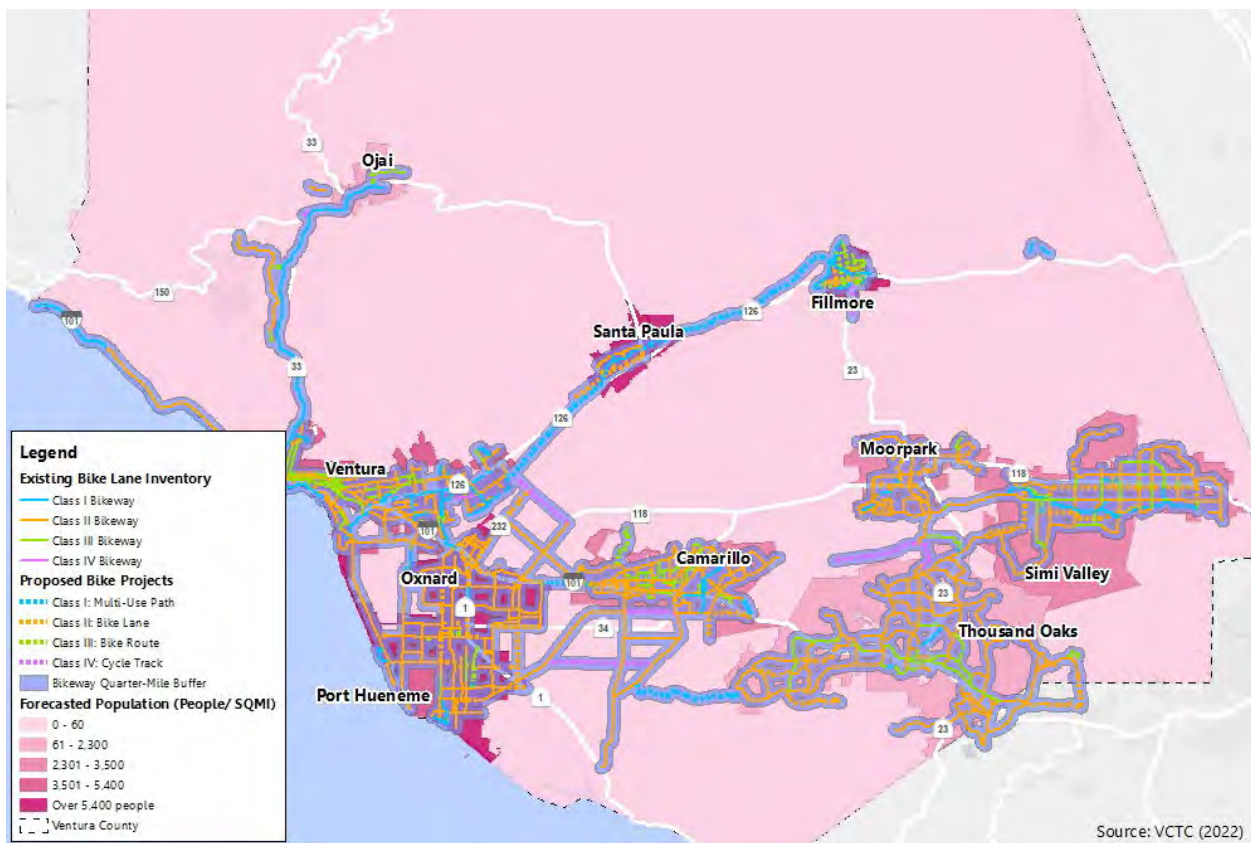
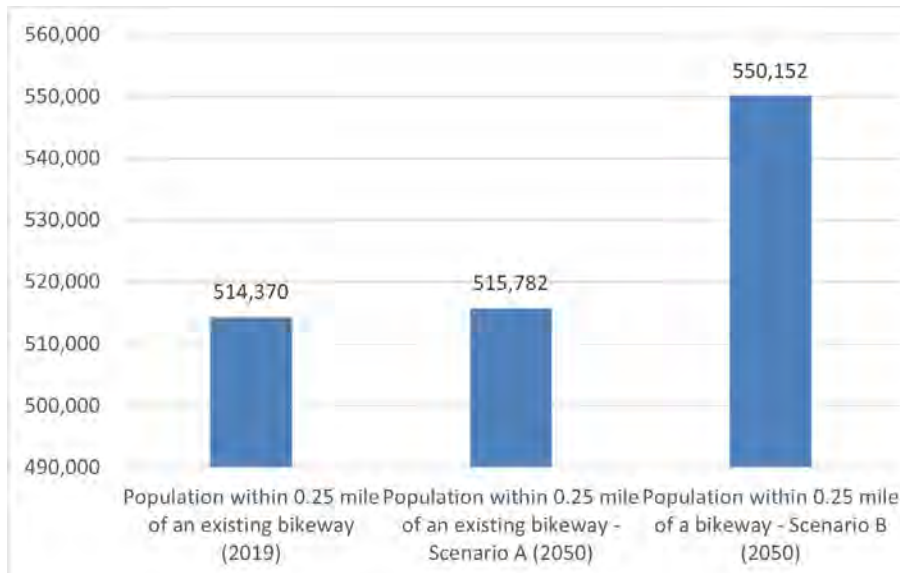


Figure 7-29: Population within 0.25 of a Bikeway Across Scenarios



Environmental Justice Area Population within a High Quality Transit Area

Chapter 5 highlights environmental justice areas (EJAs) as focus area for the CTP. Ongoing planning efforts and this CTP planning process have both identified gaps in transit service and active transportation facilities within EJAs. Bus transit and bikeways projects presented in Scenario B aim to address these gaps and improve transportation mobility for residents living in these areas. The analysis present here specifically looks at access to transit for people living in EJAs.

Transit projects in Scenario B include efforts to introduce new transit service operating in portions of the county that are currently underserved by transit. Specifically, high frequency transit routes and limited stop bus rapid transit routes proposed along SR 126 from Fillmore to Santa Paula to Ventura, along US 101 from Ventura to Thousand Oaks, and from Port Hueneme through Oxnard and Ventura – would provide additional transit options for residents living in existing EJAs.

Figure 7-30 illustrates the location of EJAs compared to existing HQTAs. Figures 7-31 through 7-33 illustrate the same EJAs with the estimated boundaries of future HQTAs under each scenario.

Currently, 5% of residents in EJAs live within the boundaries of an HQTA. With the transit projects proposed in Scenario A, 39.2% of residents in EJAs are projected to live within the boundaries of a HQTA. The transit projects proposed in Scenario B increase this to 44.4% of EJA residents. A smaller increase is seen in Scenario C, which proposes an additional Metrolink station in west Simi Valley, where there are comparatively less EJAs.

The transit improvements proposed in Scenario B build upon Scenario A projects to introduce high-quality transit services across the county. These projects are intended to provide increased transit frequency and high-quality service, resulting in positive improvements to transit access and service for existing EJAs.

