

4.16 TRANSPORTATION AND TRAFFIC

This section evaluates the potential effects of implementing the 2040 General Plan on transportation and traffic, including vehicle miles traveled (VMT), safety, multimodal access, emergency access, rail operations, boat traffic, and pipeline circulation. As described in the “Approach to the Environmental Analysis” section,” the following assessment of impacts is based on the characterization of existing environmental conditions and regulatory setting provided in the January 2020 Background Report (Appendix B). Where necessary, each section identifies changes (e.g., new information, regulatory changes) to the environmental and regulatory setting included in the Background Report that are relevant to understanding the 2040 General Plan’s potential impacts.

Comments on the notice of preparation (NOP) are also addressed as part of this draft EIR. Comments on the NOP included concerns regarding greenhouse gas emissions reductions; consistency with the Regional Transportation Plan/Sustainable Community Strategy; equitable mobility options for people who are economically, socially, or physically disadvantaged; balancing analysis of both level of service (LOS) and VMT; and the need to actively promote walking, bicycling, and transit as alternatives to driving and a strategy to reduce VMT and GHG emissions. These comments are addressed in this section, as appropriate. The NOP and comments on the NOP are included in Appendix A.

Relative to LOS analysis, Section 15064.3 was added to the State CEQA Guidelines effective December 28, 2018 as part of a comprehensive guidelines update and addresses the determination of significance for transportation impacts under CEQA. This section requires that transportation impact analysis be based on VMT instead of a congestion metric (such as LOS) and states that a project’s effect on automobile delay shall not constitute a significant environmental impact. Thus, LOS is not analyzed in this draft EIR.

4.16.1 Background Report Setting Updates

REGULATORY SETTING

In addition to the information provided in Chapter 6, “Transportation and Mobility,” of the Background Report (Appendix B), the following information is relevant to understanding the potential transportation impacts of the 2040 General Plan.

State

Senate Bill 743 - Transportation Impacts

Adopted in 2013, Senate Bill (SB) 743 changes how transportation impacts are evaluated under CEQA. Previously, CEQA analysis in the county was conducted using an LOS measurement that evaluated traffic delay. As specified under SB 743, and implemented under Section 15064.3 of the State CEQA Guidelines (effective December 28, 2018), VMT is the required metric to be used for identifying CEQA impacts and mitigation. In December 2018, OPR published a Technical Advisory on Evaluating Transportation Impacts, including guidance for VMT analysis. The Office of Administrative Law approved the updated CEQA Guidelines

and lead agencies were given until July 1, 2020 to implement the updated guidelines for VMT analysis.

VMT was chosen as the primary metric to better integrate land use and multimodal transportation choices, to encourage alternative transportation, promote greater efficiency, and reduce GHG emissions. The most recent technical guidance on analyzing the transportation impacts under CEQA, released by the Governor's Office of Research and Planning (OPR) in December of 2018, provides recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. OPR offered a generalized recommendation of a 15 percent reduction below existing VMT as a threshold of CEQA significance. For the VMT analysis, OPR recommends using a trip-based assessment of VMT that captures the full extent of the vehicle trip length – even the portion that extends beyond the jurisdictional boundary (trips that extend into another county). This differs from the traditional boundary-based assessment of VMT impacts that quantifies only the length of the vehicle trips that occurs within the boundaries of a jurisdiction (only miles traveled within the Ventura County). Additionally, 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.

Assembly Bill 1266 - Traffic Control Devices: Bicycles (2019)

Assembly Bill (AB) 1266 requires the California Department of Transportation (Caltrans) to provide guidance on the ways in which to notify bicyclists that they are allowed to traverse straight through an intersection when a right-turn-only lane requires vehicles to turn. Caltrans will be required to develop standards on lane striping, regulatory signage, and pavement markings in these scenarios.

Assembly Bill 2615 - State Highway System: Parks and Recreation: Accessibility for Bicycles and Pedestrians (2018)

AB 2615 adds Section 133 to the Streets and Highways Code, relating to State highways. Existing law gives the Department of Transportation full possession and control of all State highways, including property within any portion of a State Park. The new section mandated by AB 1615 would require, where feasible and to the full extent possible, the Caltrans to coordinate with appropriate public agencies, including but not limited to the Department of Parks and Recreation, any federal department or agency, regional, local or public entity to develop plans and strategies to improve accessibility for bicyclists and pedestrians to federal, State, regional, and local parks connected to or adjacent to the State highway system.

Local Regulations

Ventura County Non-Coastal Zoning Ordinance

The following guidelines are included in the Ventura County Non-Coastal Zoning Ordinance and pertain to transportation and traffic.

- ▶ **Section 8108-4.8.1 – Reductions in Number of Motor Vehicle Parking Spaces Required.** Discusses an applicant's ability to reduce the minimum number of parking spaces required with a new development. This may be accomplished by an applicant-funded parking study, a Transportation Demand Management Plan, the provision of affordable or senior housing, as well as other means. The applicant's ability to fund and prepare a Transportation Demand Management Plan to reduce vehicle trips to the land use

could contribute to reduced VMT, encourage a shift to non-vehicular travel modes and support a more vibrant regional multimodal transportation network.

- ▶ **Sec. 8108-5 – Motor Vehicle Parking Design Standards; Sec. 8108-6 Bicycle Parking Design Standards; Sec. 8108-7 Drive-Through Facilities; and Sec. 8108-8 – Loading Areas.** These sections establish design standards to guide the development of safe parking and loading access for all modes and users.
- ▶ **Sec. 8109-0.7 – Transportation Demand and Trip Reduction Measures.** This section discusses the minimum requirements of the applicant prior to the approval of discretionary development as it relates to standards for transportation demand management and trip reduction measures. These standards provide an opportunity to reduce VMT and encourage mode shift to non-vehicular travel modes.
- ▶ **Article 6: Parking and Loading Requirements.** Article 6 discusses the requirements for the amount, location, and design of parking and loading access for motor vehicles and bicycles. Requirements and standards within this section intends to promote a balanced, safe, and accessible, and environmentally sound multimodal transportation network.
- ▶ **Article 12: Limitations on Issuance of Building Permits in the Ojai Valley to Protect Air Quality.** Restrictions on the development allowed to occur in this area places limitations on growth, the number of users and the number of vehicle trips on the County’s future road network within and beyond the Ojai Valley.

ENVIRONMENTAL SETTING

In addition to the information provided in Chapter 6, “Transportation and Mobility,” of the Background Report (Appendix B), the following information is relevant to understanding the potential transportation impacts of the 2040 General Plan.

Roadways and Functional Classifications

Figure 4.16-1 provides an update map of the roadway functional classifications in the unincorporated areas of Ventura County. This is an updated version of Figure 6-1 in the Background Report. Other information on roadway classifications can be found in Section 6.1 of the Background Report (Appendix B).

VMT Baseline Estimates

As stated earlier, OPR recommends the use of a trip-based based VMT analysis (includes miles traveled in other counties that start or end in Ventura County) over a boundary-based assessment that includes only the miles traveled inside of Ventura County. To develop a trip-based VMT analysis, this draft EIR estimated VMT that occurs within the county (boundary-based) and adds to this the additional VMT from trips that either begin or end in Ventura County that occurs outside the county to develop the full trip-based analysis.

Boundary-Based VMT

A VMT road inventory was provided in the Background Report based on information sourced from the Highway Performance Monitoring System (HPMS) using 2014 data. As part of the EIR analysis, this information was updated to the latest available, which is the 2016 HPMS (Caltrans 2017). The HPMS data source provided VMT for local and other unincorporated roadways.

The HPMS VMT estimates do not distinguish between incorporated versus unincorporated area VMT occurring on the State highway system of the county. To calculate the VMT associated with State highways within the unincorporated area, the 2017 Caltrans Post-Mile based State Highway Volume Report was used. This was computed by multiplying Average Daily Traffic (ADT) volumes for a given roadway segment by its segment length (VMT = volume x segment length). This calculation resulted in an unincorporated State highway baseline VMT estimate of 3,519,851. This was added to the HPMS VMT estimates for local and other unincorporated roadways to yield the total boundary-based unincorporated Ventura County VMT estimate of 4,936,831. Table 4.16-1 displays the boundary-based VMT estimates for the unincorporated county areas.

Table 4.16-1 2016 Ventura County Boundary-Based VMT Estimates

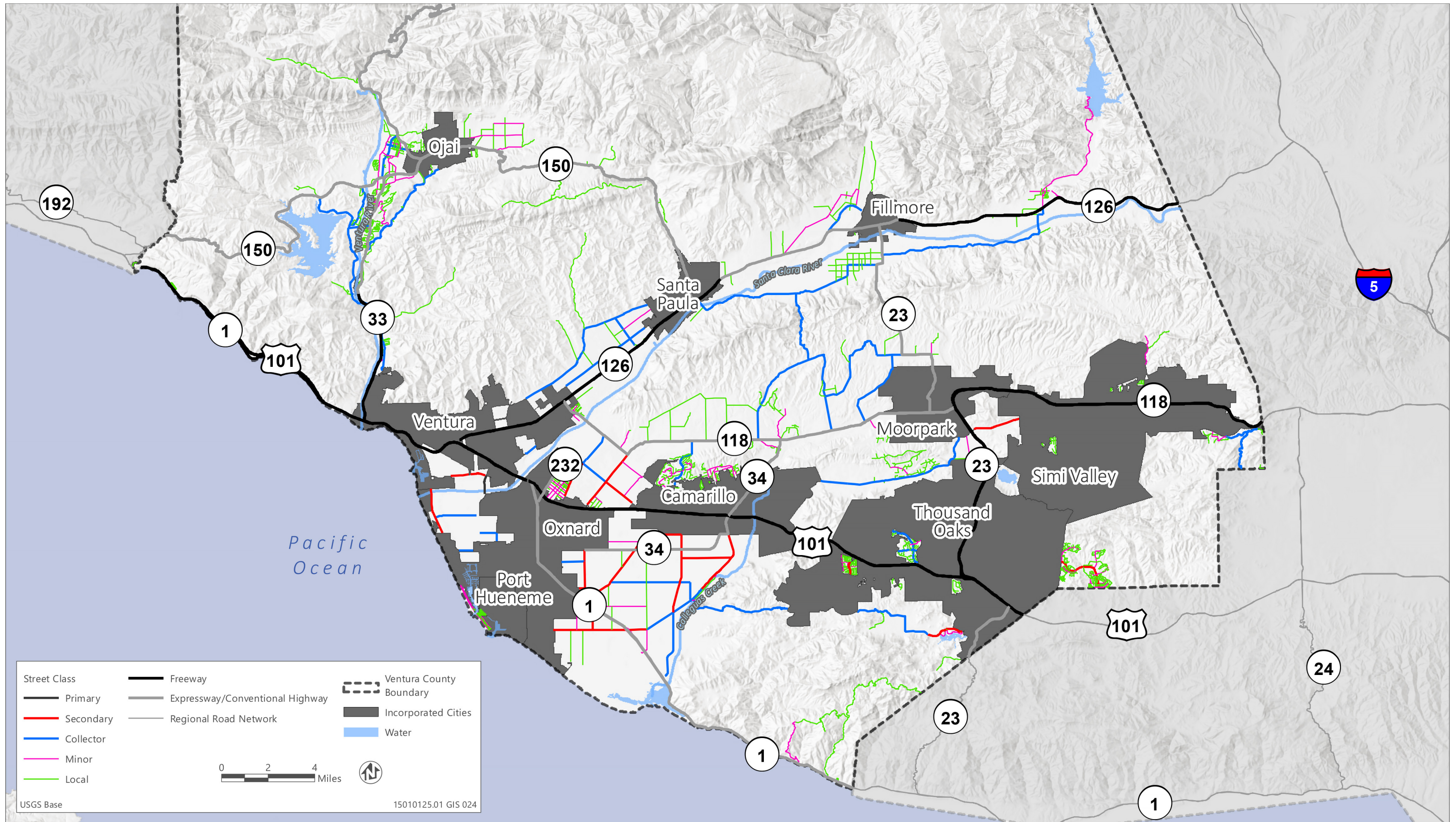
Trip Data Source	VMT
Total Countywide VMT (HPMS Boundary-based)	18,676,660
Unincorporated County Local Road VMT (HPMS Boundary-based)	1,394,030
Other Unincorporated VMT (HPMS Boundary-based)	22,950
Unincorporated County State Highway VMT (Caltrans ADT x SHS Miles)	3,519,851
Total Unincorporated VMT (HPMS Boundary-based)	4,936,831
Percent Unincorporated (4,936,831 / 18,676,660)	26.4%

