



Chapter 6

Transportation and Mobility

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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.

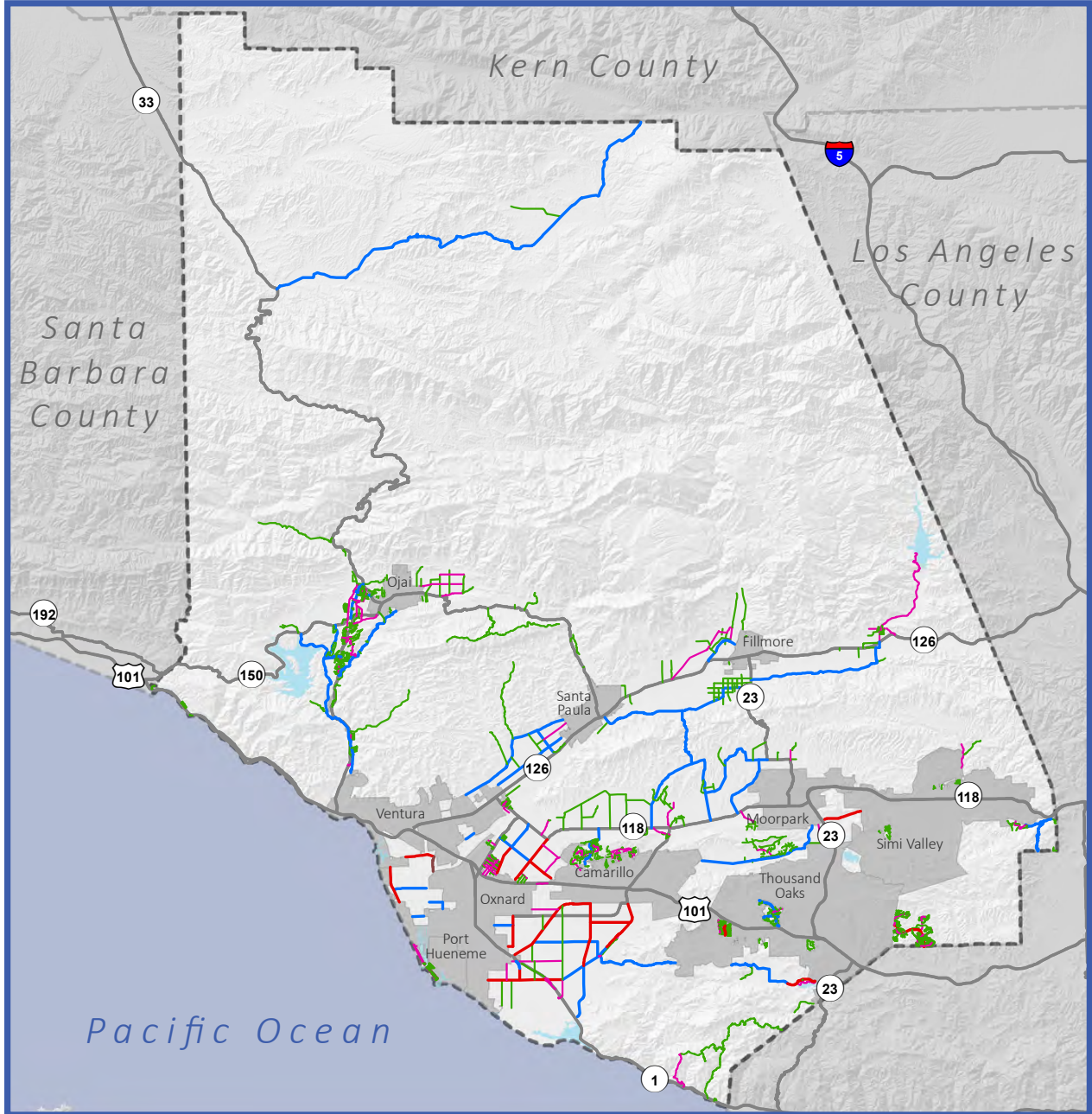
- **Expressways.** Expressways also serve inter-city and inter-county travel, and do not provide local access or service road intersections. However, unlike freeways, interchanges on expressways can be as close as 0.5 miles apart. These roadways are under Caltrans jurisdiction.
- **Conventional State 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.




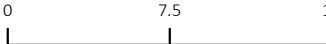


Figure 6-1:
Ventura County Roadway Functional Classification


Map Date: November 14, 2016

Source: Ventura County, 2016; California Department of Transportation, 2007; USGS, 2013.