Figure 7-30: Environmental Justice Areas Within Existing HQTAs



Figure 7-31: Environmental Justice Areas Within Future HQTAs – Scenario A

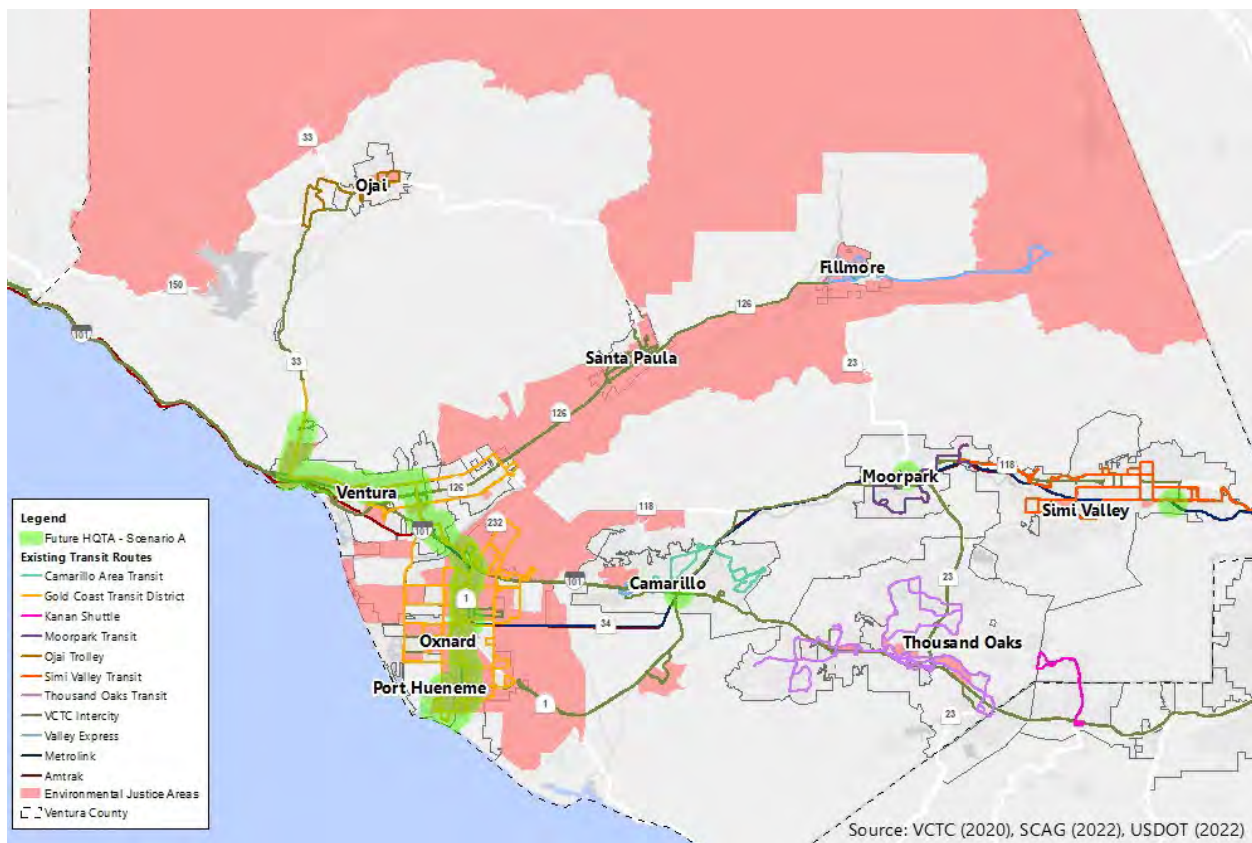


Figure 7-32: Environmental Justice Areas Within Future HQTAs – Scenario B

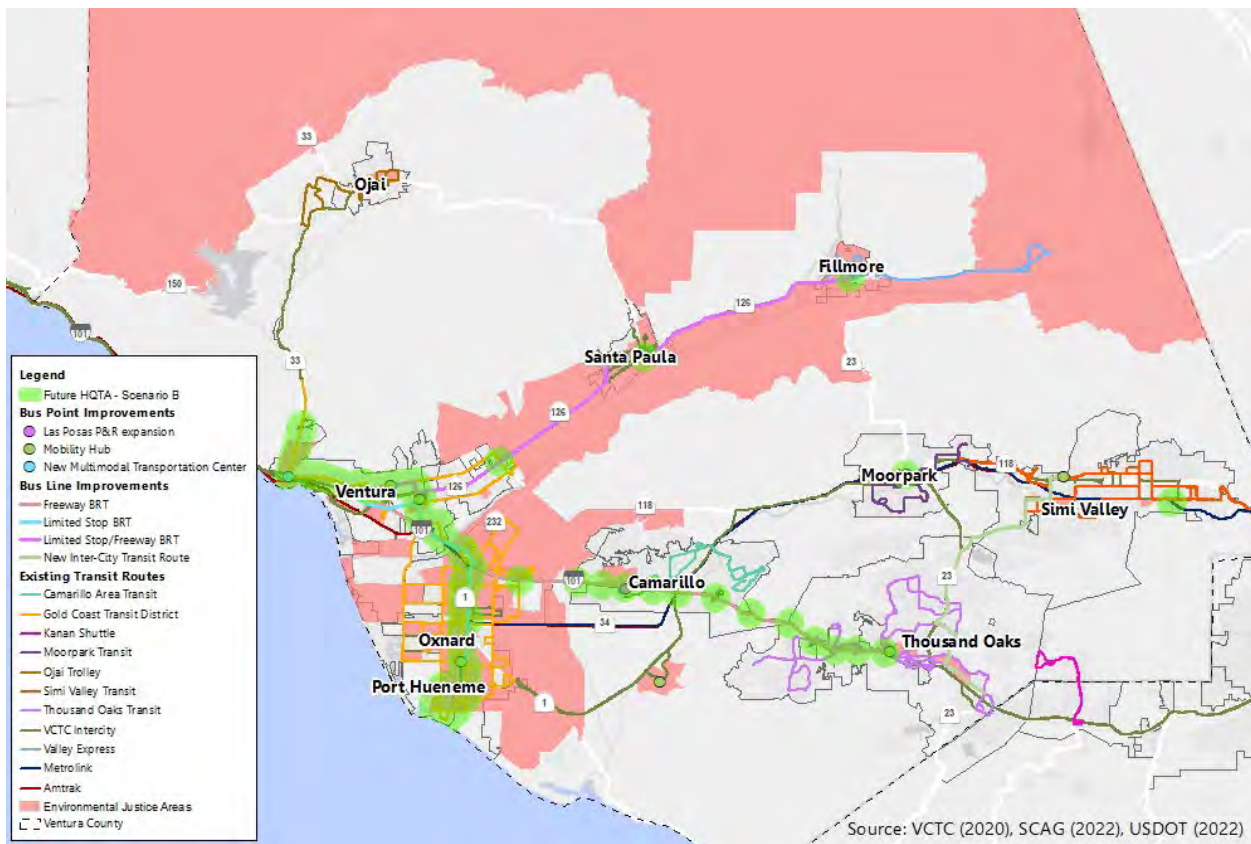


Figure 7-33: Environmental Justice Areas Within Future HQTAs – Scenario C

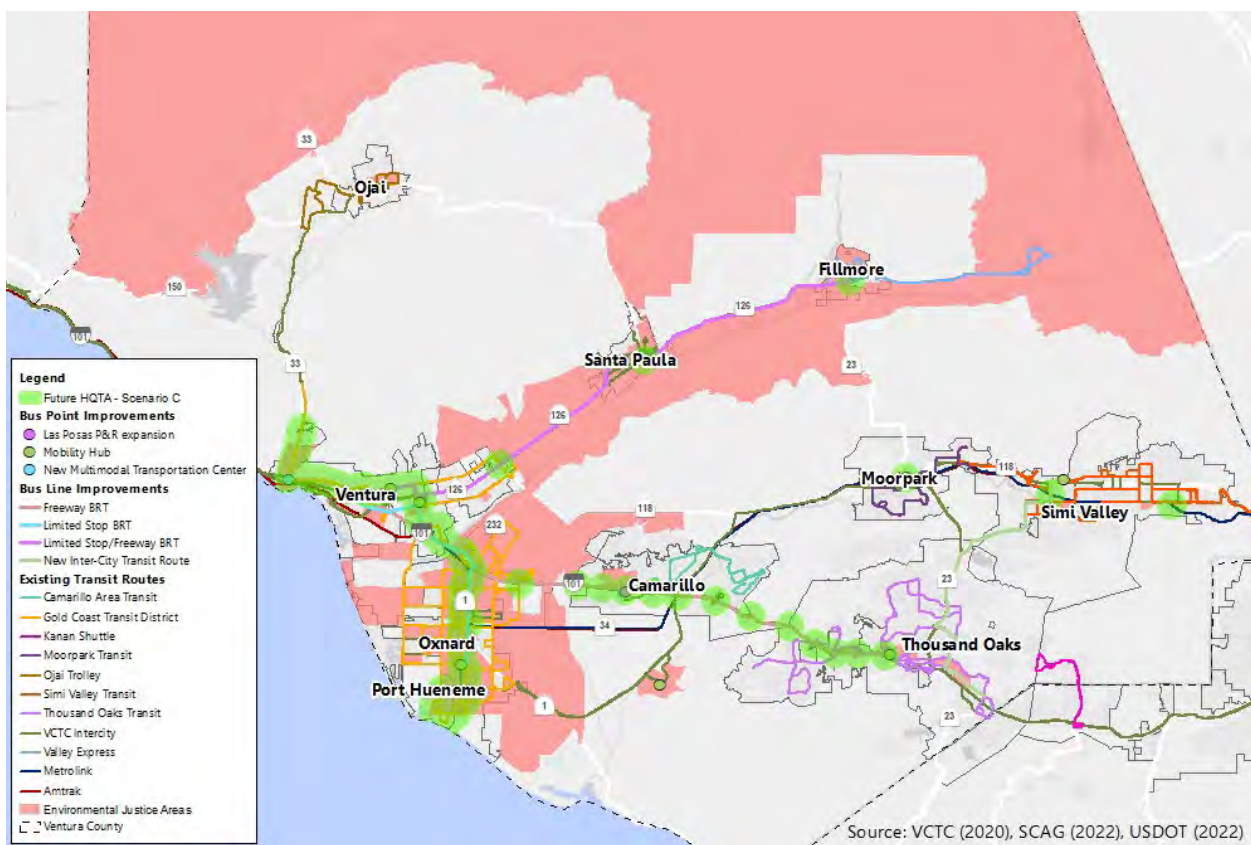
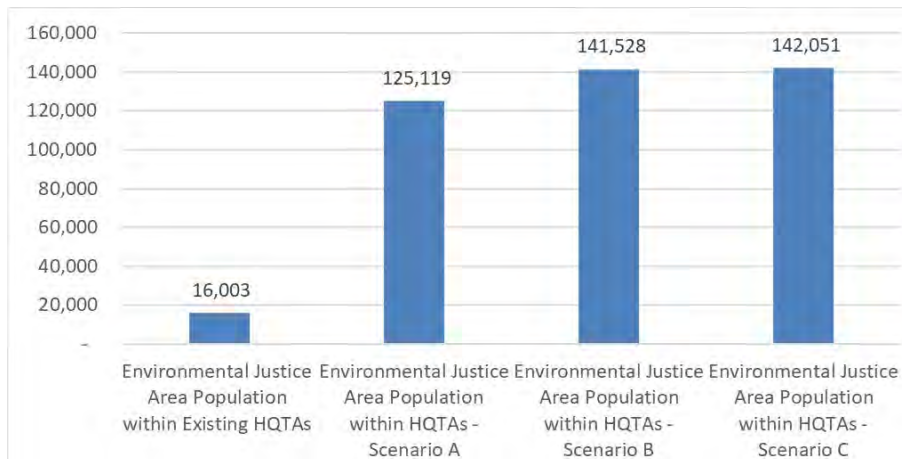


Figure 7-34: Population of Environmental Justice Areas Within HQTAs Across Scenarios



Environmental Justice Area Population within 0.25 Miles of A Bikeway

The bikeway improvements proposed as part of Scenario B are anticipated to increase access to bicycle facilities for residents living in EJAs across Ventura County. For example, new off-street Class I multi-use paths and Class II bike lanes are proposed along SR 126, which would improve active transportation connections for EJAs in Fillmore and Santa Paula. Additionally, Class II bike lanes and other bikeways are proposed to close current gaps in the bike network within the EJAs located in Oxnard, Port Hueneme, and surrounding areas. To the east, another Class I multi-use path is proposed along Portrero Road in an unincorporated EJA, along with a Class IV cycle track along Pleasant Valley Road. Class II bike lanes are proposed throughout Moorpark and Simi Valley as well, especially in or near existing EJAs.

Figures 7-35 and 7-36 illustrate the location of EJAs, with a quarter-mile buffer shown around existing bikeways routes and proposed bikeways under Scenario B.

As mentioned in Chapter 5, 80% of residents in EJAs currently live within 0.25 miles of an existing bikeway. With the bikeway projects proposed in Scenario B, the number of residents in EJAs living within 0.25 mile of a bikeway increases to 87% (Figure 7-37). The increased accessibility to bikeways across the region in EJAs helps to improve mobility options and provide equitable access to jobs, education, and key destinations.

Figure 7-35: Environmental Justice Areas Within 0.25 Mile of An Existing Bikeway

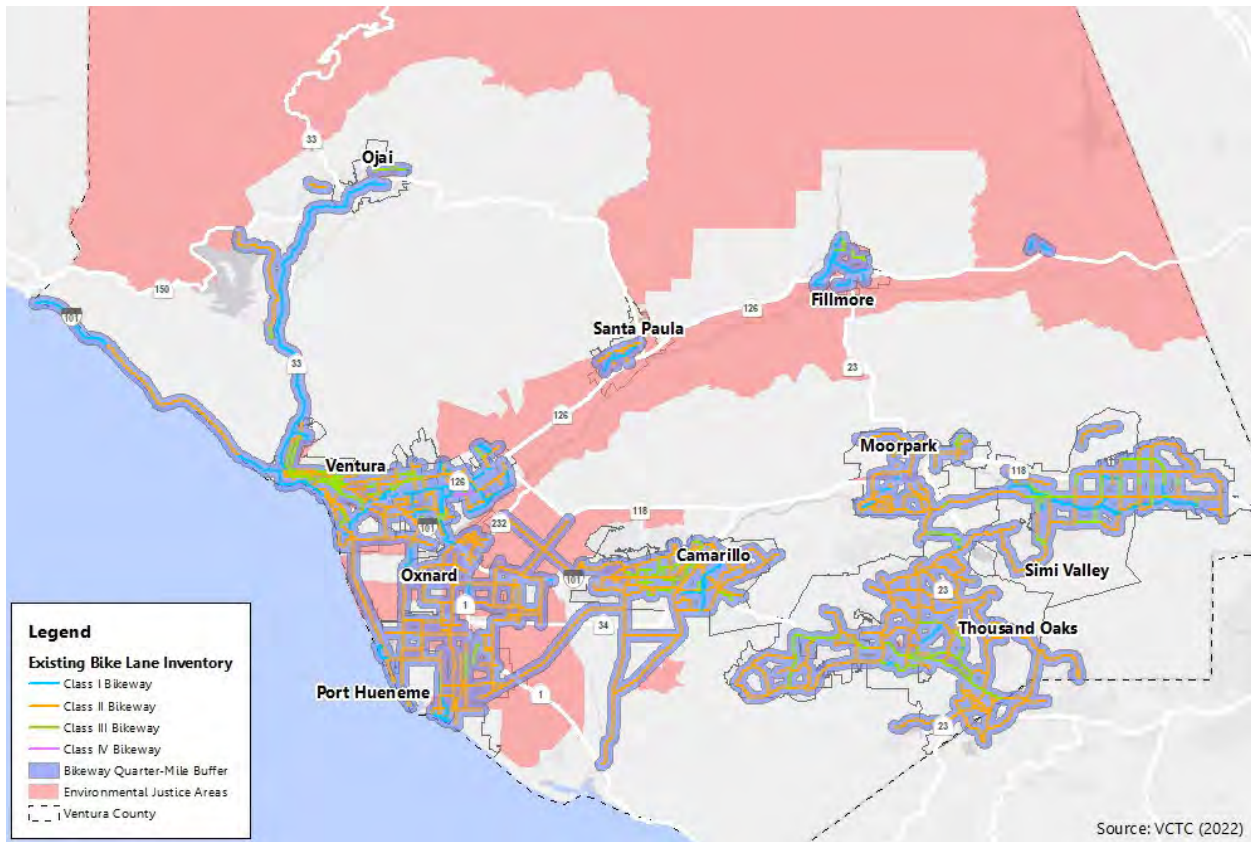


Figure 7-36: Environmental Justice Areas Within 0.25 Mile of Proposed Bikeways – Scenario B

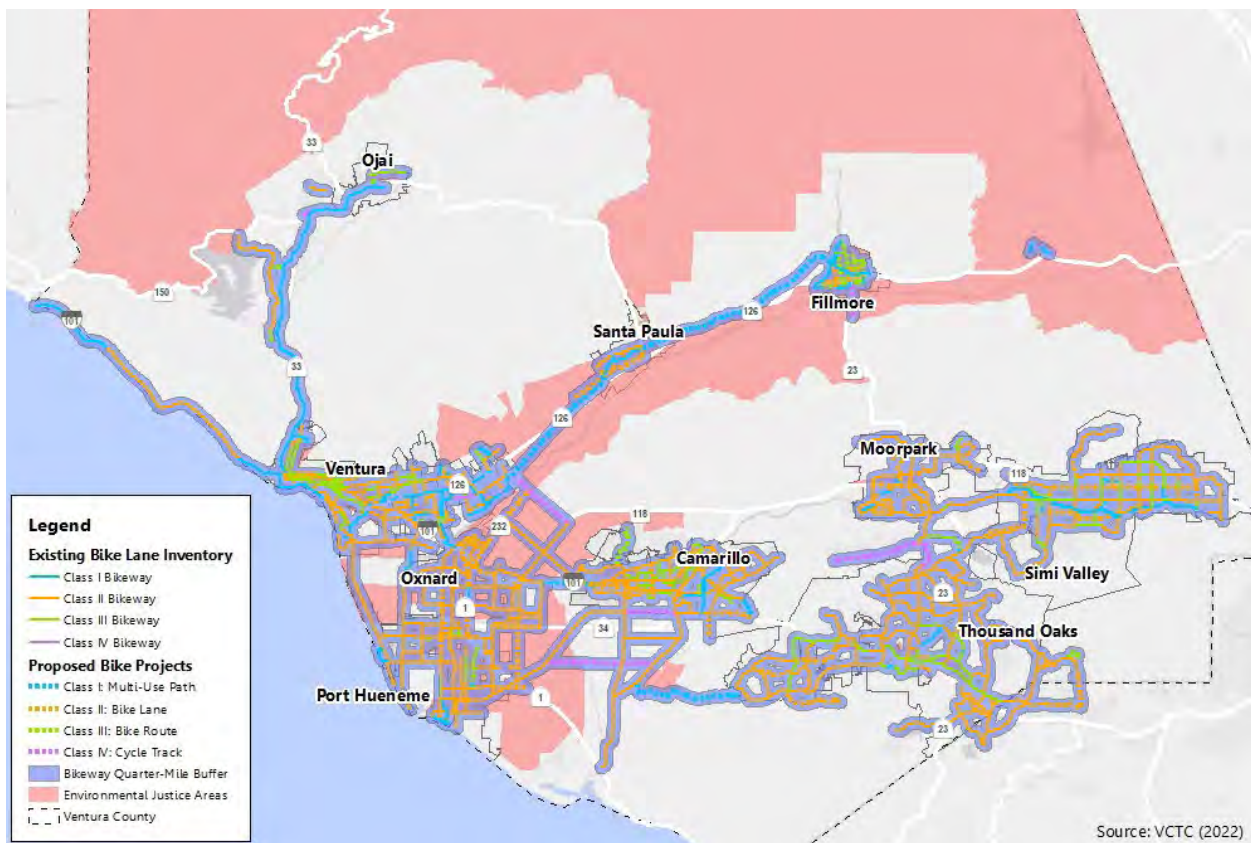
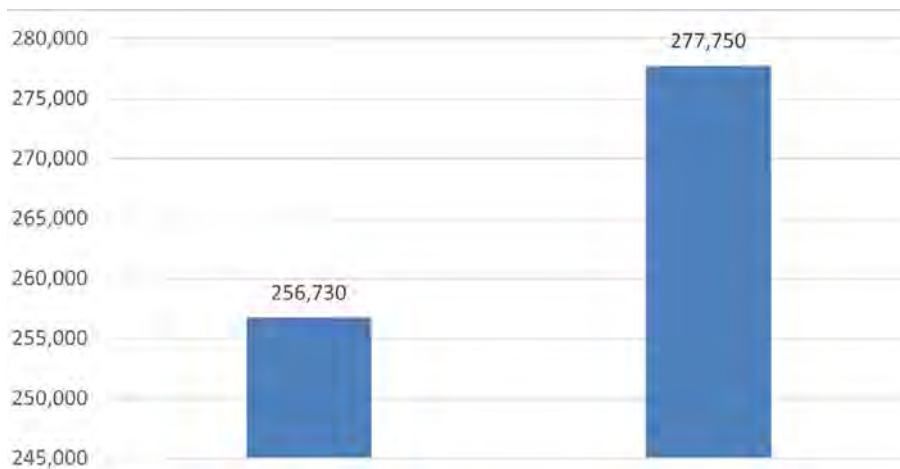


Figure 7-37: Population of Environmental Justice Areas Within 0.25 Mile of a Bikeway Across Scenarios



VMT in Environmental Justice Areas

In addition to examining the improvements to access for transit and active transportation in EJAs, the CTP also analyzes how VMT is forecast to change along major freeway and roadway corridors located within EJAs. Lower levels of VMT along a particular corridor would correspond to reduced transportation source emissions in that corridor, while increased VMT would correlate with increased emissions.