Source: 2016 HPMS (Caltrans, 2017), GHD via 2017 Caltrans Volume Report

Trip-Based VMT

Pursuant to OPR guidance, trip-based VMT estimates are preferred over boundary-based VMT for evaluating transportation impacts and estimating greenhouse gas emissions from on-road mobile sources. To reflect the full length of interregional trips (i.e., trips that include travel in Ventura County but start or end in an adjacent county), the travel VMT that occurs outside of Ventura County must be added to the boundary-based totals shown in Table 4.16-1. To do this, the Ventura County Transportation Commission (VCTC) model was used for analyzing trips from/to counties east and south of Ventura County and the Santa Barbara County Association of Governments (SBCAG) model was used to analyze trips from/to counties north of Ventura County.

For determining the interregional VMT associated with the unincorporated county, the ratio of the total unincorporated VMT from Table 4.16-1 (4,936,831 miles) was divided by the total VMT in the county (18,676,660 miles). The result shows that 26.4 percent of VMT is attributable to the unincorporated county. This same percentage was applied to the interregional trip VMT from or to neighboring counties.



Source: Data received from Ventura County in 2016

Figure 4.16-1 Roadway Classifications

Adding the total unincorporated VMT from within the county boundaries (4,936,831 VMT from Table 4.16-1) to the interregional trips associated with the unincorporated county (2,563,418 VMT from Table 4.16-2) yields a total trip-based VMT estimate of associated with travel within and to unincorporated Ventura County. The trip-based VMT estimate is reported in Table 4.16-2. For more details regarding the technical approach toward deriving the boundary-based and trip-based VMT estimation, see Appendix F.

Table 4.16-2 2016 Ventura County Unincorporated Trip-Based VMT Estimates

Trip Data Source	VMT	
Travel Within Ventura County (Unincorporated)		
Total Unincorporated Boundary-based VMT (from Table 4.16-1)	4,936,831	
Travel Outside of Ventura County that Starts or Ends in County		
Counties South and East of Ventura County Interregional VMT		7,880,729
Counties North of Ventura County Interregional VMT		+ 1,817,008
Total Travel Outside of Ventura County		= 9,697,737
% of Unincorporated Boundary-based VMT		X 26.4%
Total Unincorporated Interregional VMT to Unincorporated Areas ¹	+ 2,563,418	= 2,563,418
Total Unincorporated Trip-Based VMT (Boundary-based + Interregional VMT)	= 7,500,249	
Total Countywide Trip-Based VMT	28,377,397	

¹ Number is slightly different due to rounding.

Source: VCTC 2012 Baseline Model, SBCAG 2015 Baseline Model

4.16.2 Environmental Impacts and Mitigation Measures

METHODOLOGY

OPR Guidelines - Analysis of Transportation Impacts: General Plan Updates

The latest technical guidance on analyzing transportation impacts under CEQA were released by the OPR in December of 2018. This guidance provides technical recommendations regarding assessment of VMT, thresholds of significance, and potential mitigation measures. Trip-based VMT analysis is recommended over boundary-based VMT analysis as the most appropriate methodology for analyzing VMT impacts under CEQA (OPR 2018). Trip-based VMT analysis captures the full extent of the vehicle trip length, even the portion that extends beyond the jurisdictional boundary. The OPR recommended thresholds for residential, office, and retail projects are as follows:

- ▶ **Recommended threshold for residential projects:** A proposed project exceeding a level of 15 percent below existing VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita. Proposed development referencing a threshold based on city VMT per capita (rather than regional VMT per capita) should not cumulatively exceed the number of units specified in the Sustainable Community Strategy (SCS) for that city and should be consistent with the SCS.

- ▶ **Recommended threshold for office projects:** A proposed project exceeding a level of 15 percent below existing regional VMT per employee may indicate a significant transportation impact.
- ▶ **Recommended threshold for retail projects:** A net increase in total VMT may indicate a significant transportation impact.

These thresholds are described in further detail in the following paragraphs.

VMT Impact Analysis

In order to generate the baseline (current) and future (2040) VMT resulting from the proposed 2040 General Plan, the recently updated VCTC countywide Travel Demand Model was used. The VCTC Travel Demand Model (TDM) is based on the Caliper TransCad modeling software. This model provides VCTC and its' member agencies, including the County of Ventura, the capability to generate technical information pertinent to understanding travel behavior and transportation network performance within the county. This information is critical to the analysis of environmental impacts, development, updating, and monitoring of the State and local transportation capital improvement programs, analysis of specific transportation projects and programs, development of transportation strategies and policies, and monitoring environmental factors such as air quality and climate change.

As part of the 2040 General Plan, the following two model scenarios were developed:

- ▶ 2012 Baseline Model – reflects the most recent validated baseline for Ventura County (i.e., existing land use and transportation network); and,
- ▶ 2040 Ventura County General Plan Land Use Model – this reflects the land use growth assumptions in the proposed Ventura County 2040 General Plan for the unincorporated areas and the future land use within the incorporated areas. The transportation network reflects all currently programmed transportation improvement infrastructure projects.

The source of the baseline and future 2040 land use for the VCTC model (for both unincorporated and incorporated areas) is SCAG's 2016 Regional Transportation Plan and SCS. The future land use within the unincorporated areas of Ventura County were reviewed by County staff for accuracy as part of the SCS process and were determined appropriate to be used in the transportation model.

With SB 743 in place (goes into effect July 1, 2020), measuring a project's vehicle congestion-based LOS at affected intersections and/or roadways segments is no longer required for CEQA. Instead, projects are assessed by the VMT generated relative to existing conditions. OPR recommends using the existing VMT of the surrounding region and/or city. This information is typically available from regional travel demand models. The operative countywide travel demand model for Ventura County is maintained by VCTC.

To determine whether VMT impacts are significant, OPR in certain cases recommends a threshold of 15 percent below the VMT per capita of the surrounding region and/or city. This was intended by OPR to achieve general consistency with both the Caltrans statewide target for VMT reduction (20 percent reduction by 2020 relative to a 2010 baseline) and the regional targets for greenhouse gas (GHG) reductions from passenger vehicles established for SCAG

by the California Air Resources Board under SB 375 (19 percent reduction in per capita carbon dioxide (CO₂) emissions from passenger vehicles by 2035 relative to a 2005 baseline).

While LOS is no longer a determination of significance under CEQA, the County will continue to rely on LOS for determining consistency with the General Plan (i.e., for discretionary development that may result in an unacceptable LOS to County roadways) and as the basis for developing project conditions of approval and applying fees on new development for transportation related improvements required to meet General Plan policy consistency.

Ventura County plans to adopt formal thresholds of significance under SB 743 prior to July 1, 2020. In lieu of adopted thresholds, VMT thresholds consistent with OPR's final technical guidance for implementation of SB 743 (OPR 2018) were applied. The selected thresholds for this analysis are provided in Table 4.16-3 and described in the following text.

Table 4.16-3 Analysis of Transportation Impacts Thresholds

Project Type	Metric Unit	Model Trip Types	Target	Baseline VMT	Threshold VMT
Residential	VMT/Capita	Average of all Home Based Trip Types	15% Reduction of Regional Average	9.66	8.21
Office	VMT/Employee	Home Based Work Trips	15% Reduction of Regional Average	13.52	11.49
Industrial	VMT/Employee	Home Based Work Trips	15% Reduction of Regional Average	13.52	11.49
Retail	Net Change in Unincorporated VMT	All Trip Types	No Net Increase	7,500,249	7,500,249
Agriculture	Net Change in Unincorporated VMT	All Trip Types	No Net Increase	7,500,249	7,500,249
Infrastructure	Net Change in Unincorporated VMT	All Trip Types	No Net Increase	7,500,249	7,500,249

For **residential** land uses, OPR recommends a VMT per capita threshold set at 15 percent below baseline levels. Using the VCTC model, the average trip length of all home-based model trip types was used as a surrogate for a per capita estimate. Based on the VCTC baseline model, the average trip length for all home-based trips is 9.66 miles. Applying the 15 percent reduction yields a VMT Threshold for residential land uses of 8.21 miles.

For non-residential land uses, OPR identifies three basic land use categories: office, retail, and mixed use. For **office**, the average trip length of home-based work trips was used as a surrogate for a per employee estimate. Based on the VCTC baseline model, the average trip length for home-based work trips are 13.52 miles. Applying the 15 percent reduction yields a VMT Threshold for office land uses of 11.49 miles. Given that **retail** land uses attract many kinds of trip types (i.e., home based and non-home based trips) and generally redistributes existing retail trips rather than creating new trips, OPR recommends using no net change in either project or regional VMT. Given this programmatic application, the unincorporated trip-based VMT estimate was used to establish this VMT threshold. For **mixed use** development (typically includes a combination of residential and retail/office), OPR guidance suggests applying the threshold of one (or more) of the land uses. Given that land use growth under the 2040 General Plan can be thought of as one holistic mixed-use development, application of the residential, office, and retail thresholds inherently reflects mixed-use development.