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Street Class

- Freeways and Expressways
- Primary
- Secondary
- Collector
- Minor
- Local

- Water Bodies
- Cities

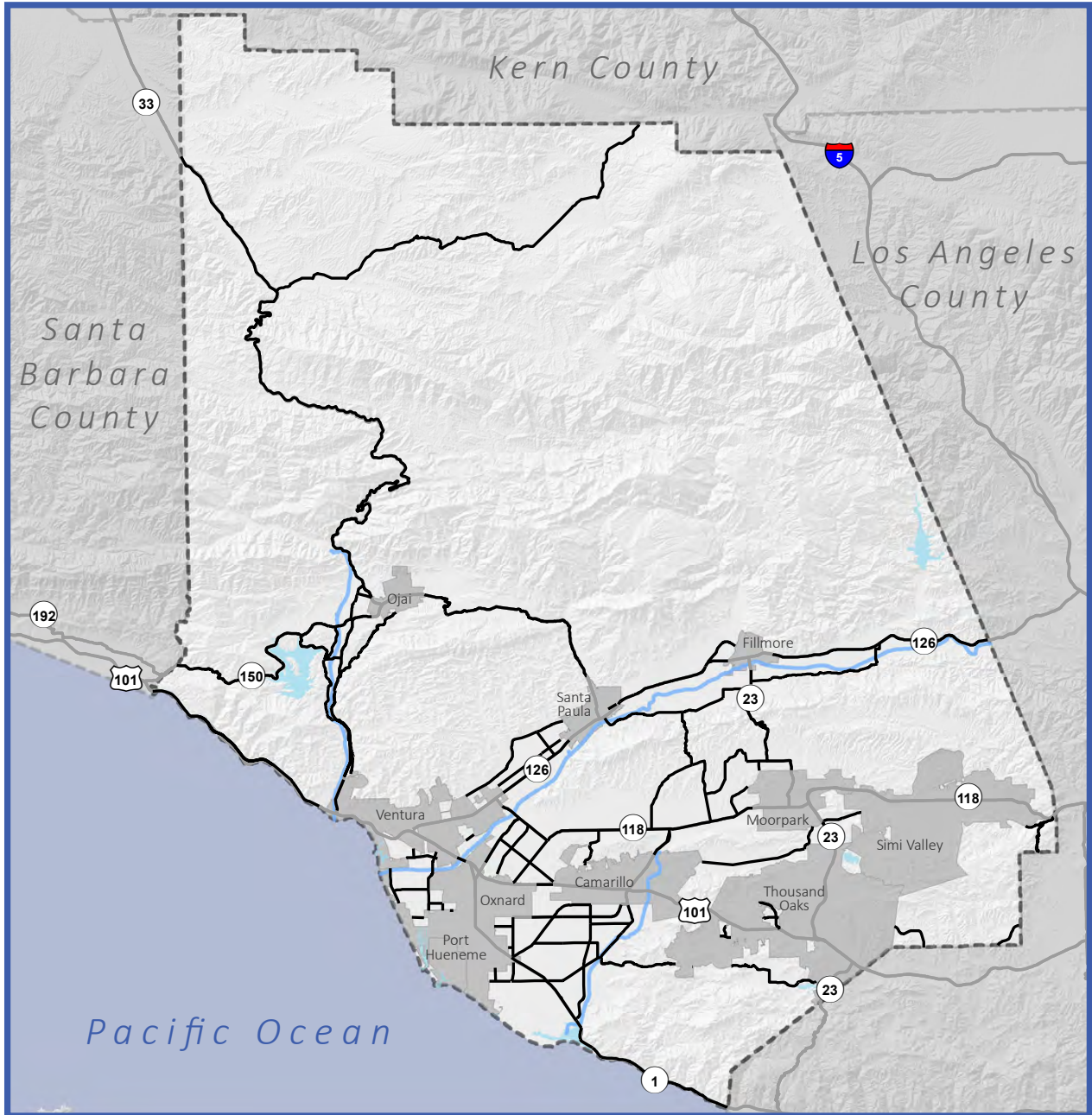
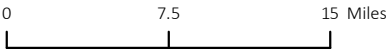


Figure 6-2:
Ventura County Road Network

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 (Hueneme 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.

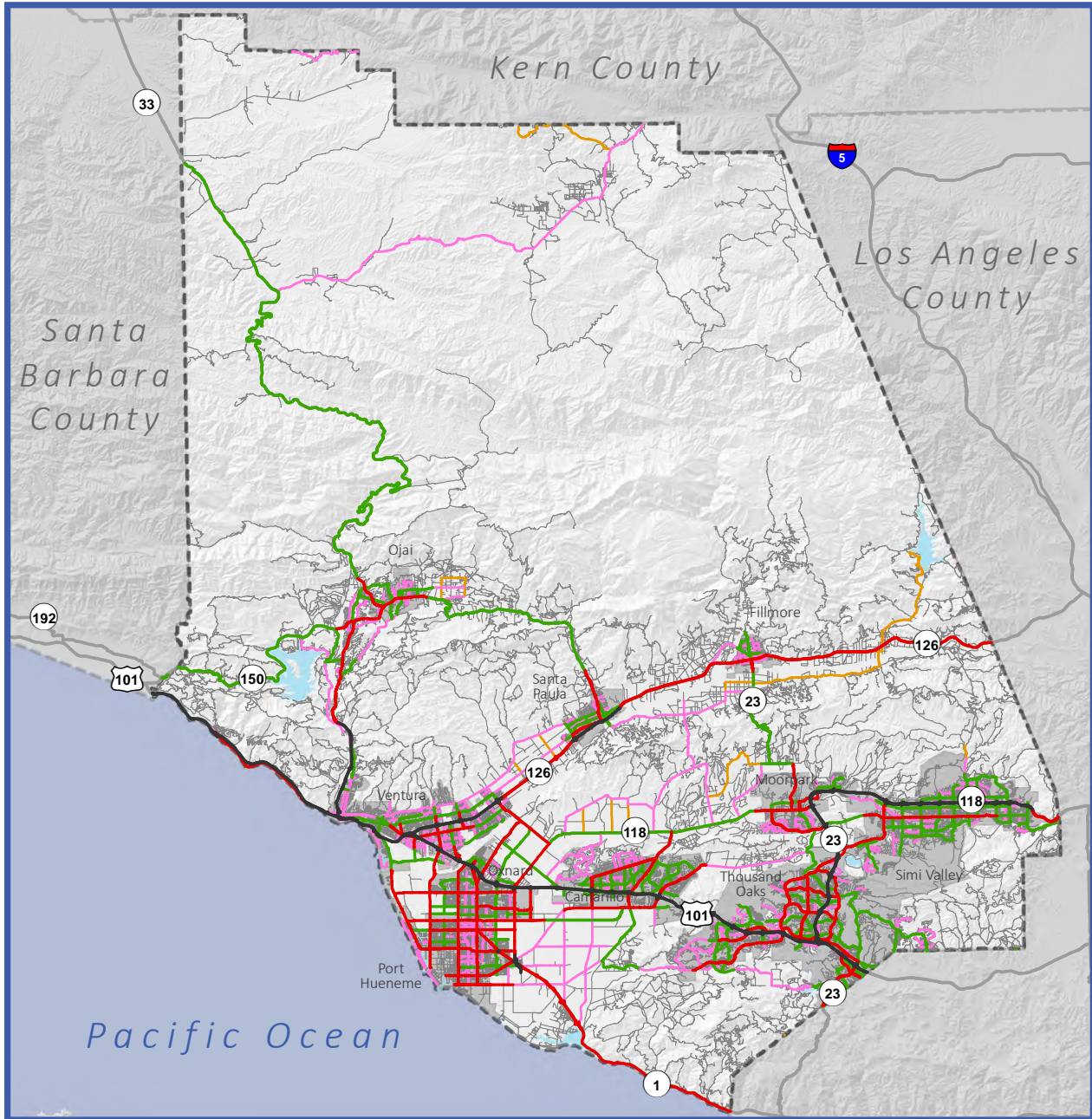
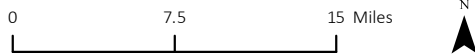