Figures 7-38, 7-39, and 7-40 illustrate total daily VMT by freeway and roadway across Scenarios A, B, and C, overlaid on EJAs. These figures highlight regional corridors – those connecting different cities and serving long-distance travel – that are forecast to have higher levels of VMT compared to roadways that serve more local travel and shorter distance trips.

Corridors with higher VMT include SR 23, SR 126 and SR 118. These are key corridors for regional and interregional travel within Ventura County. These higher levels of VMT impact EJAs in Fillmore, Santa Paula, and unincorporated parts of the county. In contrast, lower levels of VMT are forecast along roadways within EJAs located in Oxnard, Ventura, and Port Hueneme.

Figure 7-38: VMT Outputs in Environmental Justice Areas – Scenario A

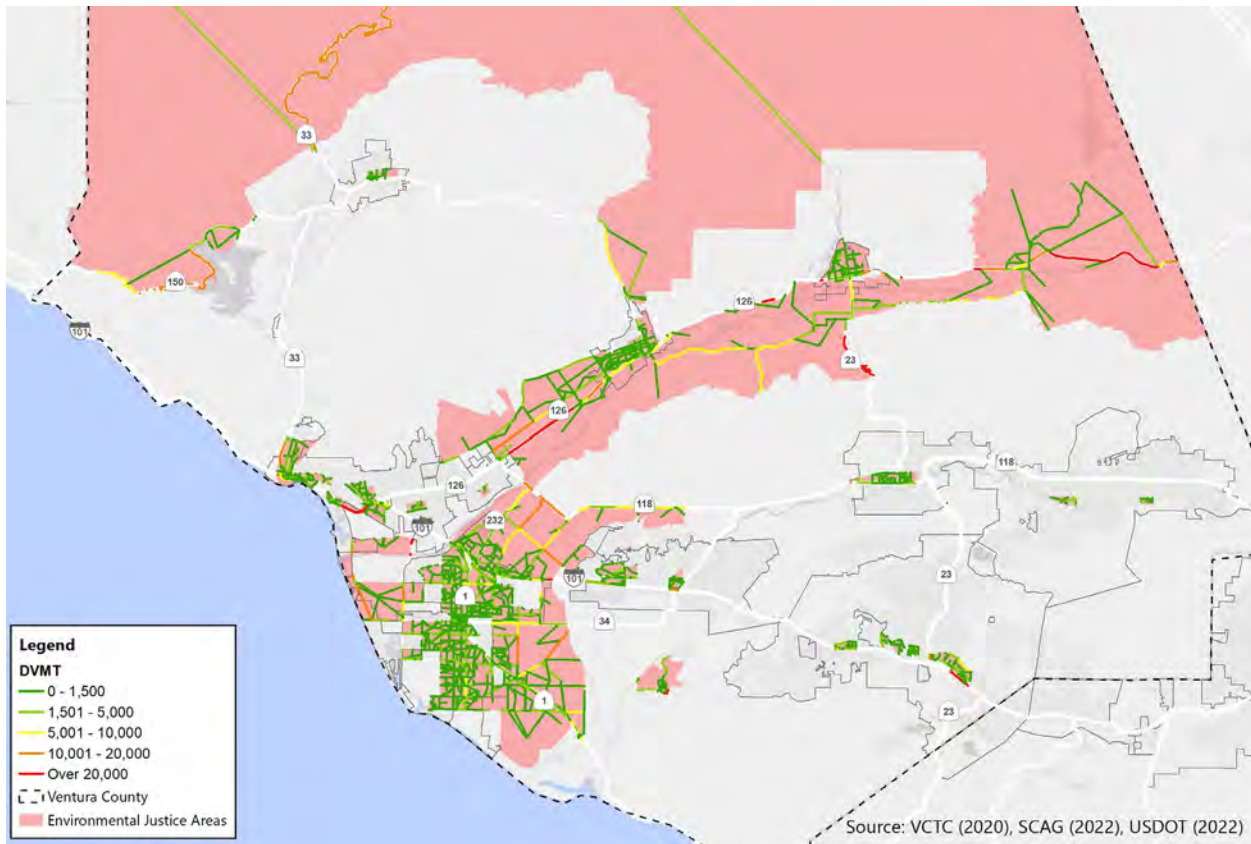


Figure 7-39: VMT Outputs in Environmental Justice Areas – Scenario B

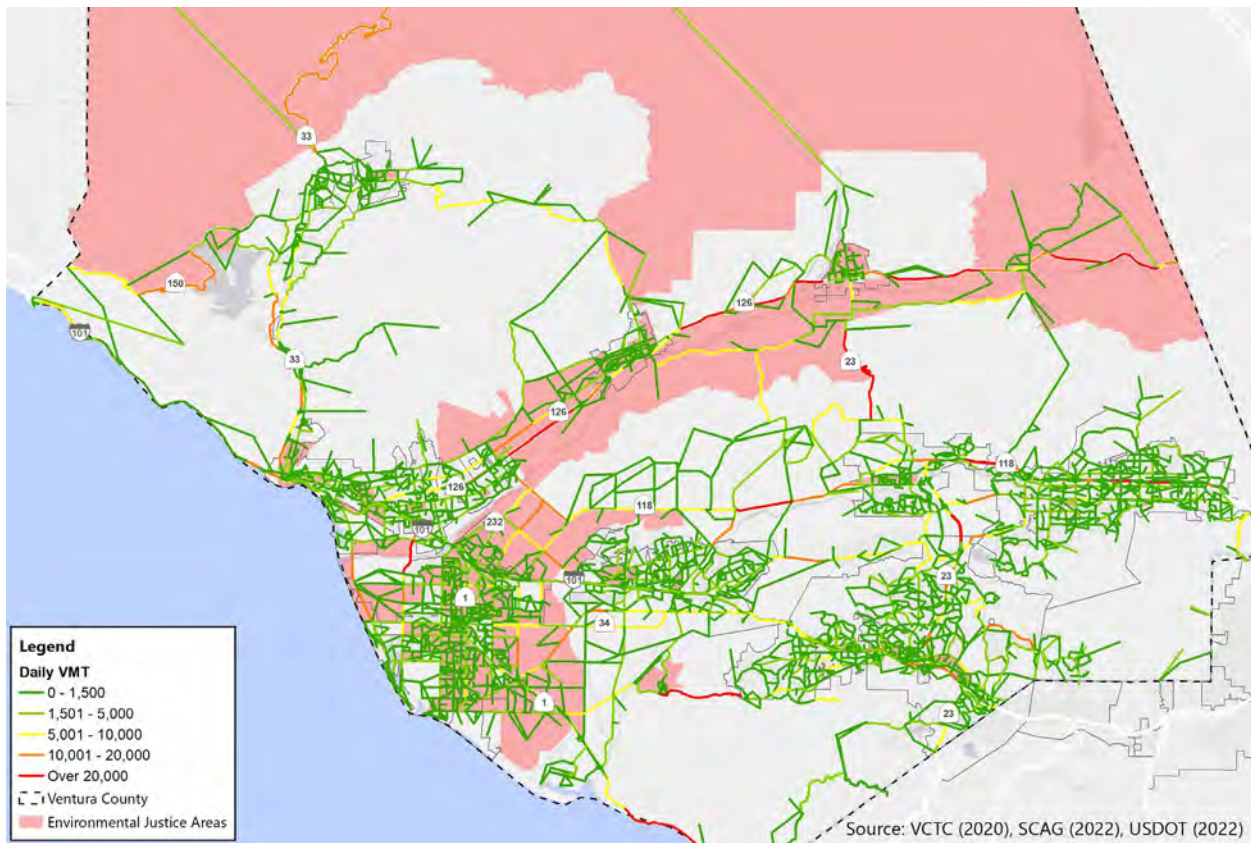
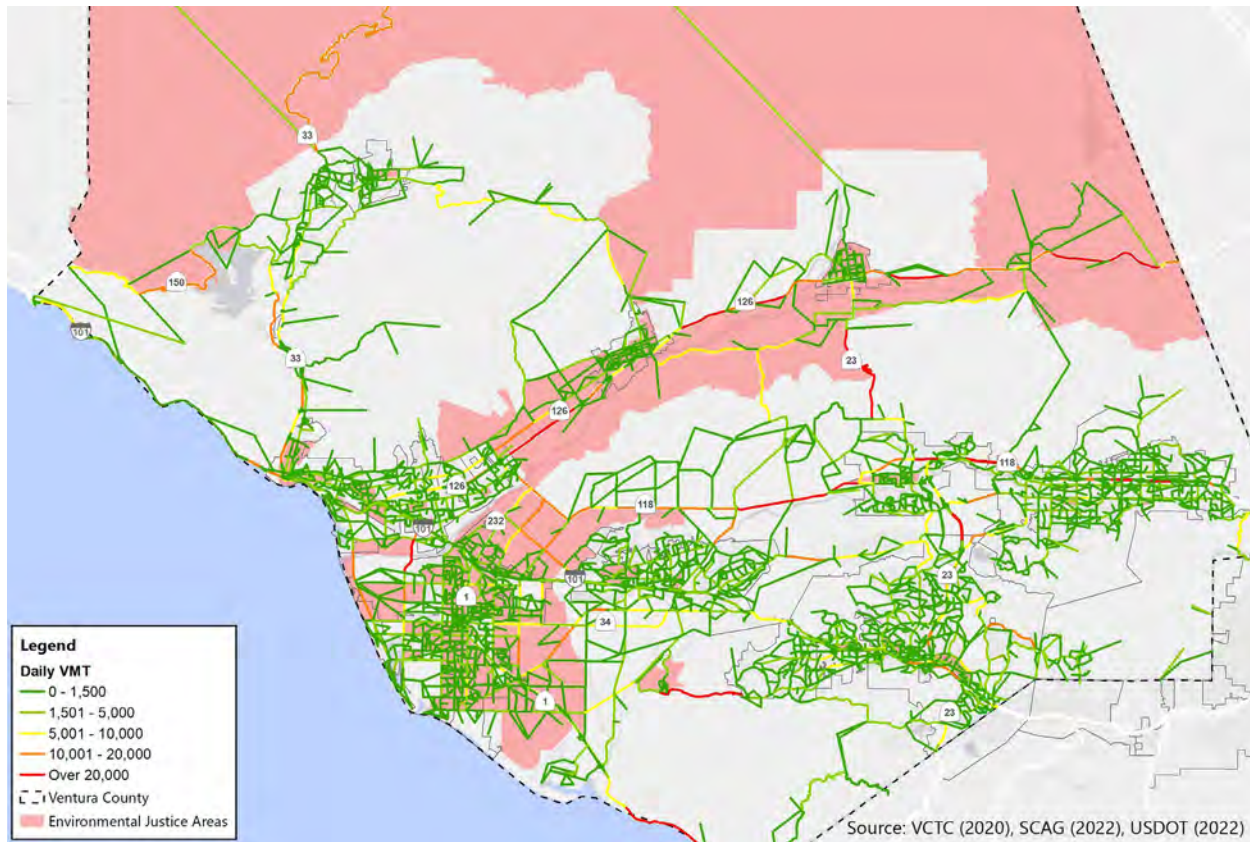


Figure 7-40: VMT Outputs in Environmental Justice Areas – Scenario C



Achieving the CTP's Goals

The performance metrics presented in the previous pages illustrate how the package of projects and programs identified in Scenario B would help to achieve the goals of the CTP and address stakeholder and community input. Under Scenario B, both vehicle miles traveled and traffic delay are forecast to be reduced compared to existing conditions, helping to achieve the CTP's goal of **reducing emissions and improving sustainability**. Scenario B also introduces new and more frequent transit service to enhance transit mobility, particularly focusing on east-west travel between cities that currently rely largely on vehicle travel due to limited existing transit services. Scenario B also proposes 115 miles of new bikeways across the county. These projects help to **improve multimodal mobility choices and access to destinations** for residents in Ventura County. As summarized above, this increase in

access helps to **foster economic prosperity** by providing more mobility options, especially for residents who currently live in EJAs and may encounter barriers to mobility.

Additionally, the proposed bicycle improvements in Scenario B deliver a more connected network with improved infrastructure to **enhance transportation safety** for those who may rely on active transportation and can also encourage new users who may currently feel unsafe on the existing network. In addition to diversifying the mode split of the county, these enhancements to active modes of travel also create a network of increased multimodal connectivity. This can encourage the co-location of transit with housing, employment areas, and key destinations and services to balance transportation and land use, ultimately helping to further decrease VMT and emissions in Ventura County.

Although many projects proposed in Scenario B do not have an identified funding source, several were developed to align with the goals and projects proposed in parallel studies, such as the US 101 Communities Connected Study and the Ventura County Freight Study. Coordinating these efforts could help to build support for funding these projects, whether through pursuit of funding grants or through a new local transportation funding source.

7.5

Non-Project Policies, Programs, and Strategies

To support the advancement, implementation, and performance of the projects identified in Scenarios A, B, and C, the CTP presents a set of recommended programs, strategies, and policies for VCTC and local jurisdictions to follow and adopt. These recommended policies, programs, and strategies are intended to help implement the goals of the CTP and ensure that the county can recognize the complete potential benefits of the projects proposed in the CTP for metrics like vehicle miles traveled, vehicle delay, mode split, etc.

Tables 7-18 through 7-22 highlight strategies and future planning efforts to be led by VCTC or local jurisdictions. Table 7-23 documents the recommended policies for VCTC to adopt. Many of these policies are applicable to be incorporated into local jurisdiction General Plans as well.