Given that the predominant non-residential land uses in Ventura County are industrial and agricultural, these land uses can be generally associated with the OPR non-residential land

use categories. For instance, industrial uses can be considered analogous with office uses in terms of associated work trips while agriculture is unique and would be treated similarly to retail: no net change in either project or regional VMT.

Lastly, OPR recommends the same no net change in either project or regional VMT for roadway improvement projects. The VCTC model includes currently programmed roadway improvement projects included in the Federal Transportation Improvement Program (as reported in the Background Report). Programmed improvements have an identified funding source and are therefore considered as part of the future baseline under CEQA. The VCTC model VMT output inherently captures the potential induced VMT associated by these projects (i.e., longer trip lengths associated with improved access; mode shifts from transit to auto; etc.). Note that the established thresholds for residential and office in this analysis are regionally based and therefore do not distinguish between incorporated versus unincorporated growth or reflect the added length of trips associated with inter-county trips.

THRESHOLDS OF SIGNIFICANCE

As discussed in Chapter 4, “Environmental Impact Analysis,” the thresholds used to determine the significance of the 2040 General Plan’s impacts are based on Ventura County’s adopted Initial Study Assessment Guidelines (ISAG), which include threshold criteria to assist in the evaluation of significant impacts. Appendix G of the State CEQA Guidelines also provides criteria for determining the significance of a project’s impacts, in the form of Initial Study checklist questions.

To develop thresholds of significance for this section of the draft EIR, the County has deviated from the ISAG threshold criteria, where appropriate, to appropriately frame the programmatic level of analysis for the 2040 General Plan and account for recent revisions to the CEQA Guidelines and the Appendix G checklist.

Specifically, a VMT significance threshold has been added pursuant to State CEQA Guidelines Section 15064.3, which addresses the determination of significance for transportation impacts. It directs that a project’s effects on automobile delay (such as LOS) may no longer be considered a threshold for project transportation impacts, and further directs that VMT is generally the most appropriate measure of transportation impacts. Therefore, ISAG thresholds related to LOS and automobile delay, referenced in Sections 27a(1) and 27a(2) are not included in this analysis. A VMT threshold of significance has been added herein in accordance with CEQA Appendix G. Section 27a(2) discusses the impacts of increased traffic on the safety and design of public roads. This issue is discussed within the framework of VMT rather than LOS or auto delay, consistent with CEQA impact analysis guidelines.

ISAG thresholds related to safety hazards due to a geometric design features or incompatible uses, (27a(2); 27a (3)) emergency access (27a(4)), bicycle, pedestrian, and transit facilities (27b), railroads (27d), harbor facilities (27f); and pipelines (27g) are referenced in the impact significance criteria below. For the purpose of this draft EIR, the following criteria are used in this analysis to determine the level of significance of an adverse impact.

For the purpose of this draft EIR, implementation of the 2040 General Plan would have a significant transportation impact if it would:

- ▶ Result in VMT exceeding the following thresholds:

- residential land uses: 8.21 mi average of all home-based trip types trip length (15 percent reduction of regional average),
 - office land uses: 11.49 mi average of all home-based-work trips trip length (15 percent reduction of regional average),
 - industrial land uses: 11.49 mi average of all home-based-work trips trip length (15 percent reduction of regional average),
 - retail land uses: 7,500,249 vehicle miles traveled (net increase to baseline unincorporated VMT),
 - agricultural land uses: 7,500,249 vehicle miles traveled (net increase to baseline unincorporated VMT), or
 - infrastructure: 7,500,249 vehicle miles traveled (net increase to baseline unincorporated VMT).
- ▶ Result in new trips along roadways facilities with collision or incident rates above Statewide averages and/or those identified by the Statewide Integrated Traffic Records System (SWITRS) as experiencing a high incident rate.
 - ▶ Result in inadequate emergency access.
 - ▶ Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.
 - ▶ Cause actual or potential barriers to existing or planned pedestrian/bicycle facilities.
 - ▶ Generate or attract pedestrian and/or bicycle traffic volumes meeting requirements for protected highway crossings or pedestrian and bicycle facilities.
 - ▶ Cause a substantial interference with existing bus transit facilities and/ or routes.
 - ▶ Result in substantial increased demand for additional or new bus transit facilities/ services.
 - ▶ Result in interference with an existing railroad's facilities and/or operations.
 - ▶ Generate an increased demand for commercial boat traffic and/or adjacent commercial boat facilities.
 - ▶ Result in a substantial interference with or affect the operations of an existing pipeline.

ISSUES NOT DISCUSSED FURTHER

A project will have an impact on a harbor if the construction or operation of the project will increase the demand for commercial boat traffic and/or adjacent commercial boat facilities. No such increase is anticipated; however, in the event of such an increase, the significance of the impact (project and cumulative) and any mitigation measures must be determined by the following public entities: Ventura Port District (Ventura Harbor); Harbor Department, County of

Ventura (Channel Islands Harbor); or Oxnard Harbor District (Port of Hueneme). The 2040 General Plan does not address harbors and/ or boat traffic circulation. No impact would occur.

The Area Plans for the communities of El Rio/Del Norte, Lake Sherwood/Hidden Valley, North Ventura Avenue, Oak Park, Ojai Valley, Piru, and Thousand Oaks were reviewed for policies and implementation programs specific to these Area Plans that would potentially have impacts on the environment with respect to land use and planning. The 2040 General Plan would not result in substantive changes to Area Plan policies and implementation programs related to land use and planning. The Area Plan policies and implementation programs related to these issues are consistent with the 2040 General Plan policies and implementation programs, which are addressed in the following impact discussions. Therefore, the environmental effects of the Area Plan goals and policies are not addressed separately in this section.

2040 GENERAL PLAN POLICIES AND IMPLEMENTATION PROGRAMS

Policies and implementation programs in the 2040 General Plan related to transportation and, specifically, the thresholds of significance identified above, include the following:

Circulation, Transportation and Mobility Element

- ▶ **Policy CTM-1.1: Vehicle Miles Traveled (VMT) Standards and CEQA Evaluation.** The County shall require evaluation of County General Plan land use designation changes, zone changes, and discretionary development for their individual (i.e., project-specific) and cumulative transportation impacts based on Vehicle Miles Traveled (VMT) under the California Environmental Quality Act (CEQA) pursuant to the methodology and thresholds of significance criteria set forth in the County Initial Study Assessment Guidelines. (RDR) *[Source: Existing GPP Policy 4.2.2.4, modified]*
- ▶ **Policy CTM-1.2: Projects with Significant Transportation Impacts.** County General Plan land use designation changes, zone changes, and discretionary development that would cause an individual (i.e., project-specific) or cumulative significant transportation impact based on Vehicle Miles Traveled (VMT) under the California Environmental Quality Act (CEQA) shall be prohibited unless:
 1. There are no feasible mitigation measures available that would reduce the impact to a less than significant level; and
 2. The County's decision making body, after balancing, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of the project against its unavoidable transportation impact and any other environmental risks, determines that the benefits of the project outweigh the unavoidable adverse environmental impacts and adopt a statement of overriding considerations pursuant to CEQA. (RDR) *[Source: Existing GPP Policy 4.2.2.5, modified]*
- ▶ **Policy CTM-1.7: Pro Rata Share of Improvements.** The County shall require discretionary development that would generate additional traffic to pay its pro rata share of the cost of added vehicle trips and the costs of necessary improvements to the Regional Road Network pursuant to the County's Traffic Impact Mitigation Fee Ordinance. (RDR) *[Source: Existing GPP 4.2.1.4, 4.2.1.5, 4.2.2.6, and 4.2.2.6, combined and modified]*

- ▶ **Policy CTM-1.8: Discretionary Development in Cities.** The County shall oppose discretionary development within cities, and annexation to cities for the purposes of discretionary development, where such development would individually or cumulatively cause:
 1. Any existing road within the County's Regional Road Network, or any existing County-maintained local road, that is currently functioning at an acceptable Level of Service (LOS) to function below an acceptable LOS pursuant to Policy CTM-1.2; or
 2. Any existing road within the County's Regional Road Network, or any existing County-maintained local road that is currently operating below an acceptable LOS, as determined pursuant to Policy CTM-1.2, to have a worsening of traffic conditions; or
 3. Any project that will create a significant unavoidable transportation impact pursuant to Policy CTM-1.1; or
 4. Any future road planned for addition to the County's Regional Road Network, or any planned future County-maintained local road, to function below an acceptable LOS as determined pursuant to Policy CTM-1.2).

This policy does not apply to those cities which have formally adopted General Plan policies, ordinances, or a reciprocal transportation impact mitigation fee agreement with the County similar to Policies CMT-1.3, CMT-1.4, and CMT-1.5. (RDR) *[Source: Existing GPP Policy 4.2.2.7]*

- ▶ **Policy CTM-1.9: National Highway System Performance Measure and Target Monitoring.** The County shall coordinate with Caltrans and Ventura County Transportation Commission (VCTC) to monitor the performance measures and targets established by Caltrans and Southern California Association of Governments (SCAG) for compliance with the National Performance Management Measures Rule for all roadways designated as part of the National Highway System in Ventura County, including some portions owned or maintained by the County. (SO) *[Source: New Policy]*
- ▶ **Policy CTM-1.10: Direct Traffic to Highways to Preserve County Character.** The County shall strive to direct interregional traffic to federal and state highways. Improvement to County roadways shall not be for the primary purpose of relieving congestion on federal or state highways. (SO) *[Source: Existing GPP Policy 4.2.2.1, modified]*
- ▶ **Policy CTM-1.11: Safe and Efficient Goods Movement.** The County shall coordinate with Caltrans and cities to ensure that truck routes are appropriately designed and designated for the safe and efficient movement of goods throughout the county, particularly to the Port of Hueneme. (IGC) *[Source: New Policy]*
- ▶ **Policy CTM-1.12: Surface Transportation Assistance Act Planning.** The County shall coordinate with Caltrans, cities, and major shipping entities to improve and enhance the Surface Transportation Assistance Act (STAA) Terminal Access routes and STAA network connectivity between and among goods movement modes and facilities (e.g., truck routes/terminals, railroads/yards, shipping lanes/ports, and air-transport/airports). This will include at a minimum adequate STAA Terminal "T" and "S" signage as appropriate to improve wayfinding and access to the National STAA Network. (IGC) *[Source: New Policy]*