Figure 6-3:
Federal Highway Classifications

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 Manzanias	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.

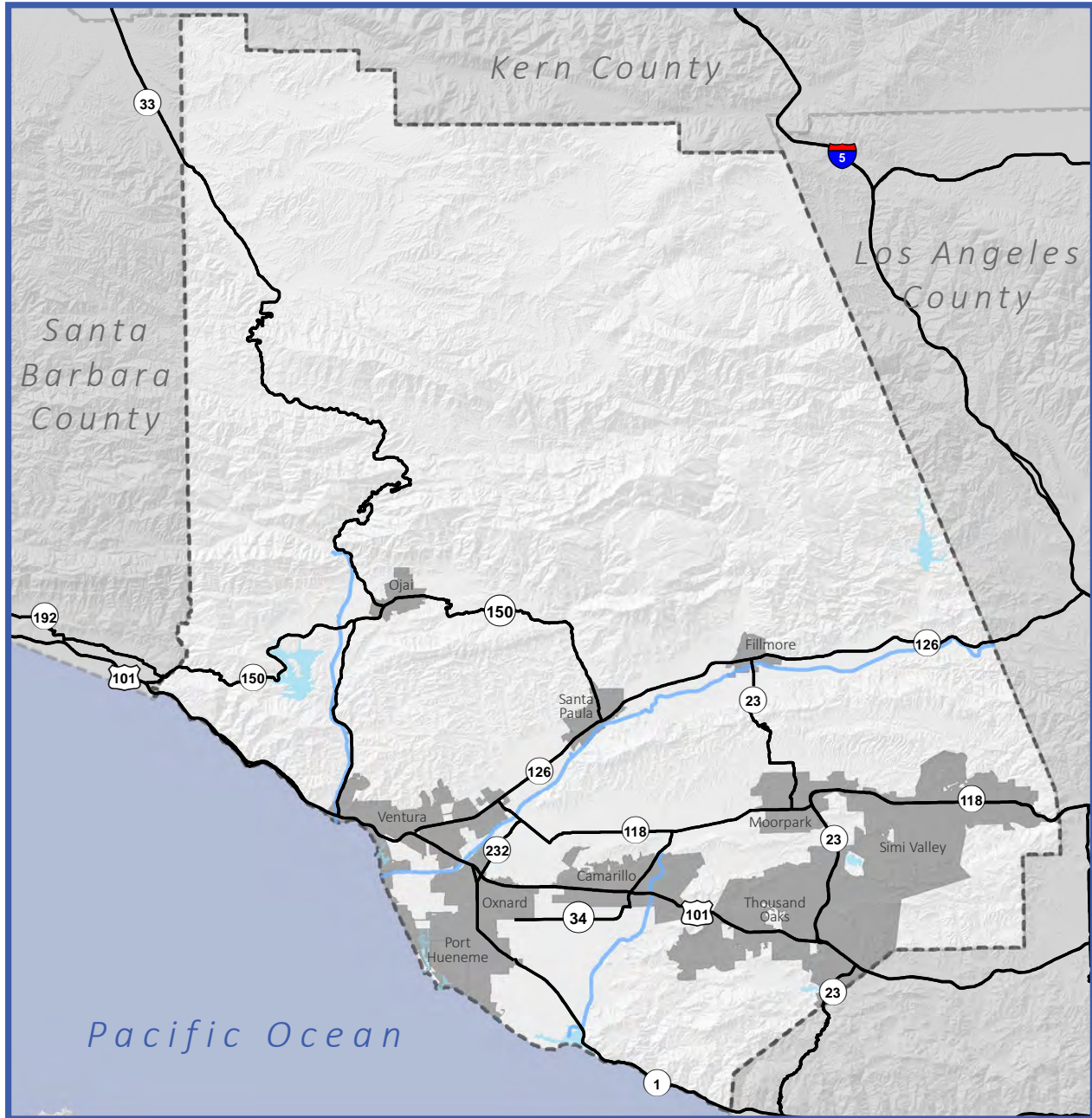
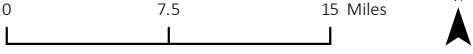