Complete Streets

Table 7-18: Complete Streets Strategies List

STRATEGY	JURISDICTION
Identify curb management pilot projects for deployment in areas of the county with more compact development, on-street parking, and higher frequency of delivery activities	Countywide
Encourage the implementation of curb extensions at intersections to reduce pedestrian travel times and exposure to traffic when crossing streets	Countywide
Encourage the implementation of high-visibility crosswalks intersections and especially for mid-block crossing locations to improve pedestrian safety	Countywide
Increase pedestrian-scale lighting along sidewalks	Countywide
Increase landscaping and shade along sidewalks	Countywide
Implement shade structures at transit stops	Countywide
Increase the use of multilingual & inclusive wayfinding signage, especially in areas with higher volumes of pedestrian activity	Countywide
Use multilingual & inclusive wayfinding signage	Countywide

Land Use

Table 7-19: Land Use Strategies List

STRATEGY	JURISDICTION
Work with local jurisdictions to implement zoning that permits Transit Oriented Development along high-quality transit corridors and near high-quality transit stops and stations	Countywide
Work with local jurisdictions to encourage mixed land uses and zoning to promote more places to shop/work/play within walking distance to residential neighborhoods	Countywide
Update the Airport Comprehensive Land Use Plan	Airport Land Use Commission
Work with the appropriate local jurisdictions to update local General Plans and zoning ordinances with Air Installation Compatible Use Zone (AICUZ) recommendations	Various

Innovation

Table 7-20: Innovation Strategies

STRATEGY	JURISDICTION
Develop a Ventura County-specific trip booking app that would connect to multiple transit providers	Various
Integrate mobility services offered across Ventura County onto one app	Various
Enhance and maintain a coordinated GIS data clearinghouse between multiple agencies/stakeholders	Various
Add Wi-Fi on buses	Gold Coast Transit District
Implement near field communication (NFC)/non-contact payment technology on all transit vehicles	Gold Coast Transit District
Expand deployment of real time arrival signs at transit stops throughout county	Gold Coast Transit District

Sustainability

Table 7-21: Sustainability Strategies List

STRATEGY	JURISDICTION
Install additional shade structures at transit stops*^	Various
Install air quality sensors on buses to monitor changes in air quality over time and in different locations*^	Various
Proceed with planned zero emission bus (ZEB) replacements & ZEB infrastructure (Fixed-Route & Paratransit)	Gold Coast Transit District

Future Studies

Table 7-22: Future Studies List

STUDY	LIMITS	JURISDICTION
Post-pandemic demand management study – understand how travel demand has changed in Ventura County and analyze what changes will be permanent versus transitory	Countywide	VCTC
Targeted Curb management pilot projects	Various	Various
Update the Airport Comprehensive Land Use Plan	Various	Various
Conduct a Transit Oriented Development feasibility study along high-quality transit corridors and at high-quality transit stations	Various	Various
Strategic land use planning to promote co-location of uses; more places to shop/work/play within walking distance to residential neighborhoods	Various	Various
Traffic Modeling Study for area around NBVC to assess roadway capacity levels for egress and ingress of the base	Various	Various
Ventura County Line Service Improvement and Capacity Study	Countywide	Metrolink
Public Truck Parking Study	Countywide	Port of Hueneme
Freeway Express Bus Feasibility Study to examine service along U.S. Highway 101 and SR 126 between cities in Ventura County	Countywide	VCTC
Transit accessibility study to analyze the time it takes for Ventura County residents to reach transit station and key destinations from transit stations. Findings from this report can be used to create a "regional access score" for comparison between residential areas to ensure equitable access	Countywide	VCTC
Post-pandemic transit ridership recovery and cost recovery study	Countywide	TBD
Transportation Feasibility Study for transit connections at Port Hueneme and Point Mugu	Countywide	TBD
Schedule Coordination Study to coordinate fixed-route schedules, especially along underserved transit service areas as well as popular O-D pairings so travelers can make easier transfers	East County	TBD
Class IV bikeway feasibility study to identify Class II bikeways that are good candidates for upgrade to Class IV protected facilities	Countywide	VCTC
"Safe Routes to Transit" Plan/Study	Countywide	Gold Coast Transit District
GCTD Short Range Transit Plan	Countywide	Gold Coast Transit District
Plan for and implement Transit Signal Priority on HQTC's/ other highly utilized corridors	Countywide	Gold Coast Transit District

Policies

Table 7-23: Policy List

STUDY	LIMITS
Highway Policies	Promote highway improvements that facilitate the movement of goods along US 101, SR 118, SR 23, SR 34, SR 1, SR 126, SR 33
	Capitalize on existing and future technology to support traffic management and limit traffic congestion
	Leverage success/ align with goals of Our Future 101
	Leverage success/ align with goals of US 101 Communities Connected
	Leverage success/ align with goals of Freight Corridors Study
Roadway Policies	Pursue roadway improvements which support transit and complete streets, as well as connectivity between modes
	Promote roadway improvements that facilitate the movements along major arterials
	Capitalize on existing and future technology to support traffic management and manage congestion
	Support roadway improvement projects and policies that improve safety for all users
	Leverage technology to improve parking experience
	Prepare for and enable use of AVs
	Consider demographic-specific campaigns to reduce driving Implement a transportation impact mitigation fee (TIMF)
Public Transit Policies	Develop a well-integrated multi-modal transportation environment on highways and local corridors which supports the expansion of local public transit, micro-mobility, and park & ride facilities
	Ensure that access to public transit is achieved equitably in low-income communities, senior communities, disabled communities, and communities of color
	Promote a multi-jurisdiction collaboration between Amtrak, Metrolink, VCTC Intercity, GCTD, CAT, Kanan Shuttle, Ojai Trolley, Moorpark City Transit, Simi Valley Transit, Thousand Oaks Transit, and Valley Express service to ensure connectivity and seamless transfers for long distance trips
	Designate Transit Priority Areas where high densities of transit and employment, commercial, and residential uses are present to increase transit ridership
	Enhance multimodal connections to existing airports
	Implement the final recommendations of the Transit Integration and Efficiency Study (TIES) [regional equity, improve interagency coordination, others to be identified]
	Increase transit mode share
AT Policies	Promote the construction of a safe, efficient, and well-connected bicycle & pedestrian network
	Implement AT FLM projects simultaneously alongside transit corridor projects to ensure connectivity
	Promote multi-jurisdictional active transportation planning to maximize regional connectivity throughout the active transportation network
	Adopt enhanced bicycle parking requirements at residential, commercial, transit stations, and recreational locations
	Provide employer incentives to increase the number of commutes made via walking and biking
	Introduce a "Safe Routes to School" program to support and improve connections for students/parents walking and biking to/from school
	Increase active transportation mode share

STUDY	LIMITS
Sustainability Policies	Encourage the use of sustainable building materials and green infrastructure in transportation improvement projects
	Provide commuters and travelers with convenient alternatives to single occupant vehicle travel
	Transition to 100 percent zero emission bus and vanpool fleets by 2030 (Innovative Clean Transit Regulation)
	Support deployment of private and public electric vehicles as well as EV supportive infrastructure to reduce the impacts of greenhouse gas emissions from transportation sources
	Reduce pollution linked to GHG emissions & particulate matter

7.6

Technology and Future Mobility

Technology related to transportation and mobility is advancing at a rapid pace. These technological advancements will change how residents in Ventura County travel during the next 20-25 years. Two key technology changes that are already underway include electric vehicles and autonomous vehicles. While the specific impacts and changes that these technologies will have on the regional transportation network are still not entirely clear, there are elements of planning for these technologies that VCTC can lead on during the next few years.

Key issues related to these technologies and opportunities for VCTC are presented below.

Electric & Zero Emissions Vehicles

The State of California is aggressively promoting the transition of the state's light-duty and heavy-duty vehicle fleets to zero emission over the course of the next 20 years. This transition is aligned with the State's goals and legislation focused on combatting climate change and the negative impacts of climate change on the environment in California.

To support this transition in the vehicle fleet, the State is regulating and incentivizing purchases of new electric vehicles, both for personal use and for commercial and public agency fleets. Selected regulations and incentives related to electric vehicles include the following:

- Public transit agencies must transition their bus fleet to zero emission vehicles by 2040.
- Residents of California are eligible for a rebate of the purchase cost of up to

\$4,500 for the purchase of new electric vehicles or plug-in hybrid electric vehicles.

- Executive Order N-79-20 requires 100% of new light-duty vehicle sales in California to be zero emission vehicles by 2035.
- The California Air Resources Board's (ARB) Advanced Clean Truck Program requires all new medium- and heavy-duty vehicles sold in California to be zero emission by 2045.

In the first two quarters of 2022, over 160,000 new light-duty electric or plug-in hybrid electric vehicles were sold in California⁵. Ventura County accounted for ~2.2% of these sales with over 3,600 vehicles sold. As the regulations and incentives noted above result in an increased number of electric vehicles on the road in Ventura County, there is a need for appropriate infrastructure for electric vehicle

charging and refueling of other zero emission vehicles, such as those powered by hydrogen or other fuels.

This infrastructure could include both public access charging facilities and refueling facilities at private and public properties (malls, transit centers, office buildings, etc.), and charging infrastructure at home, including both single family residences and multi-family residential developments.

There are numerous recent and ongoing electric vehicle planning efforts, such as the California Energy Commission Electric Vehicle Readiness Plan for Ventura, Santa Barbara, and San Luis Obispo Counties, the Central Coast ZEV strategy, and VCTC's and GCTD's Zero Emission Bus Transition Plans. The recommendations from these plans should be considered in development in the strategy for the future of electric and zero emission vehicles in Ventura County.

Autonomous Vehicles

Private industry is advancing the testing and operation of autonomous (or driverless)

vehicles for both personal light-duty vehicles and for heavy-duty commercial vehicles. While there are select vehicles that are deploying some limited autonomous capabilities, and different technology companies are testing autonomous vehicles in defined urban areas, it is anticipated that full or significant transition to autonomous vehicle mobility is likely years, if not decades in the future.

While the conversion timeline is uncertain, it is important for the CTP to acknowledge this emerging technology and the potential impact it may have on mobility in Ventura County.

A potential opportunity for improvement as autonomous vehicles become more prevalent is repurposing roadway space for other uses.

5. California Energy Commission (2022). *New ZEV Sales in California*. Data last updated July 2022.

Autonomous vehicles present opportunities for narrower travel lanes and potential reductions in the number of traffic lanes along roadways. This new public space could be repurposed for use by bicyclists, pedestrians, transit vehicles, or as public space.

There are numerous ongoing research and development efforts in Ventura County for autonomous technology. A few locations hosting autonomous technologies development are:

- Point Mugu - the Navy's center of excellence in remotely operated aviation and underwater vehicles
- Camarillo Airport - currently testing autonomous airplanes
- Santa Paula Branch Line - Parallel Systems is developing autonomous rail vehicles

While these efforts are in the development and testing phases, autonomous technology development in the region may eventually lead to driverless vehicle testing or commercial deployment in Ventura County.

While autonomous vehicle technology is not yet ready for full-scale deployment, there is an opportunity for Ventura County to begin preparing a transportation network that can accommodate autonomous vehicles. In doing so, future local agency policies and programs regarding autonomous vehicles should be consistent.

Next Steps

VCTC plays a lead role in Ventura County in helping identify regional needs related to electric vehicle charging infrastructure, refueling facilities, helping local cities and the county to identify priority locations for charging infrastructure and appropriate modifications and refinements to land use and zoning regulations to expand accommodations for electric and zero emission vehicles.

In close coordination with SCAG and the State of California, VCTC will continue to monitor regulations, policies, and planning efforts related to the accommodation of connected and autonomous vehicles. While the agency does not have jurisdiction or regulatory power over this technology, VCTC is best positioned to coordinate with the noted agencies and monitor how technology advancements, regulations, and funding opportunities may impact local agencies and residents in Ventura County.



Chapter 8 – PROJECT IMPLEMENTATION/ CONCLUSION



Photo Credit: SoCal Transit Studios

The CTP lays out a vision and pathway for advancing transportation and mobility within Ventura County over the next 20-30 years. As highlighted in Chapters 1, 2 and 3, Ventura County faces several challenges related to demographic shifts, slowing population growth, limited local transportation funding resources, and a changing climate, which will also influence how VCTC and local agencies are able to respond to the current and future mobility needs in the county.

To respond to these challenges, the CTP outlines a detailed and diverse program of multimodal transportation projects and strategies that are designed to provide more mobility choices

and improved access to key destinations across Ventura County, while also advancing a transportation network that helps to reduce vehicle miles traveled (VMT) and emissions related to transportation modes. Moving forward, VCTC will continue to work with local agencies across the county to advance the projects identified in the CTP, while also continuing to plan for the future of mobility in Ventura County. This chapter discusses project priorities, short-term action items, funding opportunities, and the approach

VCTC will follow to coordinate locally, regionally, and state-wide to advance the goals and objectives of the CTP.

8.1

Project Priorities

Implementation of the projects, programs, and strategies identified in the CTP will occur over the course of the 20-to-30-year horizon identified in the plan. Further, implementation of individual projects will be led by the appropriate lead agency, whether that is a city, the county, Caltrans, VCTC, or a transit operator. With this dispersed approach to project implementation, the CTP does not seek to prioritize a specific project in one jurisdiction over one in another jurisdiction. Instead, projects are assigned to different time horizon targets for implementation: near-term (0-5 years), mid-term (5-10 years), and long-term (10+ years). These time horizons are based on a variety of considerations including available funding for implementation, project complexity, and likely timelines for project development (planning, design, and construction). This section also identifies priorities for transportation issues and different strategies that can guide VCTC and local jurisdictions in the prioritization and implementation of projects identified in the CTP. These recommendations are based on the goals and objectives presented in Chapter 1, community input as summarized in Chapter 4, and the performance evaluation presented in Chapter 7.

8.1.1 Community Input

Input from the community engagement effort, and in particular the Spring 2022 engagement activities and survey, inform the criteria and considerations that VCTC and local agencies use to identify which types of projects to advance in a near-term time period (0-5 years), and which projects are more appropriate for implementation with a longer time horizon (5-10 years or beyond 10 years). Other considerations such as funding availability, agency and community coordination, and project sequencing will also play a role in determining timing for implementation on a project-by-project basis.

Chapter 4 highlights in detail the priorities that received the greatest level of support through the community engagement process. These include:

- Increase access to different transportation modes
- Increase accessibility to jobs
- Create education programs to encourage safer driving, walking and cycling
- Improve affordability of transit services
- Expand access to quality transit services
- Expand access to walking and bicycling infrastructure
- Require or incentivize more electric vehicle charging infrastructure
- Create separated and protected walking and biking infrastructure
- Reduce the number of vehicular trips on roadways
- Improve access to transit stops
- Introduce flexible transit services

As VCTC and local agencies advance projects

towards implementation, it will be important to keep these priorities in mind and utilize them to help make informed decisions about which projects to pursue for funding and implementation.