- ▶ **Policy CTM-1.13: Grade Separations.** The County shall work with the Naval Base Ventura County (NBVC) to determine the feasibility of grade separations on unincorporated segments of NBVC mobilization corridors to increase mobility and allow for uninterrupted mission operations and military readiness. (IGC) *[Source: New Policy, NBVC JLUS Strategy RC-2B]*
- ▶ **Policy CTM-1.14: Railroad Grade Crossings.** The County shall work with Union Pacific Railroad, the Port of Hueneme, owner of the Ventura County Railroad, Caltrans, cities, and the Ventura County Transportation Commission (VCTC) to continue to enhance roadway safety along railroad grade crossing surfaces through improvements including the installation of concrete railroad grade crossing surface panels. (IGC, SO) *[Source: Existing GPP Goal 4.2.1.12, modified]*
- ▶ **Policy CTM-1.15: Mobilization Corridors.** The County shall work with Naval Base Ventura County (NBVC) and neighboring jurisdictions to enhance circulation for identified roadway mobilization corridors. (IGC) *[Source: New Policy, NBVC JLUS Strategy RC-2B]*
- ▶ **Policy CTM-2.1: Complete Streets.** The County shall prepare and adopt Complete Streets Design Guidelines to be used when constructing new roadways or improving existing roadways where Complete Streets would be appropriate/feasible. The Complete Streets Design Guidelines shall employ a context-sensitive approach to planning and designing the road and street network to reflect the distinct agricultural, rural, or urban character of a particular location. (MPSP) *[Source: New Policy]*
- ▶ **Policy CTM-2.2: Functional Classification.** The County shall plan a roadway system that has adequate capacity and is designed to provide reasonable and safe use by vehicles, public transportation, bicycles and pedestrians with minimum delay pursuant to LOS standards described in Policy CMT-1.2. The road system should follow Federal Highway Administration (FHWA) classification as identified on Figure 4-4. (MPSP) *[Source: New Policy]*
- ▶ **Policy CTM-2.3: County Road Access.** The County shall require discretionary development with access onto a County road to have the access point(s) designed and built to County standards. (RDR) *[Source: New Policy]*
- ▶ **Policy CTM-2.4: Transportation System Safety.** The County shall strive to provide safe operating conditions for all appropriate modes and uses of County roadways. (RDR, MPSP, SO) *[Source: New Policy]*
- ▶ **Policy CTM-2.5: Emergency Services.** The County shall coordinate the development and maintenance of all transportation facilities with emergency service providers to ensure continued emergency service operation and service levels. (ICG) *[Source: New Policy]*
- ▶ **Policy CTM-2.6: Regional Transportation Planning.** The County shall work with Caltrans, Southern California Association of Governments (SCAG), Ventura County Transportation Commission (VCTC), and cities in the county to plan, develop, and maintain regional transportation facilities and services, and to identify existing and future transportation corridors that should be linked across jurisdictional boundaries so that sufficient right-of-way may be preserved. (IGC) *[Source: New Policy]*

- ▶ **Policy CTM-2.7: Congestion Management Program.** The County shall coordinate with Ventura County Transportation Commission (VCTC) to implement and update the Congestion Management Program (CMP). The County shall also encourage consideration of multimodal performance measures as part of future updates to the CMP. (MPSP, IGC) *[Source: New Policy]*
- ▶ **Policy CTM-2.8: Congestion Management Program and County Regional Network Consistency.** For those portions of the County’s Regional Road Network currently not designated as part of the Congestion Management Program (CMP), the County shall coordinate with Ventura County Transportation Commission (VCTC) to formally designate applicable County maintained roadways as part of the CMP network. (MPSP, IGC) *[Source: New Policy]*
- ▶ **Policy CTM-2.9: State Route 118 Improvement in Saticoy Area.** The County shall work with the Ventura County Transportation Commission (VCTC) and Caltrans to reprioritize the re-striping of SR 118 from Vineyard Avenue to Darling Road on the Ventura County Congestion Management Plan and the Caltrans list of projects to provide for an additional lane in each direction of travel. (IGC) *[Source: New Policy, Saticoy Area Plan Mobility Program 2 (MOB-P2), modified]*
- ▶ **Policy CTM-2.10: Safe Routes to School.** The County shall work with public and private schools to identify and expand safe routes to school, where feasible. (IGC) *[Source: New Policy]*
- ▶ **Policy CTM-2.11: Efficient Land Use Patterns.** The County shall establish land use patterns that promote shorter travel distances between residences, employment centers, and retail and service-oriented uses to support the use of public transportation, walking, bicycling, and other forms of transportation that reduce reliance on single-passenger automobile trips. (RDR, MPSP) *[Source: New Policy]*
- ▶ **Policy CTM-2.12: Countywide Bicycle Lane and Trail System.** The County shall coordinate with cities in the county and Ventura County Transportation Commission (VCTC) to plan and implement a system of bicycle lanes and multi-use trails that link the cities, unincorporated communities, schools including colleges and universities, commercial/retail, employment centers, health care service facilities, public transportation, and other points of interest. (MPSP, IGC) *[Source: Existing GPP Goal 4.2.1.10, modified]*
- ▶ **Policy CTM-2.13: Transportation System Connectivity.** The County shall strive to eliminate “gaps” in roadways, bikeways, and pedestrian networks by planning for and seeking funding to construct necessary improvements to remove barriers and improve transportation system connectivity as well as connections that support first and last mile accessibility to and from public transportation. (MPSP, PSR, FB) *[Source: New Policy]*
- ▶ **Policy CTM-2.14: Bicycle Facility Design.** When designing new bicycle facilities, or modifying existing roadways with bicycle facilities, the County shall prioritize and install features to improve the safety and visibility of bicyclists. (MPSP) *[Source: New Policy]*
- ▶ **Policy CTM-2.15: Bicycle/Pedestrian Design.** The County shall rely on the guidelines and design standards for bicycle and pedestrian facilities established by the California Manual on Uniform Traffic Control Devices (CAMUTCD) and supporting guidelines

provided the Federal Highway Administration, Caltrans, and the American Association of State Highway and Transportation Officials (AASHTO). (MPSP, PSR, SO) *[Source: New Policy]*

- ▶ **Policy CTM-2.16: Pedestrian Planning.** The County shall consider the safety and accessibility of pedestrians when preparing transportation plans, studies, and reports. (MPSP) *[Source: New Policy]*
- ▶ **Policy CTM-2.17: Support Regional Bicycle Infrastructure.** The County shall support efforts to improve regional infrastructure that will make biking more attractive to residents and tourists. (IGC, SO, JP) *[Source: New Policy]*
- ▶ **Policy CTM-2.18: Complete Streets Standards in Existing Communities.** The County shall require discretionary development in designated Existing Communities to construct roadways to urban standards and Complete Streets principles, including curb, gutter, sidewalks, and bike lanes when there is a nexus for improvement. The County shall rely on the guidelines and design standards for Complete Streets design established by the California Manual on Uniform Traffic Control Devices (CAMUTCD), Caltrans in the Highway Design Manual, and Complete Streets Guidelines (pursuant to Deputy Directive-64-R2), Federal Highway Administration, American Association of State Highway and Transportation Officials (AASHTO). (RDR) *[Source: New Policy]*
- ▶ **Policy CTM-2.19: Safety Metrics.** The County shall continue to examine and update safety metrics for California Environmental Quality Act (CEQA) impact analysis as appropriate. Options include but are not limited to: queue spill-back at intersections; mid-block unprotected crossings; and, increased crossing distances. (RDR) *[Source: New Policy]*
- ▶ **Policy CTM-2.20: Safe Pedestrian Crossings.** The County shall improve pedestrian safety at intersections and mid-block locations in Existing Communities through approved features consistent with the California Manual on Uniform Traffic Control Devices (CAMUTCD), Highway Design Manual, Federal Highway Administration, American Association of State Highway and Transportation Officials (AASHTO), and the National Cooperative Highway Research Program Report 498 (Application of Pedestrian Crossing Treatments for Streets and Highways). (RDR, SO) *[Source: New Policy]*
- ▶ **Policy CTM-2.21: Pedestrian/Bicycle Conflicts along Overweight Vehicle Corridor and Surface Transportation Assistance Act (STAA) Truck Routes.** Within Existing Communities, the County shall provide/retrofit separated or buffered pedestrian and bicycle paths from the outside travel lane along County Road Network roads that are designated Overweight Vehicle Corridors and STAA designated Terminal Access Routes. Where the application or retrofitting of separated or buffered facilities is not feasible, the County shall prioritize alternative pedestrian and bicycle connections that encourage and attract pedestrian and bicycle traffic off designated Overweight Vehicle Corridors or STAA designated truck routes. (MPSP) *[Source: New Policy]*
- ▶ **Policy CTM-2.22: Funding and Maintenance for Sidewalks.** The County shall seek funding sources first for construction of new sidewalks in low-income areas and then for sidewalk maintenance particularly in low-income areas. (FB) *[Source: New Policy]*

- ▶ **Policy CTM-2.23: Intercommunity and Countywide Public Transportation System.** The County shall continue to work with Ventura County Transportation Commission (VCTC), Naval Base Ventura County, and local public transportation regional bus service providers to promote the expansion of a safe, efficient, convenient, integrated, and cost-effective intercommunity and countywide public transportation and bus service that provides county residents with access to employment, commercial services, health and medical facilities, social services, educational facilities and institutions, and personal business destinations. (IGC) *[Source: Existing GPP Goal 4.2.1.7, modified]*
- ▶ **Policy CTM-2.24: Non-Drivers Living in Rural Areas.** The County shall work with Ventura County Transportation Commission (VCTC) and local public transportation providers to address the needs of non-drivers living in rural areas to provide public transportation and paratransit service. (IGC) *[Source: New Policy]*
- ▶ **Policy CTM-2.25: Amtrak Service Improvements.** The County shall support the recommendations of the California State Rail Plan for Amtrak trains, including track and signalization upgrades, increasing service frequencies by adding additional round-trip service to regional destinations north and south of Ventura County, improving passenger information and comfort, and reducing travel time. (IGC) *[Source: New Policy]*
- ▶ **Policy CTM-2.26: Abandoned Railroad Rights-of-Way.** When railroad rights-of-way are abandoned, the County shall evaluate the feasibility of acquiring the land for public use as public transportation, bicycle, pedestrian, or equestrian paths. (MPSP) *[Source: Existing GPP Policy 4.2.2.9, modified]*
- ▶ **Policy CTM-2.27: Discretionary Development and Conditions of Approval to Minimize Traffic Impacts.** The County shall require that discretionary development be subject to permit conditions of approval, where feasible, to minimize traffic impacts by incorporating pedestrian and bicycle pathways, bicycle racks and lockers, ridesharing programs, transit improvements (bus turnouts, shelters, benches), and/or transit subsidies for employees or residents of the proposed development. (RDR) *[Source: Existing GPP Goal 4.2.2.8, modified]*
- ▶ **Policy CTM-3.1: Bicycle Network Strategy and Prioritization.** The County shall identify and prioritize components of a bicycle network to increase public access and ridership on bicycle routes. (MSPR, SO) *[New Policy, 5/23/2017, Agenda Item No. 42, Board of Supervisors' Study Session of Standards for Prioritizing Construction of Future Bike Lane Improvements]*
- ▶ **Policy CTM-3.2: Inclusive Bicycle Network.** The County shall develop a bicycle network for all user types and routes across the county. (MPSR, SO, PI) *[Source: Ventura County Transportation Commission, Wayfinding Study]*
- ▶ **Policy CTM-3.3: Regional Destination Focus for Bicycle Network.** The County shall encourage the development of a bicycle network that connects to regional destinations such as parks, trails, educational institutions, employment centers, transit, park and ride lots, and tourist destinations. (IGC) *[Source: Ventura County Transportation Commission, Wayfinding Study]*