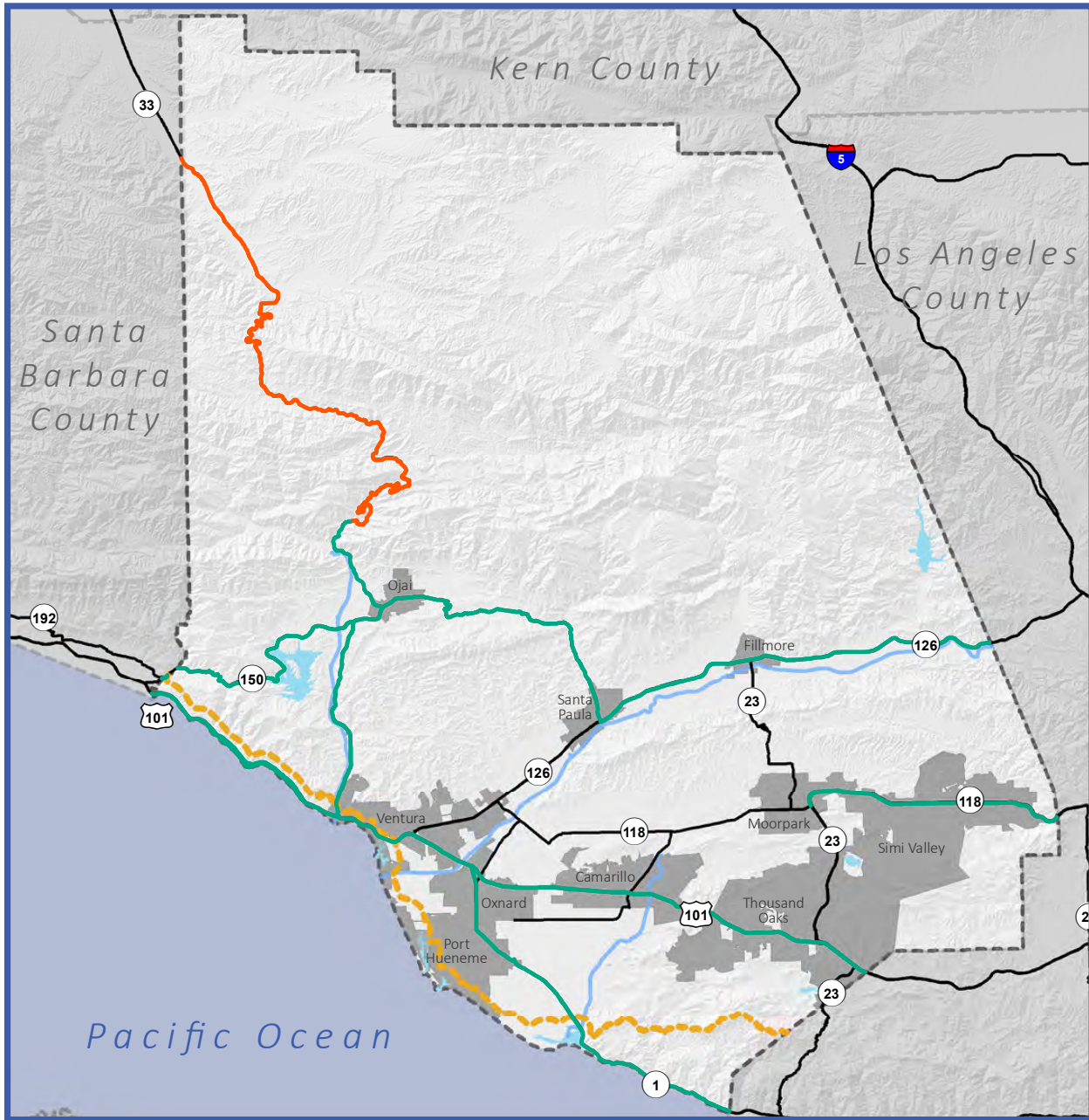
Figure 6-4:
State Highway System

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 Manzanias	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

California Department of Transportation. California 2013 Public Road Data, Statistical Information Derived from the Highway Performance Monitoring System, November, 2014.

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2012-2035 Regional Transportation Plan and Sustainable Communities Strategy, Southern California Association of Governments.

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.