8.1.2 Project Tiers

Projects from Scenario A and Scenario B are organized below by tier, with each tier identifying the proposed or likely time period for project implementation. Three tiers are identified, corresponding to near-term (0-5 years), mid-term (5-10) and long-term (10+ years) time horizons. A variety of factors, from funding availability to local priorities and support to the need for inter-agency coordination can influence when projects may be able to proceed. Therefore, assignment of projects to specific tiers is intended to be a guide for the implementation timing based on known available funding, alignment with community priorities, and relevant agency plans. Adjustments to timing for individual projects may occur and would be reasonable based on the factors associated with an individual project.

0-5 Years

Projects in this tier typically already have a source of funding identified – most are already included in the most recent FTIP – or tend to be lower cost projects and strategies where it is reasonable to assume that funding may become available in the next few years. Near-term projects also tend to be less complex, reducing the need for inter-agency coordination, extensive environmental review and clearance, and/or the identification of non-local funding sources to complete project implementation. Table 8-1 presents proposed near-term projects.

Table 8-1: Near-Term (0-5 Years) Projects

PROJECT	JURISDICTION	BUILD YEAR
Freeway/Highway Projects		
SR 23 Moorpark Ave widening and realignment at First St/Poindexter intersection and upgrade rail crossing	Moorpark	2025
Los Angeles Ave (SR 118) Reconstruct Sidewalks, Realign Roadway and Widen From 4 To 6 Lanes	Moorpark	2025
Rice Ave. (SR 1) Railroad Grade Separation and Widening	Oxnard	2025
Grouped projects for pavement resurfacing and/or rehabilitation on the state highway system – roadway preservation projects	Caltrans	2025
Grouped projects for pavement resurfacing and/or rehabilitation on the state highway system – highway maintenance	Caltrans	2025
Grouped projects for bridge rehabilitation and reconstruction - widening narrow pavements or reconstructing bridges (no additional travel lanes)	Caltrans	2025
Grouped projects for safety improvements – SHOPP mobility program projects (scope: railroad highway crossing, shoulder improvements, traffic control devices & operation assistance, intersection signalization projects at individual intersections, pavement marking, truck climbing lanes outside urbanized areas, lighting improvements, emergency truck pullovers)	Caltrans	2025
Grouped projects for emergency repair – SHOPP emergency response program (scope: repair damage caused by natural disasters, civil unrest, or terrorist acts. Applies to damages that don't qualify for federal emergency relief funds or to damages that qualify for federal emergency relief funds but extend beyond the federal declared disaster period)	Caltrans	2025
Grouped projects for safety improvements – SHOPP mandates program (scope: railroad/highway crossing, shoulder improvements, traffic control devices & operation assistance, intersection signalization projects at individual intersections, pavement marking, truck climbing lanes outside urbanized area, lighting)	Caltrans	2025
Reconfigure Central Ave/Route 101 interchange in Camarillo including widening Central Ave bridge from 1 to 2 lanes each direction	Camarillo	2026
Route 101 from Santa Rosa Rd to Central Ave: add auxiliary lanes in NB direction, ramp metering NB and SB	Camarillo	2023
Widen SB 101 freeway off-ramp to Pleasant Valley Rd from 1 to 2 lanes and modify SB on-ramp to accommodate	Camarillo	2026
Improve northbound Pleasant Valley Road on-ramp to southbound 101 freeway on the southeast portion of the interchange at PM 12	Camarillo	2021
SR 118 and Collins Drive interchange and signal improvement. Widen WB off-ramp to add a free right- turn lane and signal modification.	Moorpark	2026
SR 33 Roundabout at SR 150	Ojai	2027
SR 33 Roundabout at Cuyama Rd	Ojai	2026
On US 101: reconfigure NB California St offramp (reconfigure ramp to terminate at Oaks St instead of the current California St location)	Ventura	2025
Intersection improvement US 101 at Lynn Road	Caltrans/VCTC	2024
Local Roadway Projects		
Widen Ponderosa Drive from 2 to 4 lanes	Camarillo	2016
Widen Central Ave from 2 to 4 lanes and add bike lane	Camarillo	2024
Widen Lewis Road from 2 to 4 lanes	Camarillo	2024
Las Posas Rd at Daily Dr intersection improvements, widen NB Las Posas Rd to WB Daily Drive to provide dual left turn lanes	Camarillo	2024
Widen Las Posas Rd from 4 to 6 lanes	Camarillo	2024

PROJECT	JURISDICTION	BUILD YEAR
Adolfo Rd extension (2 lane road)	Camarillo	2024
Las Posas Rd from Ventura Blvd to Pleasant Valley Rd widen from 4 to 6 lanes	Camarillo	2024
Las Posas Rd and Pleasant Valley Rd intersection widen Las Posas from 4 to 6 lanes and Pleasant Valley from 2 to 4	Camarillo	2024
US 101 add auxiliary lanes in NB direction, ramp metering NB and SB	Camarillo	2023
Princeton Avenue widening and realignment	Moorpark	2020
Topa Topa St Extension	Ojai	2025
Hermosa Rd and SR 150 intersection Improvements	Ojai	2024
Pearl St gap closure extension	Ojai	2026
Ventura Blvd new sidewalk, curb, and gutter	Oxnard	2018
Olivas Park Drive Construction (4 lanes)	Ventura	2026
Widen Tapo Canyon Rd to add an additional lane in each direction (from 2 to 4 lanes) and a divided center median	Simi Valley	2026
Widen south side of Los Angeles Avenue by adding a lane (from 4 to 5 lanes both directions - currently 2 lanes each direction)	Simi Valley	2024
Widen Stearns St to add a lane in each direction	Simi Valley	2026
New Street with two travel lanes	Simi Valley	2026
Widen Tapo Channel Bridge at Los Angeles Avenue to add one lane in each direction	Simi Valley	2024
Widen Tapo Street from 2 to 4 lanes	Simi Valley	2024
Main Street Bridge Replacement in Ventura	Ventura	2024
Reconfigure NB California St offramp to terminate at Oaks St	Ventura	
Los Angeles Ave reconstruct sidewalks, realign roadway, and widen from 4 to 6 lanes	Moorpark	
Faulkner Rd and Peck Rd reconstruct 1/3 mi of roadway, and 9 ADA curb ramps	Santa Paula	
Rancho Rd new sidewalks, new/retrofit curb ramps, slope paving at 101 undercrossings, new signal at 101 SB ramps, stripe new Class II, Class III sharrows, modify vehicle striping, modify signal at 101 NB ramps, add Class IV bike lanes	Thousand Oaks	
Los Feliz Dr construct sidewalk, curb and gutter, add handicap ramps	Thousand Oaks	
Pleasant Valley at Fifth St, signalization of intersection and construct second NB and second SB through lanes on Pleasant Valley Rd.	Ventura County	2021
Rice Avenue at Channel Island Blvd - add 3rd SB and 3rd NB lane and SB right turn lane	Ventura County	2024
Somis/SR-118/Donlon Intersection adding EB Right/Left Turn Lanes, NB left/right turn lanes, WB increasing from 1 to 2 left turn lanes.	Ventura County	2017
Harbor Blvd to Gonzales Rd add 2nd SB through lane and 2nd NB through lane	Ventura County	
Harbor Blvd widen 1.99 miles of roadway from 2 to 4 lanes	Ventura County	
Faulkner Rd and Peck Rd reconstruct 1/3 mi of roadway, and 9 ADA curb ramps	Santa Paula	
Pleasant Valley at Fifth St, signalization of intersection and construct second NB and second SB through lanes on Pleasant Valley Rd.	Ventura County	2021
Rice Avenue at Channel Island Blvd - add 3rd SB and 3rd NB lane and SB right turn lane	Ventura County	2024
Somis/SR-118/Donlon Intersection adding EB Right/Left Turn Lanes, NB left/right turn lanes, WB increasing from 1 to 2 left turn lanes.	Ventura County	2017
Harbor Blvd to Gonzales Rd add 2nd SB through lane and 2nd NB through lane	Ventura County	
Harbor Blvd widen 1.99 miles of roadway from 2 to 4 lanes	Ventura County	

PROJECT	JURISDICTION	BUILD YEAR
Rail Projects		
Ventura County Seacliff siding upgrade and extension	Caltrans	2024
Simi Valley Double Track and Platform Expansion	Metrolink	2025
Systemwide preventive maintenance for Metrolink commuter rail. System-wide preventive maintenance for Metrolink commuter rail including rolling stock facilities, guideways	Metrolink	2023
Metrolink Commuter Rail Service Improvements	Metrolink	2025
Southern California Optimized Rail Expansion (SCORE) increase Metrolink service to 30-minute headways to Moorpark	Metrolink	
Camarillo train station pedestrian undercrossing	Camarillo	2024
Coordinate Metrolink train arrivals with transit connections from Simi Valley Transit, Moorpark City Transit, Camarillo Area Transit, GCTD	Simi Valley Transit, Moorpark City Transit, Camarillo Area Transit, GCTD	2025
Expand Moorpark north rail station parking by 30 spaces	Moorpark	
Bus Transit Projects		
Purchase two expansion cut-away paratransit vehicles	Camarillo	2020
Purchase one replacement cut-away bus for Camarillo Transit-Gas	Camarillo	2021
Las Posas Park and Ride Parking Lot Expansion: Park N Ride Blvd, Camarillo, CA 93010	Camarillo	2024
Payments for certificates of participation for new operations and maintenance facility	Gold Coast Transit District	2024
Business system upgrades (computer and server replacement)	Gold Coast Transit District	2021
Business system upgrades (Finance ER, Payroll, Planning Scheduling Software, servers)	Gold Coast Transit District	2022
Expansion of demand response services	Gold Coast Transit District	2021
On Demand software to facilitate Microtransit service	Gold Coast Transit District	2021
Replacement of fixed route buses - CNG	Gold Coast Transit District	2021
Website redesign	Gold Coast Transit District	2021
Expansion of fixed route buses (CNG)	Gold Coast Transit District	2026
Facility battery storage and solar panel systems	Gold Coast Transit District	2023
Fuel station upgrades (hydrogen)	Gold Coast Transit District	2024
Maintenance truck	Gold Coast Transit District	2025
Relief car - sedan	Gold Coast Transit District	2027
Replacement of fixed route buses (ZEB)	Gold Coast Transit District	2024

PROJECT	JURISDICTION	BUILD YEAR
Ventura Rd. bus stop construction Phase II	Gold Coast Transit District	2023
Ventura Rd. Bus Stop Construction Phase II	Gold Coast Transit District	2023
New Multimodal Transportation Center in Downtown Ventura	City of Ventura/ VCTC	2026
Wells Center bus stop improvements including new sidewalk with retaining wall, access ramps, additional bus shelter, and landscaping	Ventura	2021
Ventura Rd - construct bus stop improvements	Oxnard	2019
Dial-A-Ride Service – capital	Thousand Oaks	2024
Dial-A-Ride vehicle capital and maintenance service	Thousand Oaks	2024
ADA service – paratransit capital	Thousand Oaks	2024
New bus washer for Thousand Oaks	Thousand Oaks	2025
Bus stop enhancement for Thousand Oaks Transit	Thousand Oaks	2023
New transit technologies – Electronic Dispatch, Automated Stop Announcements, Transit Reporting Software, and Projects To Be Determined	Thousand Oaks	2024
Transit Planning	Thousand Oaks	2024
At Municipal Center: upgrade fueling station to add new dispensers, fuel control system, and IGHT Emitting Diode Lighting	Thousand Oaks	2021
At the Transportation Center on Rancho Rd and the Municipal Service Center on Rancho Conejo Blvd: Construction of EV charging infrastructure	Thousand Oaks	2024
At Janss Road Park and Ride: new light poles and LED fixtures, new vinyl fencing, asphalt and overlay, installation of additional EV charger, new striping	Thousand Oaks	2023
Preventive maintenance – fixed route and Dial-A-Ride vehicles and facility including transit centers and bus stops	Thousand Oaks	2025
Transportation Center facility improvements, expand bus boarding area, construct ADA accessible sidewalk and pedestrian pathway improvements, construct EV charging infrastructure	Thousand Oaks	
Fare collection and ridership monitoring and automotive vehicle locator equipment and maintenance	VCTC	2019
Transit Mobility Management Information Center	VCTC	2024
Elderly/Disabled planning including patron disability evaluation	VCTC	2020
Regional Rideshare Program	VCTC	2021
Distribute informational materials on how to ride transit	VCTC	
Curb Management/Rideshare Pick-Up/Drop-Off Pilot Projects	Various	2025

5-10 Years

Projects grouped into the 5-10 year time horizon are typically more complex than those identified in the near-term grouping. Selected projects in this tier may have funding identified, but specific project development efforts –

such as planning, design, environmental – may still need to be completed prior to the project advancing into construction. These projects may also require additional inter-agency coordination, which can impact the implementation timeline. Table 8-2 presents the mid-term projects.