- ▶ **Policy CTM-3.4: Inter-jurisdictional Bicycle Network Connectivity.** The County shall promote bicycle network connectivity between Ventura County communities as well as Santa Barbara and Los Angeles Counties. (IGC) *[Source: Ventura County Transportation Commission, Wayfinding Study]*
- ▶ **Policy CTM-3.5: Bicycle Routes in Rural Areas.** The County shall plan for bicycle network connectivity in rural, agricultural, and open space areas in a way that supports and complements business and agricultural activities in those areas. (JP) *[Source: New Policy]*
- ▶ **Policy CTM-3.6: Coordination with Bicycle Wayfinding Plan.** The County shall support the Complete Streets effort by, when feasible, constructing bicycle lanes on County maintained roads listed in the Ventura County Transportation Commission Bicycle Wayfinding Plan. (SO, JP, IGC) *[Source: New Policy]*
- ▶ **Policy CTM-3.7: Bicycle Trail along Santa Paula Branch Line.** The County shall encourage the construction of a bicycle trail along the Santa Paula Branch Line Railroad in the unincorporated area between the cities of Ventura and Santa Paula. (SO, JP, IGC) *[Source: New Policy]*
- ▶ **Policy CTM-3.8: Bicycle Network Routes and Wayfinding.** The County shall use clear and consistent message and placement for on- and off-street regional bikeways and to regional destinations. (PI, SO) *[Source: Ventura County Transportation Commission, Wayfinding Study]*
- ▶ **Policy CTM-3.9: Funding for Bicycle Network and Wayfinding Planning and Improvements.** The County shall actively pursue outside funding opportunities for bicycle network improvements. (FB, JP) *[Source: New Policy]*
- ▶ **Policy CTM-3.10: Bicycle Storage Facilities.** The County shall require adequate bicycle storage facilities (e.g., bicycle racks, lockers) for discretionary development as determined by allowable land uses at a given site. (RDR) *[Source: New Policy]*
- ▶ **Policy CTM-4.1: Reduce Vehicle Miles Traveled (VMT).** The County shall work with Caltrans and Ventura County Transportation Commission (VCTC) to reduce VMT by:
 - Facilitating the efficient use of existing transportation facilities;
 - Striving to provide viable modal choices that make driving alone an option rather than a necessity;
 - Supporting variable work schedules to reduce peak period VMT, and
 - Providing more direct routes for pedestrians and bicyclists.

(MPSP, SO) *[Source: Existing GPP Goal 4.2.1.6, modified]*
- ▶ **Policy CTM-4.2: Alternative Transportation.** The County shall encourage bicycling, walking, public transportation, and other forms of alternative transportation to reduce Vehicle Miles Traveled (VMT), traffic congestion, and greenhouse gas emissions. (PI) *[Source: New Policy]*
- ▶ **Policy CTM-4.3: Vehicle Occupancy.** The County shall work with a broad range of agencies (e.g., Caltrans, Ventura County Transportation Commission (VCTC), Amtrak,

Ventura County Air Pollution Control District, public transportation providers and shared mobility vendors) to encourage and support programs that increase vehicle occupancy including the provision of traveler information, shuttles, and preferential parking for carpools/vanpools. (IGC, PI) *[Source: New Policy]*

- ▶ **Policy CTM-4.4: Park-and-Ride Facilities.** The County shall coordinate with Caltrans and Ventura County Transportation Commission (VCTC) to identify future park-and-ride lots within the unincorporated areas of Ventura County to facilitate more carpooling, vanpooling, and public transportation use. (IGC) *[Source: New Policy]*
- ▶ **Policy CTM-6.1: Routine Use of Alternative Transportation Options.** The County shall support the integration of emerging technologies that increase the routine use of alternative transportation options to decrease single-passenger automobile travel. (MPSP) *[Source: New Policy]*
- ▶ **Policy CTM-6.2: Autonomous Technology.** The County shall continue to consider and assess the implications of autonomous vehicles, alternative energy vehicles, and other transportation technological advancements on mobility planning and infrastructure. (MPSP) *[Source: New Policy]*
- ▶ **Policy CTM-6.3: Permeable Pavement.** As part of new roadway planning and design as part of discretionary development, the County shall promote the use of permeable paving and other passive drainage features such as bio-swales to prevent flooding, particularly in urban areas (RDR, SO) *[Source: New Policy]*
- ▶ **Policy CTM-6.4: Facilities for Emerging Technologies.** The County shall support the development of alternative fueling stations (e.g., electric and hydrogen) and vehicle-to-infrastructure (V2I) technology for emerging technologies. (SO) *[Source: New Policy]*
- ▶ **Policy CTM-6.5: Electric Vehicle Charging Stations.** The County shall support the installation of electric vehicle charging stations, where feasible, at County facilities, parking lots, park-and-ride lots, truck stops, and new development. (RDR, SO) *[Source: New Policy]*
- ▶ **Policy CTM-6.6: Neighborhood Electric Vehicles.** The County shall encourage developments and street systems that support the use of properly licensed Neighborhood Electric Vehicles (NEV), where appropriate. (MPSP) *[Source: New Policy]*
- ▶ **Policy CTM-6.7: Shared Mobility Operations.** The County shall encourage and support car share operators at multimodal facilities including public transportation hubs, passenger rail stations, and park-and-ride lots.
- ▶ **Policy CTM-6.8: Micro-Mobility Operations.** The County shall evaluate the feasibility and work to establish requirements for shared micro-mobility (e.g., bike sharing) vendors within unincorporated areas. (RDR) *[Source: New Policy]*
- ▶ **Policy CTM-6.9: Mobility-as-a-Service Enterprises – Vehicle Operations.** The County shall encourage Mobility-as-a-Service (MaaS) providers to park between service calls versus driving within unincorporated communities (RDR, SO) *[Source: New Policy]*
- ▶ **Policy CTM-6.10: Mobility-as-a-Service Enterprises – Support Public Transportation.** The County shall encourage Mobility-as-a-Service (MaaS) providers to coordinate with

public transportation providers that serve unincorporated areas to increase the attractiveness of public transportation through the provision of free or subsidized public transportation patron first and last mile connections within unincorporated communities (IGC, JP) *[Source: New Policy]*

- ▶ **Policy CTM-6.11: Mobility-as-a-Service Enterprises – Streetscape Design.** The County shall consider the need for designated curb space for Mobility-as-a-Service (MaaS) drop-off and pick-up activity in commercial/retail areas within unincorporated communities (SO) *[Source: New Policy]*
- ▶ **Policy CTM-7.1: Federal and State Funding.** The County shall identify, develop, and prioritize transportation projects to best compete for federal and state funds for roadway safety improvements, public transportation, bicycle and pedestrian improvements. (IGC) *[Source: New Policy]*
- ▶ **Policy CTM-7.2: Local Funding Mechanisms.** The County shall continue to use local financing mechanisms such as gas tax, vehicle registration fees, and Traffic Impact Mitigation Fees to help fund transportation projects. The County shall continue to support regional and county-wide measures for transportation funding. (FB) *[Source: New Policy]*

Implementation Programs

- ▶ **Implementation Program A: Traffic Impact Mitigation Fee Program.** The County shall update its Traffic Impact Mitigation Fee Program and perform a comprehensive update to the program every five (5) years pursuant to Government Code Section 66000 et seq. *[Source: New Program]*
- ▶ **Implementation Program B: Initial Study Assessment Guidelines.** The County shall update and adopt its' Initial Study Assessment Guidelines to address Vehicle Miles Traveled (VMT) and safety metrics pursuant to CEQA Guidelines Section 15064.3. *[Source: New Program]*
- ▶ **Implementation Program C: Vehicle Miles Traveled (VMT) Reduction Program.** To support climate change related goals and CEQA related VMT policies per SB 743 (2013), the County shall develop a Vehicle Miles Traveled Reduction Program. *[Source: New Program]*
- ▶ **Implementation Program D: Regional Road Network Coordination.** The County shall continue to coordinate across its own agencies as well as with cities in Ventura and Los Angeles Counties and Caltrans to identify needed improvements to the Regional Road Network.

This will include identification of funds available and needed for County and cities inter-city road-building purposes to construct improvements. *[Source: Existing GPP Program 4.2.3.2, modified]*

- ▶ **Implementation Program E: Pavement Management System.** The County shall continue to maintain its Pavement Management System (PMS) to identify Pavement Condition Index (PCI) and ensure that the County road network is kept in a state of good repair with an emphasis and priority on goods movement corridors (e.g., Surface Transportation Assistance Act, Overweight Vehicle corridor, or local County roadways designated as part

of the National Highway System). The PCI thresholds for pavement rehabilitation shall be based on guidance provided by the Board of Supervisors. *[Source: New Program]*

- ▶ **Implementation Program F: Overweight Vehicle Corridors.** The County shall designate its Overweight Vehicle Corridors as Surface Transportation Assistance Act (STAA) Terminal Access routes to connect to the National Network. *[Source: New Program]*
- ▶ **Implementation Program G: Grade Separations.** The County shall work with the Naval Base Ventura County (NBVC) to determine feasibility of grade separations for segments of the mobilization corridors to ease mobility and allow for uninterrupted mission operations and military readiness. *[Source: New Program, NBVC JLUS Strategy RC-2B]*
- ▶ **Implementation Program H: Complete Streets Guidelines.** The County shall prepare and adopt Complete Streets Design Guidelines/standards to be used when constructing new roadways or improving existing roadways where Complete Streets would be appropriate/feasible. Complete Streets Design Guidelines/standards should be consistent with the pedestrian and bicycle design guidelines and design standards established by Caltrans and supporting state/federal guidelines when designing bicycle/pedestrian facilities. These include the California Manual on Uniform Traffic Control Devices (CAMUTCD), Highway Design Manual, Federal Highway Administration, American Association of State Highway and Transportation Officials (AASHTO).