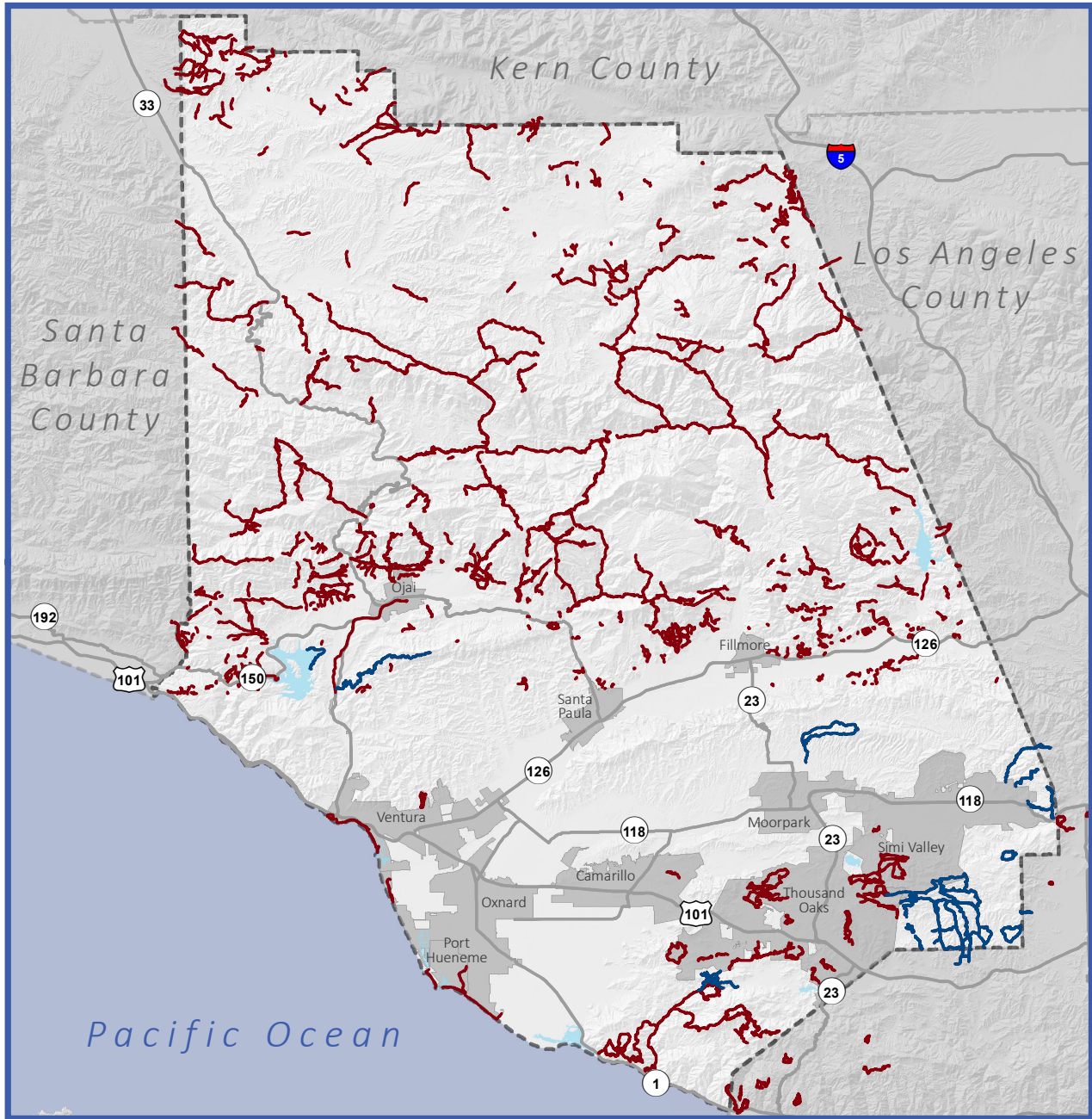
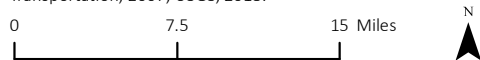


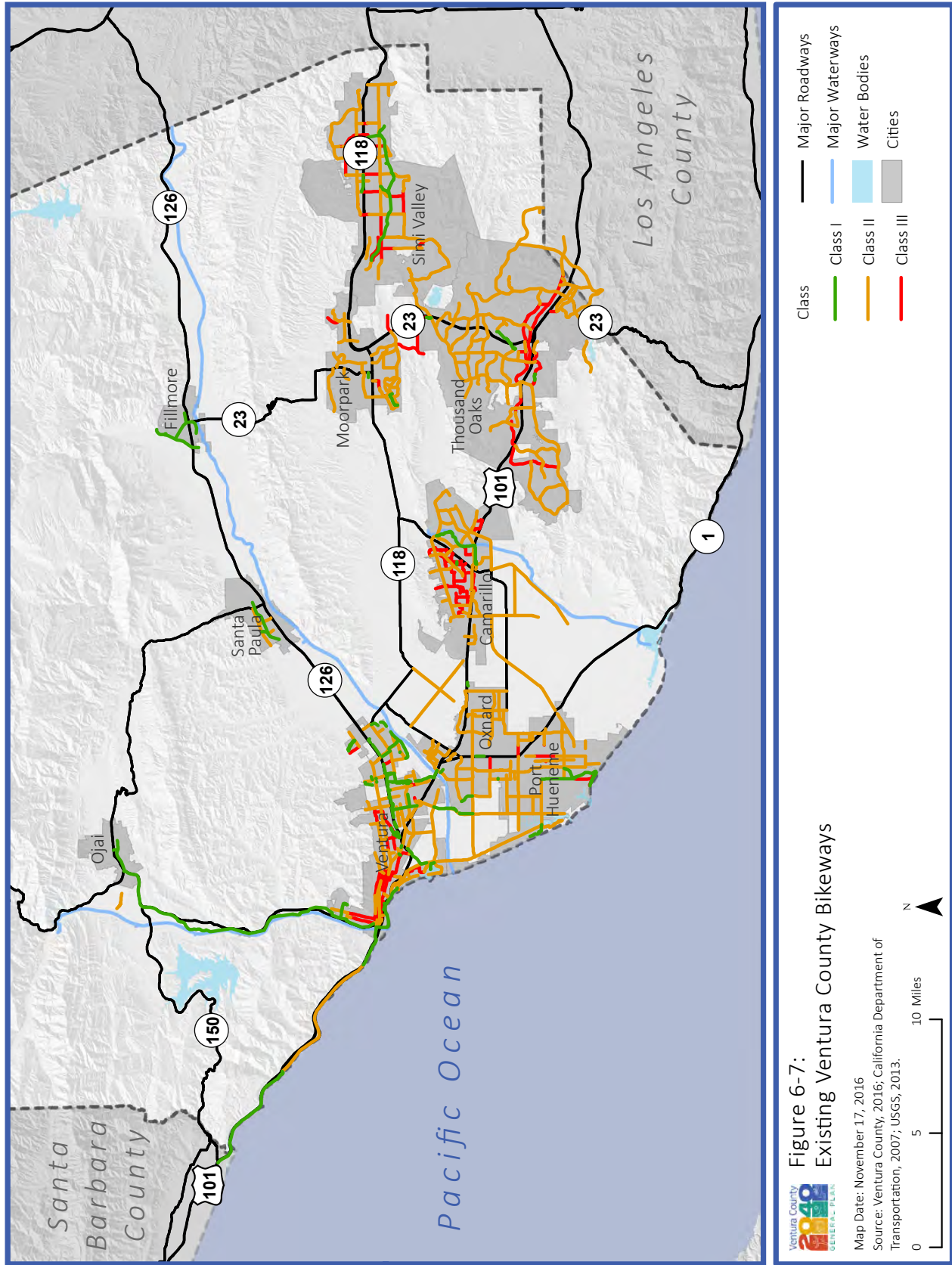
Figure 6-6:
Ventura County Hiking Trails

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.