Table 8-2: Mid-Term (5-10 Years) Projects

PROJECT	JURISDICTION	BUILD YEAR
Freeway/Highway Projects		
Grouped projects for safety improvements, shoulder improvements, pavement resurfacing and/or rehabilitation – minor program	Caltrans	2030
Grouped projects for safety improvements - SHOPP collision reduction projects (scope: railroad/highway crossing improvements, shoulder improvements, traffic control devices & operation assistance, intersection signalization projects at individual intersections, pavement marking, truck climb lanes outside urbanized areas, lighting improvements, emergency truck pullovers)	Caltrans	2030
SR 118 Add One Lane each direction from SR 23 to 0.4 Mi west of Tapo Cyn Rd plus a second lane in each direction from Collins to Madera plus add one lane each direction on SR 23 from 0.8 miles north of Tierra Rejada to Los Angeles Ave.	Caltrans	2032
Various minor spot improvements to reduce congestion on SR 33 and SR 150 in Ojai Valley and near Ojai	Caltrans	2031
SR 118 New Weigh Station	Caltrans	
Improve US 101 SB ramp intersection at Pleasant Valley Rd - widen onramp entrance from 1 to 2 lanes	Camarillo	
Various locations – LA County line-Moorpark		
Rd: convert auxiliary lanes to mixed flow lanes, add 1 lane each direction by shifting centerline northwards & widening on NB side, realign & widen ramps, construct soundwalls (ea 195211, 19522), widen 3 bridges on northside (Hampshire UC, Conejo School UC, & Moorpark UC); Improve Route 101/Route 23 connectors	Thousand Oaks	
Misc. ITS Project Implementation	VCTC	
Retrofit Soundwall Program	VCTC	
US 101 add one HOV lane in each direction	VCTC	2029
Route 33 Stanley Ave/Shell Rd improvements at interchanges and merge sections of Route 33	Caltrans	
US 101/Del Norte Blvd interchange improvement	Caltrans	
Route 232 (Vineyard Ave) pedestrian crossing	Ventura County	
Implement turnouts along SR 118 for freight vehicles allowing traffic to pass	Ventura County	2030
SR 126 Westbound to US 101 Southbound Connector	Ventura County	
Local Roadway Projects		
Widen Crooked Palm Road to city standards	Ventura	2040

PROJECT	JURISDICTION	BUILD YEAR
Thousand Oaks on US 101 replace Hampshire Rd undercrossing structure, bridge number 52-0273. Widen Hampshire Rd to provide additional left turn lane in NB direction between SB and NB ramps. In SB direction provide additional through lane between NB ramps and Willow Ln and an additional left turn lane between SB and NB ramps. Class II bike lanes and widen NB onramp to 3 lanes	Thousand Oaks	
Permit travel by freight vehicles along Hueneme Road	City of Oxnard, City of Port Hueneme, Ventura County, Port of Hueneme	2030
Conejo School Rd and Willow Ln add missing sidewalk and reconstruct sidewalk segments for ADA. Install new/retrofit curb ramps, Pedestrian crosswalk enhancement, stripe new Class II, Class III sharrows, modify vehicle striping	Thousand Oaks	2031
Hueneme Rd from Oxnard city limits to Rice Rd widen from 2 to 4 lanes	Ventura County	
Hueneme Rd from Rice Rd to Las Posas Rd widen 3.66 road miles to 4 lanes	Ventura County	
Victoria Avenue widening from 4 to 6 lanes	Ventura County	2031
Improve truck supportive infrastructure	Port of Hueneme	
Freight truck access improvements at Port Hueneme, especially during peak traffic hours	Port of Hueneme	
Install left turn phasing at five intersections	Simi Valley	
Expand EV charging stations at key travel demand locations	Various	2030
Santa Clara River Riparian Mitigation for Route 101 Santa Clara Bridge Project. (Ea 31480, Ppno 4740)		
Hueneme Rd from Oxnard city limits to Rice Rd widen from 2 to 4 lanes	Ventura County	
Hueneme Rd from Rice Rd to Las Posas Rd widen 3.66 road miles to 4 lanes	Ventura County	
Victoria Avenue widening from 4 to 6 lanes	Ventura County	2031
Freight truck access improvements at Port Hueneme, especially during peak traffic hours	Port of Hueneme	
Install left turn phasing at five intersections	Simi Valley	
Expand EV charging stations at key travel demand locations	Various	2030
Santa Clara River Riparian Mitigation for Route 101 Santa Clara Bridge Project. (Ea 31480, Ppno 4740)		
Rail Transit Projects		
Improve rail corridor fencing/pedestrian rail crossings	Metrolink, UPRR, County and rail corridor Cities	
Create countywide funding program for rail crossing safety upgrades, allowing for creation of quiet zones	Metrolink, UPRR, VCTC, County and rail corridor Cities	
Systemwide preventive maintenance for Metrolink commuter rail	Metrolink	2029
Systemwide Metrolink rehabilitation/ renovation including purchase of replacement locomotives with Tier-4 technology, track, signals, platforms, power systems, facilities, rolling stock, equipment, signage	Metrolink	2029
Bus Transit Projects		
Operating assistance	Camarillo	2029

PROJECT	JURISDICTION	BUILD YEAR
ADA paratransit service	Camarillo	2029
Camarillo Rail Station and bus maintenance	Camarillo	2029
New Mobility Hub at Moorpark Metrolink Station: Micromobility bike share, Enhanced TNC PUDO, Enhanced station amenities (WiFi, EV charging stations, tech charging hubs); VCTC routes 70,72,73, 73X, 77	Moorpark	2030
New Mobility Hub at Simi Valley Town Center: VCTC Routes 70, 72, 73, 73X, 77	Simi Valley	2030
New Mobility Hub at the Oaks Mall: Micromobility bike share, Enhanced TNC PUDO, Enhanced station amenities (WiFi, EV charging stations, tech charging hubs); Thousand Oaks Transit Routes 40,41,42,43; VCTC Routes: 50,70,73	Thousand Oaks	2030
New Mobility Hub at C Street Transfer Center: Micromobility bike share, Enhanced TNC PUDO, Enhanced station amenities (WiFi, EV charging stations, tech charging hubs); VCTC Route 99	Oxnard	2030
New Mobility Hub at Cal State Channel Islands: Micromobility bike share, Enhanced TNC PUDO, Enhanced station amenities (WiFi, EV charging stations, tech charging hubs); VCTC Route 99	CSUCI	2030
New Mobility Hub at Ventura College: Micromobility bike share, Enhanced TNC PUDO, Enhanced station amenities (WiFi, EV charging stations, tech charging hubs); GCTD Route 6	City of Ventura/ Ventura College	2030
New Mobility Hub at Ventura County Government Center: Micromobility bike share, Enhanced TNC PUDO, Enhanced station amenities (WiFi, EV charging stations, tech charging hubs); GCTD Route 11	County of Ventura/City of Ventura	2030
Purchase 2 replacement EV buses	Thousand Oaks	2029
Operating assistance	Gold Coast Transit District	2029
Operating assistance – ADA paratransit capital	Gold Coast Transit District	2029
Business system upgrade including software and hardware	Gold Coast Transit District	2029
Transit planning and programming (planning support & ADM)	Gold Coast Transit District	2029
Passenger awareness activities (planning support & ADM)	Gold Coast Transit District	2029
Preventive maintenance – fixed route & ADA	Gold Coast Transit District	2029
Business System Upgrades (computer and server replacement)	Gold Coast Transit District	2030
Expansion of demand response vehicles (microtransit)	Gold Coast Transit District	2029
Expansion of fixed route buses (ZEB)	Gold Coast Transit District	2030
Replacement of demand response vehicles	Gold Coast Transit District	2030
Replacement of fixed route buses (CNG)	Gold Coast Transit District	2028
Limited stop/BRT "Lite" route along Saviers, Oxnard Blvd, US 101, Victoria Ave, Telephone Rd, Main St	GCTD/VCTC	2030
Purchase two trolley-like buses for local circulator service	VCTC	2029
Grouped projects for operation assistance, PLNG, purchase or replace vehicle or maintenance expense –Elderly and Disabled New Freedoms Initiative	VCTC	2029

PROJECT	JURISDICTION	BUILD YEAR
Grouped projects for operation assistance, planning, replace vehicles or min exp. – jobs access reverse commute projects	VCTC	2029
VCTC Intercity capital lease/maintenance contract	VCTC	2029
Operating assistance	VCTC	2029
New buses to replace existing vehicles, operation assistance to transit agencies	VCTC	2029
Transit programming/planning	VCTC	2029
VCTC bus system planning	VCTC	2029
Transit outreach activity	VCTC	2029
Active Transportation Projects		
Class 1 on Railroad from Los Angeles Ave to Peck Rd	Unincorporated	TBD
Class 1 on Ventura Blvd from Del Norte Blvd to Verdulera St	Camarillo	TBD
Class 1 on Stargaze Pl from Algonquin Dr to Tierra Rejada Rd	Simi Valley	TBD
Class 1 on Ventura Blvd from Almond Dr to Ventura Freeway	Oxnard	TBD
Class 1 on Potrero Rd from Hueneme Rd to Via Acosta	Unincorporated	TBD
Class 1 on Railroad from Davis St to Goodenough Rd	Unincorporated	TBD
Class 1 on Dirt Road from Conejo Creek to Camarillo Springs Rd	Camarillo	TBD
Class 1 on Johnson Creek Park from Yucca St to Bard Rd	Oxnard	TBD
Class 1 on Bike Path Underscrossing from Santa Paula Branch Railroad to Route 126	Fillmore	TBD
Class 2 on Oxnard Blvd from Wagon Wheel Rd to Gonzales Rd	Oxnard	TBD
Class 2 on Spur Dr from Oxnard Blvd to Esplanade Dr	Oxnard	TBD
Class 2 on Vineyard Ave from Oxnard Blvd to Los Angeles Ave	Oxnard	TBD
Class 2 on Telegraph Rd from Briggs Rd to Ojai Rd	Santa Paula	TBD
Class 2 on Peck Rd from Santa Paula St to Telegraph Rd	Santa Paula	TBD
Class 2 on Ventura Blvd from Las Posas Rd to Camarillo Center Dr	Camarillo	TBD
Class 2 on Central Ave from Ponderosa Dr to Ventura Blvd	Camarillo	TBD
Class 2 on Carmen Dr from Las Posas Rd to Daily Dr	Camarillo	TBD
Class 2 on Amber Rd from Parkway Dr to Temple Ave	Camarillo	TBD
Class 2 on Woodcreek Rd from Mission Oaks Blvd to Santa Rosa Rd	Camarillo	TBD
Class 2 on Pleasant Valley Rd from J St to Squires Dr	Oxnard	TBD
Class 2 on Channel Islands Blvd from Ventura Rd to Paula St	Oxnard	TBD
Class 2 on Ventura Rd from 7th St to Channel Islands Blvd	Oxnard	TBD
Class 2 on 7th St from D St to C St	Oxnard	TBD
Class 2 on 5th St from Hobson Way to C St	Oxnard	TBD
Class 2 on Ventura Rd from Gonzales Rd to 2nd St	Oxnard	TBD
Class 2 on Erringer Rd from Legends Dr to Alamo St	Simi Valley	TBD
Class 2 on Cochran St from 1st St to Yosemite Ave	Simi Valley	TBD
Class 2 on Yosemite Ave from Mount Sinai Dr to Los Angeles Ave	Simi Valley	TBD
Class 2 on 1st St from Cochran St to Los Angeles Ave	Simi Valley	TBD
Class 2 on Royal Ave from Sinaloa Rd to Sequoia Ave	Simi Valley	TBD
Class 2 on Madera Rd from Country Club Dr to Cochran St	Simi Valley	TBD
Class 2 on Los Angeles Ave from Gabbert Rd to Science Dr	Moorpark	TBD

PROJECT	JURISDICTION	BUILD YEAR
Class 2 on Spring Rd from 2nd St to Los Angeles Ave	Moorpark	TBD
Class 2 on Walnut Canyon Rd from Marine View Ln to Los Angeles Ave	Moorpark	TBD
Class 2 on Campus Rd from Campus Park Dr to University Dr	Moorpark	TBD
Class 2 on Thousand Oaks Blvd from Reyes Adobe Rd to Kanan Rd	Unincorporated	TBD
Class 2 on Adohr Ln from Pleasant Valley Rd to Camarillo Springs Rd	Camarillo	TBD
Class 2 on Pancho Rd from Pleasant Valley Rd to Howard Rd	Camarillo	TBD
Class 2 on Arneill Rd from Ponderosa Dr to Ventura Blvd	Camarillo	TBD
Class 2 on Dawson Dr from Lewis to Petit St	Camarillo	TBD
Class 2 on Channel Islands Blvd from Rose Ave to Rice Ave	Oxnard	TBD
Class 2 on Rice Ave from 5th St to Pleasant Valley Rd	Oxnard	TBD
Class 2 on Ross Ave from Eastman Ave to 5th St	Oxnard	TBD
Class 2 on Oxnard Blvd from Colonia Rd to Wooley Rd	Oxnard	TBD
Class 2 on Wooley Rd from Saviers Rd to Richmond Ave	Oxnard	TBD
Class 2 on Wooley Rd from Harbor Blvd to Chesapeake Rd	Oxnard	TBD
Class 2 on Solar Dr from Gonzales Rd to Graves Ave	Oxnard	TBD
Class 2 on Daily Dr from Central Ave to Spring Oak	Camarillo	TBD
Class 2 on Las Posas Rd from Ponderosa Dr to Ventura Freeway	Camarillo	TBD
Class 2 on Daily Dr from Lantana St to Brently Ave	Camarillo	TBD
Class 2 on Via Rio from Via Las Brisas to Greenway Ave	Thousand Oaks	TBD
Class 2 on Potrero Rd from Lynn Rd to Hidden Valley Rd	Thousand Oaks	TBD
Class 2 on Arroyo Dr from Collins Dr to Paseo del Verda	Moorpark	TBD
Class 2 on Ventura Blvd from Rice Ave to Nyeland Ave	Oxnard	TBD
Class 2 on Rice Ave from Ventura Blvd to Gonzales Rd	Oxnard	TBD
Class 2 on 5th St from Ross Ave to Del Norte Blvd	Oxnard	TBD
Class 2 on Ventura St from Railroad to Mountain View St	Fillmore	TBD
Class 2 on C St from Old Telegraph Rd to River St	Fillmore	TBD
Class 2 on 1st St from Yucca Dr to Mountain View St	Fillmore	TBD
Class 2 on Borchard Rd from Reino Rd to Hillcrest Dr	Thousand Oaks	TBD
Class 2 on Rockfield St from Lindero Canyon Rd to Kanan Rd	Unincorporated	TBD
Class 2 on Princeton Ave from Spring Ave to Condor Dr	Moorpark	TBD
Class 2 on Ventura Blvd from Vineyard Ave to Rose Ave	Oxnard	TBD
Class 2 on Ojai Rd from Santa Paula St to Telegraph Rd	Santa Paula	TBD
Class 2 on Kanan Rd from Tamarind St to Thousand Oaks Blvd	Unincorporated	TBD
Class 2 on Rancho Rd from Thousand Oaks Blvd to Haaland Dr	Thousand Oaks	TBD
Class 2 on Bard Rd from to	Oxnard	TBD
Class 3 on River St from E St to Mountain View St	Fillmore	TBD
Class 3 on A St from Goodenough Rd to River St	Fillmore	TBD
Class 3 on Mountain View St from 3rd St to Heritage Valley Prkway	Fillmore	TBD
Class 3 on Cloyne St from Channel Islands Blvd to Bard Rd	Oxnard	TBD
Class 3 on Novato Dr from Wooley Rd to Hill St	Oxnard	TBD
Class 3 on 9th St from Hobson Way to C St	Oxnard	TBD

PROJECT	JURISDICTION	BUILD YEAR
Class 3 on Santa Ana Blvd from Santa Ana Rd to Monte Via	Unincorporated	TBD
Class 3 on Signal St from Grand Ave to Ojai Valley Trail	Ojai	TBD
Class 3 on E St from Cottonwood Ln to Ventura St	Fillmore	TBD
Class 3 on Doubletree Rd from Kanan Rd to Kanan Rd	Unincorporated	TBD
Class 3 on Fairway Dr from Center School Rd to Crestview Ave	Camarillo	TBD
Class 3 on Central Ave from 3rd St to Heritage Valley Prkway	Fillmore	TBD
Class 3 on Heritage Valley Prkway from Central Ave to Mountain View St	Fillmore	TBD
Class 3 on B St from Goodenough Rd to River St	Fillmore	TBD
Class 4 on Los Angeles Ave from Nardo St to Santa Clara Ave	Unincorporated	TBD
Class 4 on Chambersburg Rd from Gasway Dr to Pasadena Ave	Fillmore	TBD
Class 4 on Baldwin Rd from Rice Rd to Ventura Ave	Unincorporated	TBD
Class 4 on Santa Rosa Rd from Yucca Dr to Joel Ln	Thousand Oaks	TBD
Class 4 on Pleasant Valley Rd from Las Posas Rd to Lewis Rd	Camarillo	TBD
Class 4 on Pleasant Valley Rd from Laguna Rd to Lewis Rd	Unincorporated	TBD

10+ Years

Beyond 10 years in the future, the specific order and timing of project implementation is more difficult to determine. Factors including funding availability, interagency coordination, and further project definition will impact when and how projects in this period would proceed. Many of the projects identified in this

tier would benefit from the identification and implementation of a locally controlled funding source for transportation. A new local source of funding could help place the timing for implementation of projects in this tier closer to the beginning of the 10-year timeframe instead of an unknown point in the future. Table 8-3 presents long-term projects for the CTP.