The County shall improve pedestrian safety at intersections and mid-block locations in developed communities by providing pedestrian crossing treatments where appropriate. *[Source: New Program]*

- ▶ **Implementation Program I: County Road Standards Update.** The County shall update Road Standards to include the Complete Street Design Guidelines/Standards. *[Source: New Program]*
- ▶ **Implementation Program J: Vision Zero.** The County shall develop a Vision Zero strategy for the County of Ventura with the goal of reducing all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. *[Source: New Program]*
- ▶ **Implementation Program K: Safe Routes to School.** The County shall support the Safe Routes to School Program by identifying opportunities to support bike and pedestrian routes to schools, identify needed improvements and opportunities to increase public access and use of these routes. *[Source: New Program]*
- ▶ **Implementation Program L: Master Bicycle Network Plan.** The County shall develop a master bicycle network plan that includes the recommendations from the Bicycle Wayfinding Study and the prioritized list of bike lanes from the Board approved criteria. *[Source: New Program]*
- ▶ **Implementation Program M: Bicycle Wayfinding Plan Participation.** The County shall continue to participate in and support the Ventura County Transportation Commission in updates to the Bicycle Wayfinding Plan linking all Ventura County cities, unincorporated communities, and CSUCI. *[Source Existing GPP Program 4.2.3.7, modified]*
- ▶ **Implementation Program N: Storage Facilities for Shared Mobility Enterprises.** The County shall analyze the feasibility of shared micro-mobility (e.g., bike sharing) vendors being required to provide storage/parking areas or facilities to be designated and/or

physically placed outside of the public right-of-way if private shared mobility vendors are allowed to operate within the unincorporated areas of the county. *[Source: New Program]*

- ▶ **Implementation Program O: Mobility-as-a-Service Enterprises – Parking.** The County shall consider designating parking areas in County parking facilities for Mobility-as-a-Service (MaaS) vehicles to use between customer service runs and will work with cities to provide locations as well. *[Source: New Program]*

Land Use and Community Character Element

- ▶ **Policy LU-11.3: Design.** The County shall require new commercial and industrial developments to be designed to be generally compact, grouped and consolidated into functional units providing for sufficient off-street parking and loading facilities, maximize pedestrian and vehicle safety, reduce vehicle miles traveled (VMT), encourage electric vehicle charging, and minimize land use conflicts and traffic congestion. The County shall require that commercial and industrial discretionary development is designed to provide adequate buffering (e.g., walls, landscaping, setbacks) and operational conditions (e.g., hours of operation, and scheduling of deliveries) to minimize adverse impacts (e.g., noise, glare, and odors) on adjoining and adjacent residential areas. (RDR) *[Source: Existing GPP Policies 3.4.2.3 and 3.4.2.4, modified]*
- ▶ **Policy LU-16.5: Multimodal Access to Commercial Development.** The County shall encourage discretionary commercial development to promote ease of pedestrian/bicycle access to encourage walk-in business, while providing sufficient off-street parking. (RDR) *[Source: Existing El Rio/Del Norte Area Plan Goal 3.7.2.2, El Rio/Del Norte Area Plan Goal 3.7.1.4, Piru Area Plan Policy 3.2.2.6, and Oak Park Area Plan Policy 3.4.2.2]*

Public Facilities, Services, and Infrastructure Element

- ▶ **Policy PFS-2.6: County Employee Trip Reduction.** The County shall encourage its employees to reduce the number and distance of single-occupancy vehicle work trips. (SO) *[Source: New Policy]*
- ▶ **Policy PFS-F: Trip Reduction for County Staff.** The County shall provide support for the following trip-reduction methods for County staff members:
 - carpooling/vanpooling,
 - active transportation options (e.g., pedestrian or biking),
 - use of electric or alternative energy vehicles, and
 - public transit use.

These will be accomplished through incentives, such as dedicated parking areas, electric vehicle (EV) charging stations at County facilities, carpool/vanpool coordination, and flexible work shifts. *[Source: New Program]*

Hazards and Safety Element

- ▶ **Policy HAZ-10.6: Transportation Control Measures Programs.** The County shall continue to work with the Ventura County Air Pollution Control District (APCD) and Ventura County Transportation Commission (VCTC) to develop and implement Transportation Control Measures (TCM) programs consistent with the APCD’s Air Quality Management Program (AQMP) to facilitate public transit and alternative transportation modes within the

county. (IGC, FB) [Source: Existing GPP Policy 1.2.2.4 and Existing El Rio/Del Norte Area Plan Program 1.1.3.1, modified]

- ▶ **Policy HAZ-10.8: Alternative Transportation Modes.** The County shall promote alternative modes of transportation that reduce single-occupancy vehicle (SOV) travel and enhance “last-mile” transportation options to improve air quality. (IGC, JP, PI) [Source: El Rio/Del Norte Area Plan Goal 1.1.1.2, modified]

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 4.16-1: Exceed VMT Thresholds

The land use diagram of the 2040 General Plan would accommodate future development of relatively higher intensity residential, commercial, mixed use, and industrial land uses within the Existing Community area designation (boundary) and the Urban area designation (boundary). These are areas with existing residential, commercial, and/or industrial uses developed with urban building intensities generally located adjacent to the boundaries of incorporated cities or along highway corridors such as SR 33, SR 118, SR 126, and Highway 101. The residential, commercial, mixed use, and industrial land use designations of the 2040 General Plan would apply to approximately 1.2 percent of land in the unincorporated county. Potential uses within these designations include small- and large-lot detached single-family homes, one- to three-story attached single-family dwellings and lower density multifamily developments, mixes of commercial, office, residential, civic, and/or recreational uses, one- to two-story structures for retail and commercial services, and industrial employment-generating uses, such as production, assembly, warehousing, and distribution.

The Rural land use designation would allow for low-density and low-intensity land uses such as residential estates and other rural uses which are maintained in conjunction with agricultural and horticultural uses or in conjunction with the keeping of farm animals for recreational purposes, such as greenhouses, principal and accessory structures related to agriculture, and also oil and gas wells, and would apply to approximately 0.9 percent of land in the unincorporated county.

Approximately 97.1 percent of the unincorporated county would remain designated as either Open Space (approximately 88 percent) or Agriculture (approximately 9 percent) under the 2040 General Plan. The Open Space land use designation would allow low intensity development with a minimum parcel size of 10 acres and 1 dwelling unit per parcel. Other uses could include composting operations, greenhouses, correctional institutions, fire stations, and oil and gas wells. The Agriculture land use designation would allow for development of one dwelling unit per parcel and a minimum parcel size of 40 acres. Other uses could include greenhouses, principal and accessory structures related to agriculture, and composting operations. Proposed policies of the 2040 General Plan addressing flaring and trucking associated with new discretionary oil and gas wells could result in the construction and operation of new pipelines for the conveyance of oil, gas, or produced water. Specifically, Policy COS-7.7 would require that new discretionary oil wells use pipelines to convey oil and produced water; oil and produced water shall not be trucked. The reduction of trucking of crude oil and produced water resulting from this policy would result in a potential reduction of VMT in the unincorporated county. Potential impacts on petroleum resources related to this policy are addressed in Section 4.12, “Minerals and Petroleum Resources,” of this draft EIR.

Forecasted VMT Estimates

Table 4.16-4 displays the 2040 projections of the trip-based VMT for Ventura County. This forecast is based on the 2040 VCTC and 2040 SBCAG travel demand model forecasts. Like the baseline calculations, the same 26.4 percent distribution was used to allocate interregional trips to unincorporated areas.

Total countywide trip-based VMT is estimated to be 30,936,520 per day. The amount of trip-based VMT associated with the unincorporated Ventura County is 8,173,937 per day.

Table 4.16-4 Ventura County Daily VMT Estimates (2040 Forecast)

Trip Data Source	VMT
Travel Within Ventura County (Unincorporated)	
Total Unincorporated Boundary-based VMT	5,337,751
Total Incorporated VMT (Boundary)	14,855,640
Travel Outside of Ventura County that Starts or Ends in County	
Counties South and East of Ventura County Interregional VMT	8,700,996
Counties North of Ventura County Interregional VMT	+ 2,042,133
Total Travel Outside of Ventura County	= 10,743,129
% of Unincorporated Boundary-based VMT	X 26.40%
Total Unincorporated Interregional VMT to Unincorporated Areas	+ 2,836,186
Total Unincorporated Trip-Based VMT (Boundary-based + Interregional VMT)	= 8,173,937
Total Countywide Trip-Based VMT	30,936,520

Source: VCTC 2040 Model, SBCAG 2040 Model, 2016 HPMS, GHD via 2017 Caltrans Volume Report

Table 4.16-5 displays the increment of VMT change associated with the growth identified in the 2040 General Plan for each land use type threshold, and results of the impact analysis conducted herein. Note that the established thresholds for the residential and office in this analysis are regionally based and therefore do not distinguish between incorporated versus unincorporated growth or reflect the added length of trips associated with inter-county trips.

Table 4.16-5 Transportation Thresholds

Project Type	Metric Unit	Target	Threshold	2040 General Plan	Impact
Residential	VMT/Capita	15% Reduction of Regional Average	8.21	9.96	Yes
Office	VMT/Employee	15% Reduction of Regional Average	11.49	14.51	Yes
Industrial	VMT/Employee	15% Reduction of Regional Average	11.49	14.51	Yes
Retail ¹	Regional Net Change in VMT	No Net Increase	7,500,249	8,173,937	Yes
Agriculture ¹	Regional Net Change in VMT	No Net Increase	7,500,249	8,173,937	Yes
Infrastructure ¹	Regional Net Change in VMT	No Net Increase	7,500,249	8,173,937	Yes

¹ The added VMT increment is not specifically attributable to this specific land use but is an aggregate estimate of VMT.

The 2040 General Plan includes policies and programs designed to reduce VMT to a reasonable extent. Several 2040 General Plan policies and programs address VMT directly while others support reduction through multimodal transportation improvements.