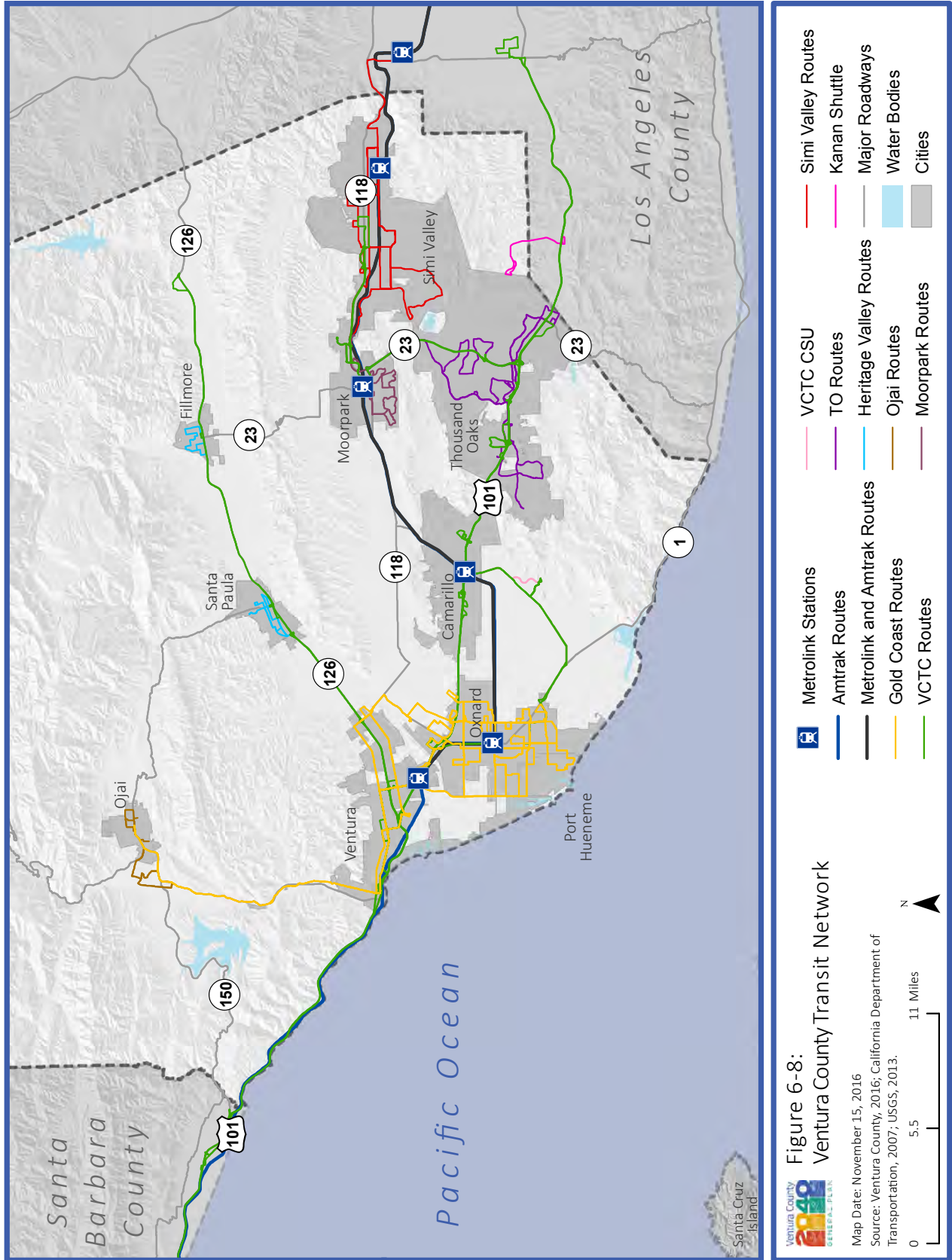
Municipal providers such as Thousand Oaks Transit, Simi Valley Transit, Moorpark City Transit, Camarillo Area Transit, Ojai Trolley, Valley Express, and the Kanan Shuttle operate fixed route bus service, community circulators, and dial-a-ride services within the county. Through a Memorandum of Understanding 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.

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 annually 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

Ventura County Transportation Commission (VCTC). Short Range Transit Plan, May 2015.