Table 8-3: Long-Term (10+ Years) Projects

PROJECT	JURISDICTION	BUILD YEAR
Freeway/Highway Projects		
SR-118 widening from two to four lanes and implement traffic safety improvements	Caltrans	2045
Route 33 Stanley Ave/Shell Rd improvements at interchanges and merge sections of Route 33	Caltrans	
US 101/Del Norte Blvd interchange improvement	Caltrans	
Route 232 (Vineyard Ave) pedestrian crossing	Ventura County	
SR 33 new two-lane freeway bridge for SB traffic	Ventura	2037
US 101 add auxiliary lanes	VCTC	2040
SR-118 widening from two to four lanes and implement traffic safety improvements	Caltrans	2045
SR 126 westbound to US 101 southbound connector	Ventura County	
Improve freight efficiency by reducing localized congestion, improving safety and limiting community impacts in Filmore and Piru	Ventura County	
Local Roadway Projects		
Reconfigure NB California St offramp to terminate at Oaks St	Ventura	
Thousand Oaks on US 101 replace Hampshire Rd undercrossing structure, bridge number 52-0273. Widen Hampshire Rd to provide additional left turn lane in NB direction between SB and NB ramps. In SB direction provide additional through lane between NB ramps and Willow Ln and an additional left turn lane between SB and NB ramps. Class II bike lanes and widen NB onramp to 3 lanes	Thousand Oaks	
Stanley Avenue/ SR 33 new 2 lane freeway bridge for SB Traffic	Ventura	2037
Los Angeles Street Grade Separation	Simi Valley	2032
North Hills Parkway (4 lane freeway)	Moorpark	
Hueneme Rd from Oxnard city limits to Rice Rd widen from 2 to 4 lanes	Ventura County	
Los Angeles Avenue widen from 2 to 4 lanes	Ventura County	2032
Central Avenue widen from 2 to 4 lanes	Ventura County	2034
Channel Islands Blvd - widen from 2 to 4 lanes	Ventura County	2032
Olivas Park Drive - widen from 2 to 4 lanes	Ventura County	2032
Realign Hitch Blvd with Grimes Canyon Rd and intersection improvements	Ventura County	2032
Widen Santa Clara Ave from 2 to 4 lanes	Ventura County	2034
Pleasant Valley Widening from 2 to 4 lanes	Ventura County	2034
Harbor Blvd widening from 2 to 4 lanes	Ventura County	
Hueneme Rd from Rice Rd to Las Posas Rd widen 3.66 road miles to 4 lanes	Ventura County	

PROJECT	JURISDICTION	BUILD YEAR
Add new collector street	Ventura County	
Widen Crooked Palm Road to city standards	Ventura County	2040
Freight truck access improvements at Port Hueneme, especially during peak traffic hours	Port of Hueneme	
Countywide Arterial Roadway Corridor Traffic Signal Coordination Program	Various	
Create ongoing funding program targeted to repair, resurface, and repave existing local streets and roads	Various	
Create ongoing funding program targeted to implement complete street improvements (including transit upgrades, bicycle facilities, and pedestrian facilities)	Various	
Bus Projects		
Countywide Transit Service Expansion	Various operators/cities	2039
Countywide paratransit expansion	Various operators/cities	2039
Countywide new transit facility improvements - introduce WiFi, charging stations, shade structures	Various operators/cities	2039
Transit planning & application	VCTC	2039
Freeway-Based Bus Rapid Transit route using US 101 HOV Lane	VCTC/Caltrans	2035
Limited stop/Freeway BRT route along SR-126	VCTC/cities	2035
New inter-city transit route between Simi Valley and T Oaks via First, Los Angeles, Madera, SR 23, Janss, Erbes, T Oaks Blvd	Simi Valley/T Oaks	2035
Create countywide fund or program for transit station/stop safety improvements	Various operators/cities	
Designate areas as mobility hubs where passengers can more easily transfer between services across transit agencies	Various operators/cities	

8.1.3 Goals and Guiding Principles

Chapter 1 outlined the goals identified for the CTP, which will help guide VCTC and local jurisdictions in the implementation of the projects and programs identified in this plan. The CTP Goals and Objectives are:

- **Goal: Balance Transportation and Land Use**

- Foster a diversity of land uses that improve ease of access to housing, employment, recreation, and other needs
- Integrate transportation and land use planning to encourage walking, cycling and transit
- Enhance transit services to encourage growth to locate within High Quality Transit Areas (HQTAs)
- Improve active transportation facilities and infrastructure between residential and commercial zones

- **Goal: Reduce Emissions and Improve Sustainability**

- Ensure availability of EV supportive infrastructure
- Reduce per capita VMT
- Encourage travel using low or zero emissions modes for more trips

- **Goal: Foster Economic Prosperity**

- Provide residents with affordable access to opportunities for employment, education, and social services
- Improve the efficiency of freight movements while mitigating potential adverse impacts on local communities

- **Goal: Improve Multimodal Mobility Choices and Access to Destinations**

- Provide integrated and seamless travel connections between modes
- Reduce transit travel times, making them more competitive with private auto travel
- Supports a range of multimodal trip options to access key destinations

- **Goal: Enhance Transportation Safety to Eliminate Deaths and Serious Injuries**

- Reduce the number of serious injury collisions year on year
- Improve design and operations to ensure people feel safe using the transportation system
- Improve safety outcomes for vulnerable users of the transportation system

Through the extensive community engagement efforts completed in support of the development of the CTP, VCTC identified the following popular themes expressed by the community:

- Expand walking and bicycling infrastructure throughout the county, with an emphasis on protected facilities that separate pedestrians and bicyclists from automobiles
- Enhance existing walking and bicycling infrastructure, specifically through repairing broken and damaged sidewalks, adding landscaping and shade, and connecting these facilities to key destinations
- Expand transit services, including more routes, faster travel times, better frequencies, and extended hours of service
- Improve access to different modes of transportation to help people access employment, education, and recreation opportunities

- Identify strategies and programs to reduce emissions and improve air quality, including expansion of electric vehicle charging infrastructure and reducing automobile trips
- Coordinate future land use and transportation planning efforts to help new development be better connected to a multimodal transportation network

Building on the CTP goals and the themes emerging from community engagement, VCTC has identified the four guiding principles related to the implementation of CTP projects.

Project implementation, establishment of local funding priorities, the pursuit of outside funding opportunities, and identification of new projects will follow these guiding principles.

These principles are identified below, along with specific priorities for VCTC and local jurisdictions to follow when implementing projects identified in the CTP.

1. Enhance access to and the safety of active transportation infrastructure

Implement bikeways identified as part of the Regional Bicycle Wayfinding Program.

Implement protected bicycle lanes when implementing on-street bicycle infrastructure.

Repair and enhance existing bicycling and walking infrastructure as part of regular roadway maintenance activities.

2. Expand transit services and access to these services

Focus near-term bus transit improvements on increasing frequencies and hours of service along existing routes.

Long-term, identify new transit routes that provide connections to areas in the county that are underserved by transit.

Support improvements to the LOSSAN rail corridor and Metrolink regional rail service, including enhancing access to rail stations.

Implement bicycling and walking improvements that provide connections to transit stops and stations.

3. Advance projects and programs that reduce transportation emissions

Support the expansion of electric vehicle charging infrastructure in Ventura County.

Include multimodal (transit and active transportation) improvements as integral parts of roadway and highway improvement projects.

4. Integrate land use and transportation planning decisions at the local level

Encourage local jurisdictions to zone for denser development near existing and planned transit routes, rail stations, and active transportation infrastructure.

Encourage local jurisdictions to condition new development to promote multimodal travel through various strategies that include the provision of facilities for bicycles and bicyclists, support the use of transit, and encourage access by walking.

8.1.4 Short Term Actions

Advancing the projects, programs, and strategies presented in the CTP will be an ongoing process for VCTC and local agencies. Short-term actions help to build momentum for implementation of the full plan, provide a foundation of collaboration between agencies to advance project implementation, and help to place Ventura County on the pathway

to creating a more equitable and resilient transportation network. These actions also help to show progress to the public, as community members see projects they support implemented and transportation needs addressed in a timely manner. The short-term actions identified in Table 8-4 respond to the input received from the community throughout the development of the CTP and identify a range of projects, programs, and strategies to be advanced during the next 3-5 year period.

Table 8-4: Short Term Action Plan

ACTION	APPROACH
Local Issues	
Continue Local Agency Coordination	Build on existing local coordination through the TTAC and TRANSCOM to advance the goals, objectives, and projects contained in the CTP.
Advance Local Plan Project Implementation	Continue to work with the appropriate coordinating agency(ies) to advance projects identified in 101 Communities Connected, the Ventura County Freight Study, and the Transit Integration and Efficiency Study (TIES) towards implementation.
Pursue Additional Funding Opportunities	Regional and local planning efforts have identified a range of projects in need of funding. VCTC will take a proactive role in assisting local agencies to pursue funding through available State and Federal sources to advance project implementation.
Regional Issues	
Contribute to 2024 RTP	Participate in the development of the 2024 RTP through ongoing coordination with SCAG and by serving as a connection to SCAG for local Ventura County jurisdictions.
Participate in Regional Mobility Planning Efforts	Further planning will occur for the U.S. Highway 101 corridor and LOSSAN rail corridor in coordination with SCAG, SBCAG, Metro, Caltrans, and other agencies. VCTC will be a partner and participant in these studies to ensure Ventura County transportation needs and interests are reflected in these planning efforts.
Continue Coordination and Partnership with the Port of Hueneme and NBVC	The Port and NBVC are major employers and economic engines for Ventura County. Both uses also have unique and substantial transportation and mobility needs. VCTC will continue its partnership and coordination with these two entities to ensure that both are able to operate effectively and continue to make substantial positive contributions to Ventura County's economy.
Technology and Future Mobility Issues	
Mandates and Adoption for Electric Vehicles (EVs)	With recent state mandates related to the sales of new vehicles in California and increasing adoption of electric vehicles (EVs) and plug-in electric hybrid vehicles by residents in California and Ventura County, VCTC will lead regional planning efforts within the county to identify strategies and approaches to increase EV charging infrastructure countywide.
App-based Rideshare and Delivery	VCTC will monitor how app-based technologies and mobility solutions continue to evolve in the coming years.
Autonomous Vehicles	While the specific timing for more wide-spread adoption of autonomous vehicle technology in Ventura County and surrounding regions is unknown at this time, VCTC will continue to monitor this technology and will participate in planning efforts at the regional level in cooperation with SCAG and other partners.

ACTION	APPROACH
Community Issues	
Ongoing Community Engagement	The CTP established interest and excitement for improvements to the transportation network and mobility in Ventura County. VCTC will seek way to maintain this interest and excitement through ongoing engagement and involvement of the community in tracking progress for implementing the recommendations contained in the CTP.
Exploration of New Local Funding Sources	To advance implementation of the projects, programs, and strategies identified in Scenario B, VCTC should explore public support for different of local taxes or measures to create a locally controlled source for transportation funding.

8.2

Funding Opportunities

Projects, programs, and strategies identified in the CTP are eligible for funding through a variety of local, State, and Federal funding sources and programs. Funding the complete list of projects and strategies identified

in Scenario B will require accessing and obtaining funds from a variety of sources, and will require extensive collaboration and coordination between VCTC, local agencies, and regional agencies to partner and pursue available funding sources.