Policy CTM-1.2 is consistent with CEQA analysis and mitigation standards, with the goal of reducing VMT to the extent feasible. Policy CTM-4.1 and CTM Implementation Programs B and C were designed to specifically address VMT evaluation, analysis, and reduction standards for future projects. Inclusion of these items in the 2040 General Plan indicate a commitment to adequately and effectively analyze VMT transportation impacts in accordance with updates to the State CEQA Guidelines and implementation of SB 743. Relative to quantification of VMT reductions, CTM Implementation Program C requires the County to develop a VMT reduction program, which will identify strategies to reduce VMT through a variety of methods. CTM Implementation Program C would be a performance-based VMT reduction program to be developed following adoption of the 2040 General Plan. Under CTM Implementation Program C, the County is required to identify performance metrics to determine the efficacy of the program to reduce VMT. The program may include coordination internally between County departments and externally (e.g., VCTC, Caltrans, transit providers, etc.) toward the variety of potential measures identified by OPR, and the County shall continue to find ways to reduce VMT (OPR 2018:27). Many of these potential measures are referenced in the policies and programs proposed within the 2040 General Plan, including a commitment to improving access to and safety of non-vehicular travel modes, provision of and support for Transportation Demand Management (TDM) and Transportation System Management (TSM) programs, promoting the use of transit and other shared mobility options. While the actual measures are part of a program to be developed, CTM Implementation Program C should go further in specifying a minimum reduction level and providing potential reduction methods that can be included in the County's VMT Reduction Program. This program can serve as a resource to offset VMT impacts related to discretionary development relative to the VMT thresholds developed through Implementation Program CTM-B.

In addition to the policies and programs discussed above, many other policies and programs logically support the goal of VMT reduction through a variety of means, including: encouraging the access, connectivity, and safety of vehicle-alternative modes, including bicycle, pedestrian, public transit, and passenger rail modes; efficient land-use patterns that shorten travel distances; and travel demand and mobility programs that reduce single-occupancy vehicle use. These policies and programs include the following:

Policies:

- ▶ CTM-2.10: Safe Routes to School
- ▶ CTM-2.11: Efficient Land Use Patterns
- ▶ CTM-2.12: Countywide Bicycle Lane and Trail System
- ▶ CTM-2.13: Transportation System Connectivity
- ▶ CTM-2.17: Support Regional Bicycle Infrastructure
- ▶ CTM-2.23: Intercommunity and Countywide Public Transportation System
- ▶ CTM-2.25: Amtrak Service Improvements

- ▶ CTM-2.26: Abandoned Railroad Rights-of-Way
- ▶ CTM-2.27: Discretionary Development and Conditions of Approval to Minimize Traffic Impacts
- ▶ CTM-3.1: Bicycle Network Strategy and Prioritization
- ▶ CTM-3.2: Inclusive Bicycle Network
- ▶ CTM-3.3: Regional Destination Focus for Bicycle Network
- ▶ CTM-3.4: Inter-jurisdictional Bicycle Network Connectivity
- ▶ CTM-3.5: Bicycle Routes in Rural Areas
- ▶ CTM-4.2: Alternative Transportation
- ▶ LU-16.5: Multimodal Access to Commercial Development
- ▶ CTM-4.3: Vehicle Occupancy
- ▶ CTM-4.4: Park-and-Ride Facilities
- ▶ CTM-6.1: Routine Use of Alternative Transportation Options
- ▶ CTM-6.7: Shared Mobility Operations
- ▶ CTM-6.8: Micro-Mobility Operations
- ▶ PFS-2.6: County Employee Trip Reduction
- ▶ PFS-F: Trip Reduction for County Staff
- ▶ HAZ-10.6: Transportation Control Measures Programs
- ▶ HAZ-10.8: Alternative Transportation Modes

Implementation Programs:

- ▶ K Safe Routes to School
- ▶ L Master Bicycle Network Plan

The Ventura County Non-Coastal Zoning Ordinance also contains specific requirements designed to reduce VMT. Section 8108-4.8.1 requires an applicant funded Transportation Demand Management Plan to reduce vehicle trips if reduced parking is sought. Section 8109-0.7 also provides minimum requirements of the applicant prior to the approval of discretionary development as it relates to standards for transportation demand management and trip reduction measures. These standards provide an opportunity to reduce VMT and encourage mode shift to non-vehicular travel modes.

Future development and other physical changes under the 2040 General Plan would result in increased VMT beyond the applicable thresholds, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. This impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure CTM-1: New Implementation Program CTM-X: Interim Vehicle Miles Traveled CEQA Assessment Criteria

The County shall include the following new implementation program in the 2040 General Plan.

Implementation Program CTM-X: Interim Vehicle Miles Traveled CEQA Assessment Criteria

Following June 30, 2020 and prior to completion of Implementation Program CTM-B, all projects (not otherwise exempt from CEQA analysis) shall be evaluated for potential environmental impacts relative to VMT using the State’s minimum reduction standards, as follows:

<u>Project Type</u>	<u>Measurement Unit</u>	<u>Model Trip Types</u>	<u>Minimum Criteria</u>	<u>Baseline VMT</u>	<u>Threshold VMT</u>
<u>Residential</u>	<u>VMT/Capita</u>	<u>Average of all Home Based Trip Types</u>	<u>15% Reduction of Regional Average</u>	<u>9.66</u>	<u>8.21</u>
<u>Office</u>	<u>VMT/Employee</u>	<u>Home Based Work Trips</u>	<u>15% Reduction of Regional Average</u>	<u>13.52</u>	<u>11.49</u>
<u>Industrial</u>	<u>VMT/Employee</u>	<u>Home Based Work Trips</u>	<u>15% Reduction of Regional Average</u>	<u>13.52</u>	<u>11.49</u>
<u>Retail</u>	<u>Unincorporated VMT</u>	<u>All Trip Types</u>	<u>No Net Increase in Regional VMT</u>	<u>7,500,249</u>	<u>7,500,249</u>
<u>Agriculture</u>	<u>Unincorporated VMT</u>	<u>All Trip Types</u>	<u>No Net Increase in Regional VMT</u>	<u>7,500,249</u>	<u>7,500,249</u>
<u>Infrastructure</u>	<u>Unincorporated VMT</u>	<u>All Trip Types</u>	<u>No Net Increase in Regional VMT</u>	<u>7,500,249</u>	<u>7,500,249</u>
<u>All Other Project Types</u>	<u>Unincorporated VMT</u>	<u>All Trip Types</u>	<u>No Net Increase in Regional VMT</u>	<u>7,500,249</u>	<u>7,500,249</u>

If a proposed project is found to have a significant impact on VMT, the impact must be reduced, as feasible, by modifying the project’s VMT to a level below the established thresholds of significance and/or mitigating the impact through multimodal transportation improvements or mitigations to enhance transportation mode shift (use of alternative transportation modes). Following completion and adoption of VMT thresholds as part of the Ventura County ISAG, this implementation program shall no longer apply.

Mitigation Measure CTM-2: Revised Implementation Program CTM-B: Initial Study Assessment Guidelines

The County shall include the following revised implementation program in the 2040 General Plan.

Implementation Program CTM-B: Initial Study Assessment Guidelines

The County shall update and adopt its’ Initial Study Assessment Guidelines (ISAG) to address Vehicle Miles Traveled (VMT) and safety metrics pursuant to CEQA Guidelines Section 15064.3. This program shall consider inclusion of the following components:

- ▶ Establishment of screening criteria to define projects not required to submit detailed VMT analysis, such as infill projects, inclusion of locally serving commercial, transit supportive projects, or transportation enhancements that reduce VMT;

- ▶ Establishment of thresholds for identifying VMT related transportation impacts (to meet or exceed State requirements);
- ▶ Standard mitigation for significant transportation impacts; and
- ▶ Specify the County's procedures for reviewing projects with significant and unavoidable impacts, under CEQA, related to VMT.

Mitigation Measure CTM-3: Revised Implementation Program CTM-C: Vehicle Miles Traveled (VMT) Reduction Program
The County shall include the following revised implementation program in the 2040 General Plan.

Implementation Program CTM-C: Vehicle Miles Traveled (VMT) Reduction Program

To support climate change related goals and CEQA related VMT policies pursuant to SB 743 (2013), the County shall develop a VMT Reduction Program. This program should contain a range of project- and program-level mitigations and VMT reduction strategies, that could include:

- ▶ Preparation of a Transportation Demand Management (TDM) program to promote mode shifts from single occupant vehicle use to transit, ridesharing, active transportation, telecommuting, etc.; and,
- ▶ Transportation System Management applications such as park-and-ride lots, intelligent transportation system (ITS) field deployment, pavement management, etc.

During implementation of the 2040 General Plan, the County shall review and update the VMT Reduction Program as warranted to provide additional mitigations and programs.

Significance after Mitigation

Policies and implementation programs described in the 2040 General Plan provide a number of self-mitigating approaches to VMT impacts that would result from implementation of the 2040 General Plan. While the policies and implementation programs described in the 2040 General Plan herein indicate that the County is committed to VMT reduction, the County has identified Mitigation Measures CTM-1, CTM-2, and CTM-3 to provide better direction on the methods to be used to reduce VMT impacts to the extent feasible.

Mitigation Measures CTM-1, CTM-2, and CTM-3 would reduce the rate of VMT associated with existing and future development in Ventura County, but the impact would not be reduced to less than significant due to the increased development, new roadways, and increased numbers of users of the County's transportation system that would result from the growth accommodated by the 2040 General Plan. Project-level impact mitigation shall be analyzed in order to reduce the significance of VMT-related impacts. The County's VMT Reduction Program shall be continually improved and innovated to require VMT reduction to the extent feasible. This impact would be **significant and unavoidable**.

Impact 4.16-2: Transportation Infrastructure Needed to Accommodate Growth Would Result in Adverse Effects Related to County Road Standards and Safety

Implementation of the proposed 2040 General Plan would cause new trips to be added along existing substandard roadway facilities that do not comply with County road standards, producing safety concerns.

Changes to land use associated with the 2040 General Plan would result in new trips and increased VMT along a number of roadway facilities. These facilities may include those with collision or incident rates above statewide averages or those identified by the Statewide Integrated Traffic Records System as experiencing particularly high collision incidence rates. However, a quantitative analysis of collision rates on County roadways would need to occur in order to substantiate this statement. This type of analysis is more appropriate for a project-specific impact analysis. Because increased VMT may affect roadways with high collision incidence, a potentially significant impact may result.

Currently, there are five designated substandard roadway impact areas: (1) Upper Ojai; (2) Santa Susana; (3) Santa Susana Knolls; (4) Ventu Park; and, (5) Yerba Buena as shown in Figure 4.16-2. Many of the roadways in these areas were designed to facilitate moving agricultural products to market. Consequently, these roadways were not designed to accommodate commuter oriented or regional traffic. Using the VCTC travel demand model, the primary County roadways serving each of these substandard roadway impact areas were analyzed for unincorporated county roadway traffic growth. Baseline and 2040 daily traffic forecasts on identified roadways were generated and are shown in Table 4.16-6. Pursuant to the ISAG impact criteria, the net increase in daily traffic volumes on Box Canyon Road and portions of Katherine Road in the Santa Susana Knolls community and portions of Lynn Road, Ventu Park Road, and Haigh Road in the Ventu Park community would result in a safety impact.