Southern California Association of Governments. December 2015. Draft Program Environmental Report: 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. Available at: <http://scagtrpccs.net/Pages/DRAFT2016PEIR.aspx>

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

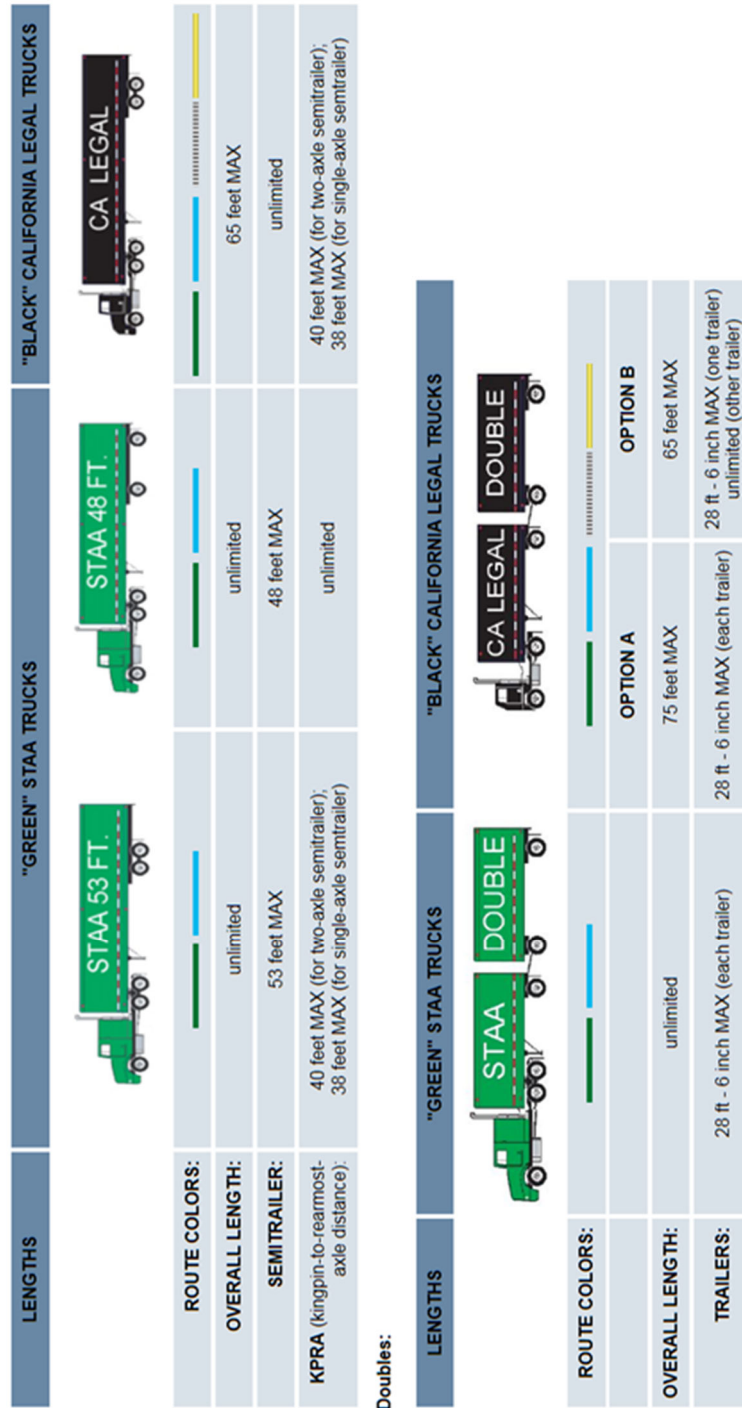
Freight rail serves both the Port of Hueneme and other goods movement industries in the county. The Ventura County Railway (VCRR) is a Class III, short-line railroad with 12 miles of track between NBVC-Port Hueneme, Port Hueneme Harbor, and the industrial areas south of Oxnard. This rail-line is privately 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

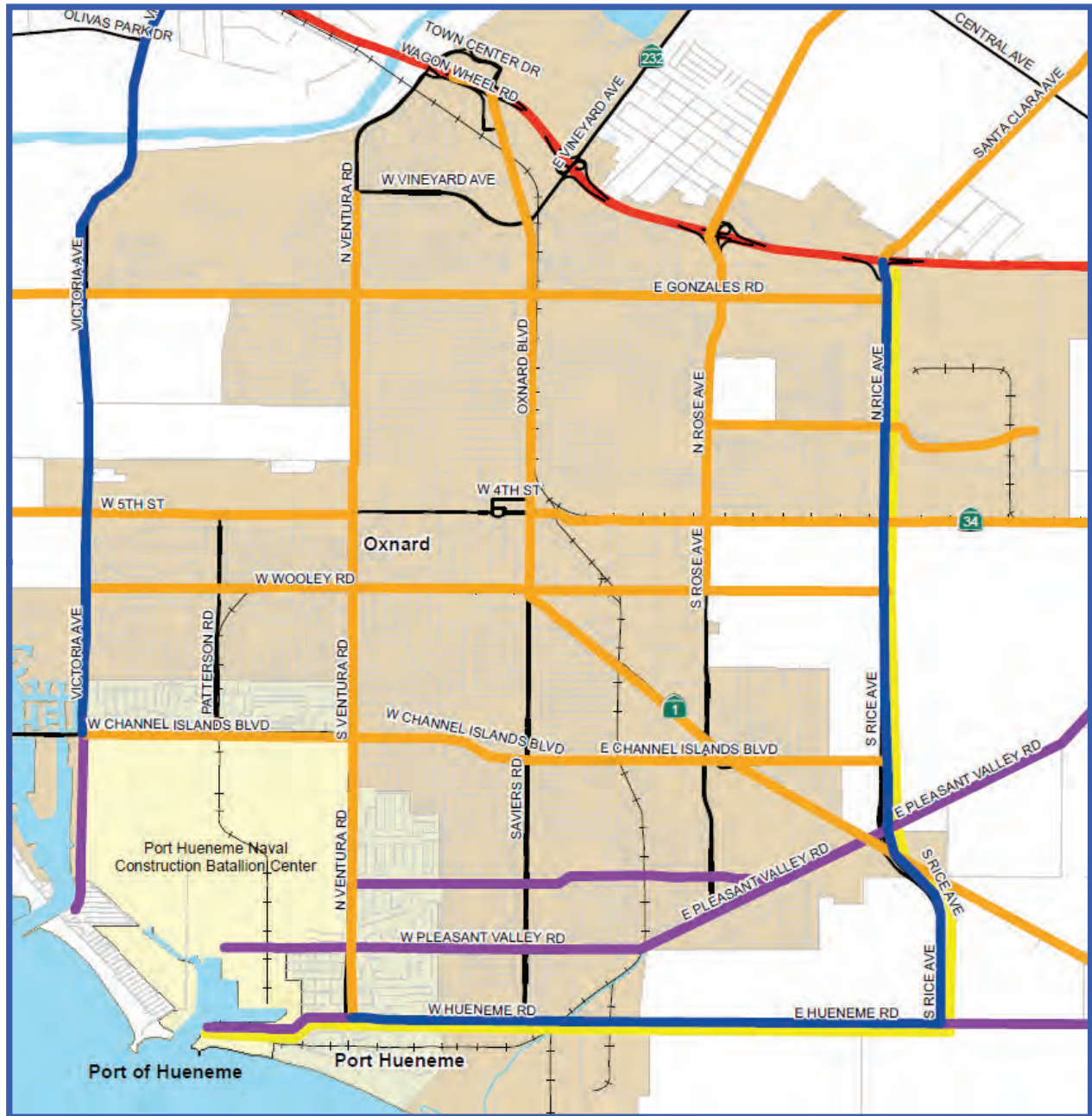
Source: Ventura County, 2016; Caltrans GIS Data Library, 2011; USGS, 2013.