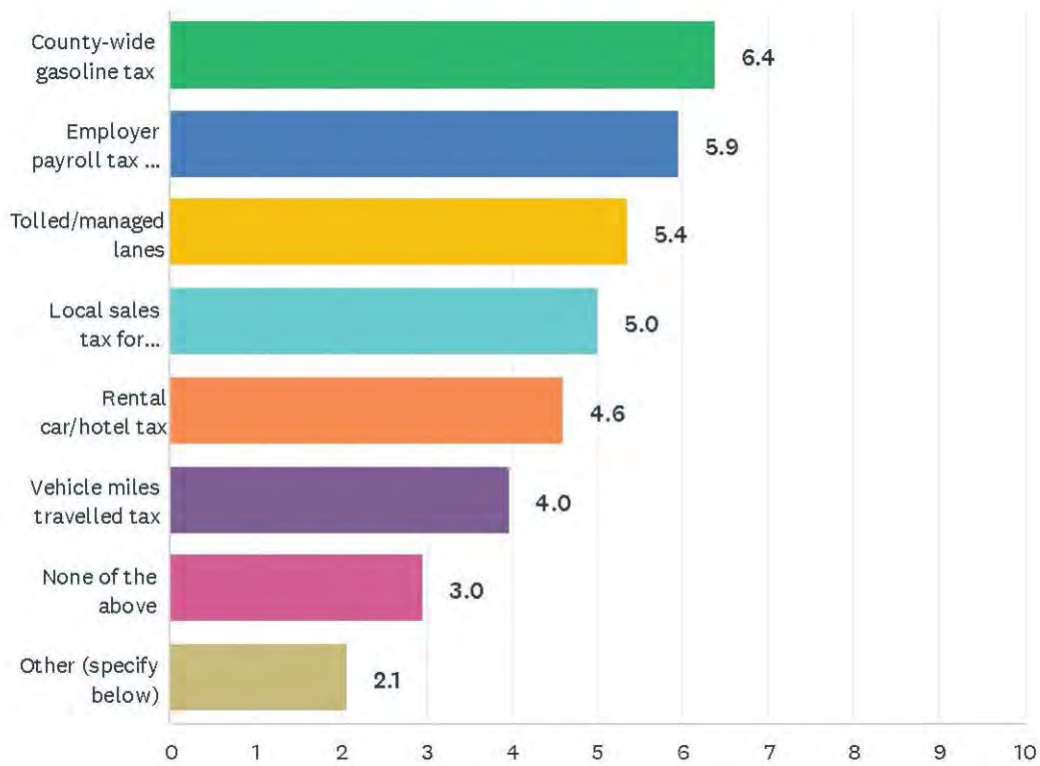
This section identifies currently available funding sources at the Federal, State, and local levels and discusses the types of projects that would be eligible for funding under the different sources. As discussed earlier in the CTP, Ventura County is the only county in the SCAG region without a locally controlled source for funding transportation improvements. This condition puts Ventura County at a disadvantage in terms of implementing the recommendations and projects contained in the CTP in a timely fashion, as well as in the pursuit of outside funding available from Federal and State sources.

Potential new sources of locally controlled funding for transportation improvements could include the following:

- Sales Tax – an increase in the local sales tax charged on purchases in Ventura County
- Gasoline Tax – an increase in the local gasoline tax for sales in Ventura County
- Payroll Tax – a tax placed on employee payrolls for individuals that work in Ventura County
- Hotel/Rental Car Tax – an increase in the local tax charged for hotel stays and car rentals
- Tolled/Managed Lanes – construction of new highway lanes or conversion of existing lanes to tolled facilities
- VMT Tax – a tax based on the number of miles that a vehicle drives per year

The Spring 2022 community survey included a question requesting participants to rank their potential support or preference for various programs that could create a locally controlled source of transportation funding in Ventura County. Figure 8-1 summarizes the responses received from survey participants.

Figure 8-1: Spring 2022 Survey Ranking of Local Funding Source Options



The CTP does not identify a preference for the approach to creating a locally controlled source of transportation funding in Ventura County. Instead, the document identifies a program of projects and strategies in Scenario B that would be eligible to be implemented if a new funding source become available in the future.

8.2.1 Locally Controlled Funding

Local funding sources in Ventura County are limited for transportation projects. With no dedicated transportation project funding source, VCTC and local agencies in the county must instead rely on a variety of sources from gas taxes to local general funds to transit farebox revenue. Each of these local sources are facing challenges in terms their amount of funding.

Gas tax receipts are declining with increasing adoption of electric vehicles, increased fuel efficiency from gas-powered vehicles, and reductions in VMT, general funds for cities and the county face competition from other local non-transportation funding needs and priorities, and transit farebox revenue has seen a steep decline that mirrors the decline in transit ridership seen throughout Ventura County since before the pandemic. Table 8-5 identifies available local and regional sources of funding for transportation improvements.

Table 8-5: Local Transportation Funding Sources

FUNDING SOURCE	FUNDING PROGRAM	ELIGIBLE PROJECT TYPE				
		HIGHWAY	ARTERIAL	TRANSIT	ACTIVE TRANSPORTATION	MULTI-MODAL/SUSTAINABILITY
Regional & Local	Gas tax funds	X	X	X	X	X
	General city/county funds	X	X	X	X	X
	Public-Private Partnership	X	X	X	X	X

8.2.2 State & Federal Programs and Grants

Many projects identified in the CTP are eligible to pursue funding through programs that are administered at the Federal and State levels. Available funding opportunities include programs intended to fund transportation and mobility improvements, as well as programs that are intended to promote environmental sustainability, climate resiliency, reductions in climate and emission impacts, and equitable

access to transportation. Table 8-6 identifies currently available Federal and State funding programs and provides a brief synopsis of the objectives and eligible project types by program. Some of these funding programs are competitive, so while various projects identified in the CTP may be eligible to apply for funding, receipt of funding through a specific program or grant opportunity is not guaranteed. Other programs are distributed based on a formula usually tied to population or service levels, and in a county with little forecast population growth, this funding is not anticipated to grow, and may even be reduced in the future.

Table 8-6: Federal and State Transportation Funding Sources

FUNDING SOURCE	FUNDING PROGRAM	ELIGIBLE PROJECT TYPE				
		HIGHWAY	ARTERIAL	TRANSIT	ACTIVE TRANSPORTATION	MULTI-MODAL/SUSTAINABILITY
Federal	FTA Section 5307 Urban Area Formula			X		
	FTA Section 5310 Specialized Transportation			X		
	FTA Section 5311 Rural Transportation			X		
	FTA 5337 State of Good Repair			X		
	FTA Section 5339 Bus and Bus Facilities Program			X		
	FHWA Regional Surface Transportation Program	X	X	X	X	X
	Recreational Trails Program				X	
	BUILD Discretionary Grant	X	X	X		
	Highway Safety Improvement Program (HSIP)	X	X		X	

FUNDING SOURCE	FUNDING PROGRAM	ELIGIBLE PROJECT TYPE				
		HIGHWAY	ARTERIAL	TRANSIT	ACTIVE TRANSPORTATION	MULTI-MODAL/SUSTAINABILITY
Federal	Surface Transportation Block Grant (STBG)	X	X	X	X	
	DOT INFRA Grants Program	X	X			
	DOT RAISE Discretionary Grants					X
	FTA Section 5309 New Starts and Small Starts			X		
	Congestion Mitigation & Air Quality Improvement (CMAQ)			X	X	X
	EPA Clean Water State Revolving Fund (CWSRF)					X
	EPA Brownfields Grant Program					X
	EPA Environmental Justice Small Grants Program					X
	EPA Office of Sustainable Communities Greening America's Communities Program					X
	DOI Rivers, Trails, and Conservation Assistance (RTCA) Program					X
State	Active Transportation Program			X	X	
	Cap & Trade: Low Carbon Transit Operations Program				X	
	Cap & Trade: Low Carbon Transit Operations Program				X	
	Regional Improvement Program (STIP)				X	

FUNDING SOURCE	FUNDING PROGRAM	ELIGIBLE PROJECT TYPE				
		HIGHWAY	ARTERIAL	TRANSIT	ACTIVE TRANSPORTATION	MULTI-MODAL/SUSTAINABILITY
State	Local Transportation Fund (LTF)			X	X	X
	State Transit Assistance (STA)			X		
	State Highway Operations Protection Program (SHOPP)		X	X		
	SB 1 - Local Streets & Roads		X		X	X
	Trade Corridor Enhancement (TCEP)	X				
	Local Partnership Program (LPP)		X	X	X	
	Transit and Intercity Rail Capital Program			X		
	State Water Resources Control Board Stormwater Grant Program					X

8.3

Agency Coordination

VCTC plays an integral role in regional transportation planning in Ventura County, with this role including the preparation of the CTP. However, VCTC has a limited role in the construction, implementation, and operation of the proposed transportation and mobility projects identified in the CTP.

Project implementation in many cases falls to other agencies – local cities and the county, local transit operators, and Caltrans. In these cases, VCTC’s role in project implementation is primarily focused on collaboration with the lead agency and assistance in identifying pursuing available funding sources.

8.3.1 Ventura County Agencies

Through established committees – including the Transportation Technical Advisory Committee (TTAC) and the Transit Operators Advisory Committee (TRANSCOM) – and established lines of communication and collaboration, VCTC will continue to support local agencies in efforts related to planning, the pursuit of funding, and regional coordination to advance implementation of the projects identified in the CTP.

It is recommended that a regular agenda item for the TTAC and TRANSCOM agendas would be discuss advancement and implementation of projects and strategies identified in the CTP. This would help to ensure that forward momentum and progress occurs following the adoption of the CTP and would create a forum to promote regular coordination and collaboration between VCTC and its local partners.

8.3.2 Regional Coordination

On a regional level, VCTC maintains regular coordination with SCAG, which serves as the regional Metropolitan Planning Organization (MPO) for Ventura County and the larger

six-county SCAG region. VCTC regularly participates in regional planning efforts and several Ventura County elected officials sit on the SCAG Regional Council. VCTC and SCAG regularly collaborate on regional planning efforts, including the 101 Communities Connected Study and the Ventura County Freight Corridors Study.

A key element in VCTC's coordination with SCAG is working with the regional agency to ensure that Ventura County is doing its fair share to contribute to regional goals around reductions in VMT and emissions.

A key objective in the development of the CTP was to identify a range of multimodal transportation projects and strategies moving forward for Ventura County to help reduce VMT and reduce emissions generated from transportation sources within the county. The results of this effort, presented in Chapter 7, highlight that the CTP helps Ventura County make progress on this objective and positively contribute to the regional goals and targets related to reductions in VMT and emissions.

The CTP serves as a key input from Ventura County into the 2024 Regional Transportation Plan (RTP), which is currently being prepared by SCAG. Projects, programs, and strategies identified in Scenarios A, B, and C will be rolled into the 2024 RTP so that the performance of these scenarios can be evaluated on a regional level, and to ensure that these projects are eligible to pursue available funding sources at the State and Federal levels.

While not part of the SCAG region, Santa Barbara County and the Santa Barbara County Association of Governments (SBCAG) are important regional planning partners for transportation and mobility issues. As highlighted in Chapter 2, there is a significant mobility and travel demand connection between Ventura and Santa Barbara counties, with U.S. Highway 101 and the LOSSAN rail corridor serving as the primary regional connections between the two counties. VCTC and SBCAG will continue to coordinate to address future mobility challenges and needs along these regional transportation corridors.

It is anticipated that future coordination between VCTC and SCAG and SBCAG will continue to involve efforts to improve transportation, mobility, and safety along the U.S. Highway 101 corridor and the LOSSAN rail corridor, both of which link Ventura County to Santa Barbara County, Los Angeles County, and the larger SCAG region.

8.3.3 Coordination with State and Federal agencies

Caltrans is a key state partner for VCTC, particularly given the role of Caltrans to operate and maintain the state routes and highways that traverse Ventura County. These facilities fill important roles in the regional transportation network within the county, providing vital regional links between the county's different cities and communities. VCTC will continue to coordinate with Caltrans to plan for future improvements along these highways that are identified in the CTP. This coordination effort will include future and more detailed corridor-specific planning, such as the 101 Communities Connected study, as well as coordination on the identification and pursuit of funding opportunities to implement improvements for specific corridors.

Caltrans also serves as the administering agency for several state funding sources related to planning and project implementation. The preparation of this CTP was funded through a Caltrans-administered Sustainable Transportation Planning Grant. VCTC will continue to coordinate with Caltrans to identify future funding opportunities and to learn strategies to enhance applications for grant funding for future planning and project implementation efforts.

Coordination with Federal agencies, which include agencies involved with transportation, the environment, and the military, will be critical to advance numerous CTP projects towards implementation. VCTC plays an important role in this coordination within Ventura County, particularly as it relates to the identification and application for federal funding for transportation improvements. VCTC will continue the agency's role in administering the Federal Transportation Improvement Program (FTIP) for Ventura County, as well as to provide assistance and advice to local agencies applying for federal funding sources.

8.3.4 Next Steps

The multimodal transportation improvements proposed through the CTP aim to address the current and future needs of residents in Ventura County. These improvements were developed after a thorough review of existing conditions and demographic forecasts, extensive community engagement, and analysis using VCTC's regional travel demand model. Improvements identified in Scenario B are intended to respond to existing and future mobility needs residents in Ventura County, and to place the county on a pathway towards creating a more resilient and equitable transportation network that provides residents with access to a range of mobility choices and opportunities.

Moving forward, VCTC will continue to collaborate with local agencies in the county to complete the initial planning and pursuit of additional funding necessary implement the projects and strategies identified in this plan. The CTP is also intended to be a living document that will be updated and amended as needed to incorporate future planning efforts and projects identified for Ventura County.

VENTURA COUNTY COMPREHENSIVE TRANSPORTATION PLAN

[OVERVIEW](#)

[PUBLIC INPUT](#)

What is the Ventura County Comprehensive Transportation Plan?

The Ventura County Comprehensive Transportation Plan (CTP) is a long-range planning document adopted by the Ventura County Transportation Commission (VCTC) that plans for the future of transportation in the County over the next 20-30 years. The 2023 CTP incorporates socioeconomic data, community priorities, and local transportation solutions while also placing a special emphasis on inclusion of disadvantaged and underserved communities to create a more equitable transportation future for all.



[DOWNLOAD THE DRAFT CTP](#)

What is the purpose of the Plan?

The Plan:

- Identifies future transportation needs, priorities, and funding
- Identifies strategies to reduce emissions and improve air quality
- Enhances equitable access to mobility options
- Establishes a vision for mobility in Ventura County for the next 20-30 years

Download the Draft Ventura County Comprehensive Transportation Plan [here](#).

Recent community comments are being incorporated and the final Plan will be available by February 3.

2023 01 CTP Promo ENGLISH FINAL

2023 01 Evergreen CTP Promo SPANISH DRAFT

How will the Plan be used to improve Ventura County?

The Plan will:

- Provide a comprehensive look at transportation across Ventura County
- Consider future land use and transportation conditions
- Identify community-based transportation priorities

- Help Ventura County meet State and local mandates and goals

What's the project location and scope?

The Plan includes all transportation modes throughout Ventura County and will analyze walking, biking, transit, rail, freight, airports and more.

What role will the public and stakeholders play in the planning process?

The CTP update will be guided by input received from the community and project stakeholders. Two online surveys will be made available in English and Spanish during the project to solicit input from the community. Additionally, members of the project team will be visiting community events to connect with community members and get feedback.

The project will also include the formation of a Regional Advisory Committee and several Local Advisory Committees that will be engaged at different stages of the plan's development. The committees will include representatives from major institutions and

employers in Ventura County, such as local universities, Naval Base Ventura County, the