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).

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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.

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Southern California Association of Governments (SCAG). 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS), adopted April 7, 2016.

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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.

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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

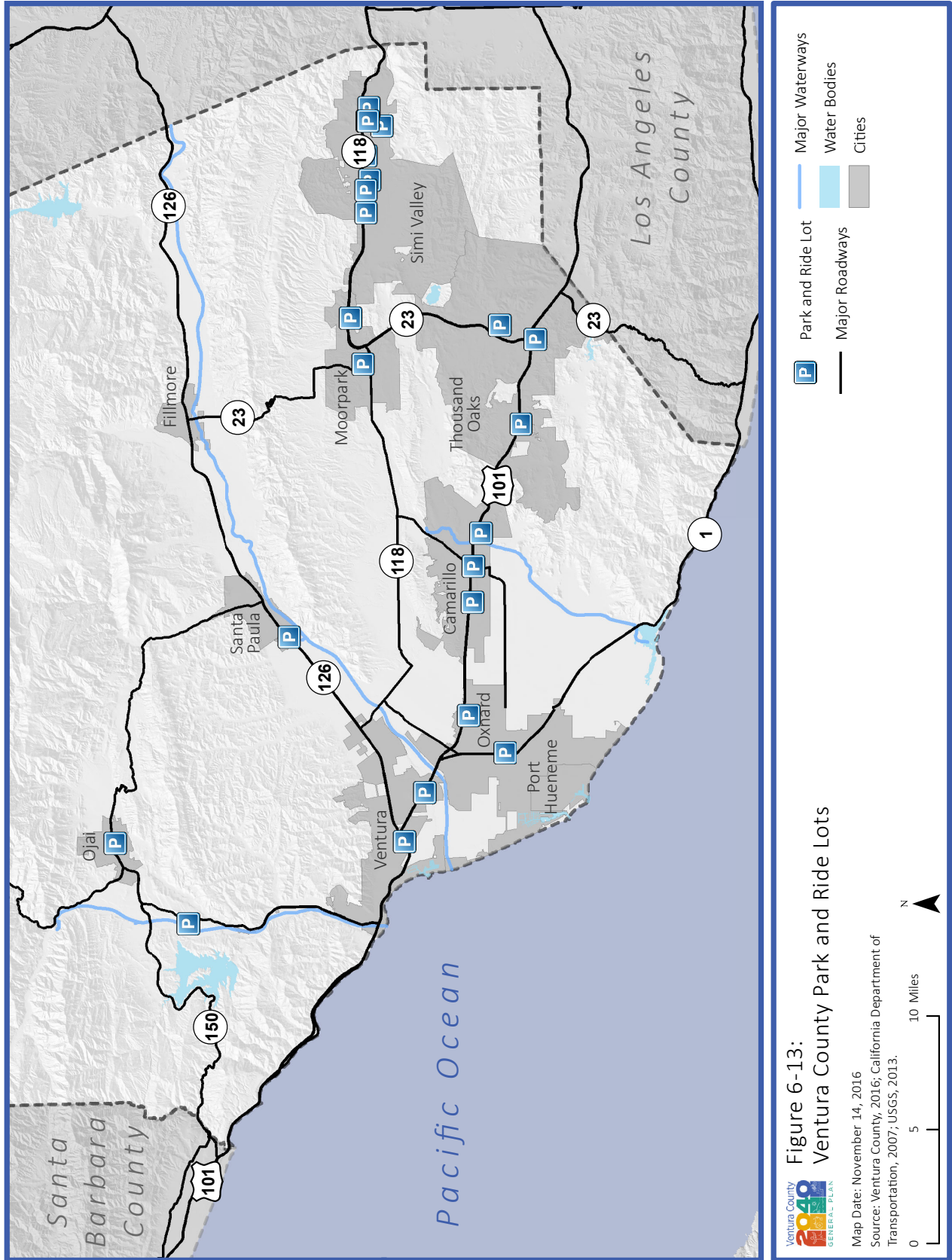
- Expand Computer Aided Dispatch/Automated Vehicle Location (CAD/AVL) System(s) (see traveler information)
- ITS Technologies to support Bus Rapid Transit (BRT) such as transit signal priority, transit traveler information system elements, traffic signal coordination, and off-board payment ticket vending 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