Table 4.16-6 Substandard Roadways Impacted

Sub-Standard Area	Road	Location	Baseline ADT	Future ADT	Net ADT	Impact
Upper Ojai	Sulphur Mountain Road		n/a	n/a	n/a	n/a
Santa Susana	Santa Susan Pass Road	West of Box Canyon	10,608	10,138	-470	No
Santa Susana	Santa Susan Pass Road	East of Box Canyon	10,123	7,083	-3,040	No
Santa Susana	Box Canyon Road		6,991	8,174	1,183	Yes
Santa Susana Knolls	Katherine Road	West of Kuehner	1,474	1,705	231	Yes
Ventu Park	Lynn Road	West of Ventu	16,818	17,333	515	Yes
Ventu Park	Lynn Road	East of Ventu	17,607	18,979	1,372	Yes
Ventu Park	Ventu Park Road	North of Lynn	3,425	4,469	1,044	Yes
Ventu Park	Ventu Park Road	South of Lynn	1,194	1,408	214	Yes
Ventu Park	Ventu Park Road	South of Newbury	9,531	9,656	125	Yes
Ventu Park	Ventu Park Road	North of Newbury	7,658	8,211	553	Yes
Ventu Park	Haigh Road		3,312	3,399	87	Yes
Yerba Buena	Yerba Buena Road	South Side	834	762	-72	No
Yerba Buena	Yerba Buena Road	North Side	1,242	966	-276	No

Traffic generated by buildout of the proposed 2040 General Plan land use would not substantially increase existing traffic volumes. However, traffic generated by buildout of the 2040 General Plan would result in a net increase in traffic volumes within three of the County designated substandard roadway impact areas related to safety impacts.

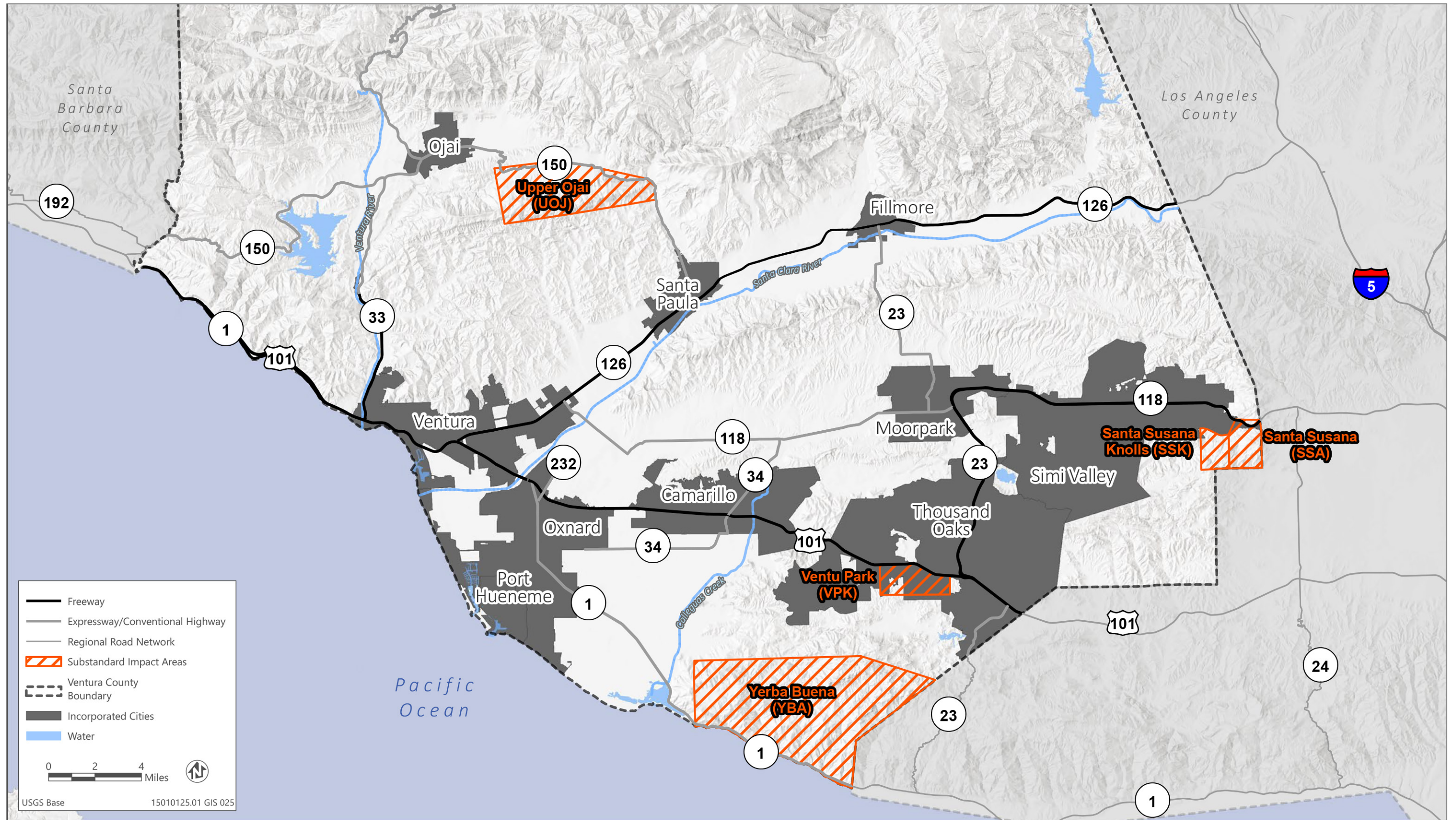
The County of Ventura maintains improvement standards that guide the construction of new transportation facilities to minimize design hazards for all users of the system. Through discretionary development and the environmental review processes, land use proposals that would add traffic to streets not designed to current standards are evaluated. Potential hazards can include poor sight distance, sharp roadway curvature, visibility of marked or unmarked crossings, and similar design conditions. If needed, mitigation measures are identified and the project is conditioned to construct or provide funding for an improvement that would minimize or eliminate the hazard. Typical roadway improvements include shoulder widening, adding turn pockets, adding sidewalks or marked crosswalks, realigning sharp curves, prohibiting certain turning movements, and signaling intersections, among other options. The 2040 General Plan also includes several policies and programs described below that are intended to result in roadway designs that safely accommodate all users and reinforce lower driving speeds where appropriate to enhance safety.

New and upgraded roadways needed to accommodate new development would be designed according to applicable Federal, State, and local design standards, and align with the policies and programs in the proposed 2040 General Plan. Use of and adherence to Complete Streets Policies would ensure that construction of new roadways or improvements to existing roadways minimize design hazards and improve safety for all road users (CTM-2.1; CTM Implementation Program H). Further, requirements of discretionary development to ensure consistency with County standards and commitment to improved multimodal access when constructing access points would assist in mitigating impacts related to geometric design hazards, such as road curvature, impediment to line of sight, etc. (CTM-2.3; LU-16.5).

Planning and design standards would improve safety and minimize impacts associated with geometric design hazard by providing guidance on the planning and design of safe bicycle and pedestrian facilities, consistent with state, federal and industry best-practices and regulations (CTM-2.14; CTM-2.15; CTM-2.16; CTM-2.19; CTM-2.20; CTM-2.21). Moreover, the areas plans included in the 2040 General Plan include policy commitment to road standards compliance, requiring all new roads to be designed and constructed in accordance with County and/or State standards. Lastly, CTM Implementation Program J would ensure the County develops a strategy to reduce fatal and severe traffic crashes by implementing a Vision Zero Program. This would ensure the County effectively measures performance as it relates to crash rates and sets achievable and implementable safety goals that result in improved safety and mobility for all road users on both existing and new roadways.

Thousand Oaks Area Plan – Policy/ Program Revision 4.16-2.2: Encourage support for and the passage of Thousand Oaks Area Plan Implementation Program C: Rural Road Improvements within the Ventu Park Neighborhood. This program requires the County to present a rural road improvement program to the County Board of Supervisors in conjunction with the Ventu Park Homeowners Association. The program would mitigate the effects of some substandard roads within the Ventu Park area, while allowing the Ventu Park neighborhood to maintain its rural community character.

For the reasons provided above, this impact would be **potentially significant**.



Source: Data received from Ventura County in 2016

Figure 4.16-2 Substandard Impact Areas

Mitigation Measures

Mitigation Measure CTM-4: New Implementation Program CTM-X: Updated Traffic Impact Fee Mitigation Program
The County shall include the following new implementation program in the 2040 General Plan.

Implementation Program CTM-X: Updated Traffic Impact Fee Mitigation Program

The County shall require that development which adds traffic to roadways traversing within a County designated substandard roadway impact area contribute the fair share cost of any safety counter-measures that improve the safety of the impacted roadways by paying the applicable fees under the County's Traffic Impact Fee Mitigation program prior to issuance of Zoning Clearance.

Significance after Mitigation

Traffic volume would increase on existing roadways already identified as substandard facilities. Substandard roadways must be improved to meet County road standards to mitigate impact significance. Further, analysis of trips added by discretionary development to roadways identified as facilities with high collision/incidence rates must be explored at the project-level to ensure safety standards are met. No other feasible mitigation is available to eliminate safety concerns associated with the identified substandard roadways. Therefore, this impact would remain **significant and unavoidable**.

Impact 4.16-3: Result in Inadequate Emergency Access

Implementation of the 2040 General Plan would allow for increased development to accommodate projected increases in population, households, and jobs and result in increased numbers of users on the County's transportation system. New trips may affect adequate emergency access and response times by increasing the number of vehicles and demand on the County's existing transportation infrastructure. With these increases in development and number of users on the County transportation system, the need for emergency services would also increase.

To ensure adequate emergency access provisions are made to accommodate increased population and growth, the 2040 General Plan includes Policy CTM-2.5. This policy states that the County shall ensure coordination to develop and maintain all transportation facilities at an emergency service operation and service level that results in adequate emergency access. In the event of a scenario in which military mobilization is required, several policies and programs address the adequacy and effectiveness of military operations, including CTM-1.13, CTM-1.15 and CTM Implementation Program G. These policies and implementation program relate to the feasibility of grade separations and improved circulation within military mobilization corridors to ensure mission operations and readiness.

In addition to the policies and programs outlined in the 2040 General Plan, several of the Area Plans include policies and/ or programs that commit to the continued review of all discretionary development to ensure adequate emergency access, in the form of both fire protection, law enforcement and/ the provision of emergency services (LS-16.4; LS-31.1; LS-31.3; LS-31.5; LS-47.11; OP-40.1; OJ-34.1; P-DD). This impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure CTM-5: New Policy CTM-X: Emergency Access

The County shall include the following new policy in the 2040 General Plan.

Policy CTM-X: Emergency Access

The County shall ensure that all new discretionary projects are fully evaluated for potential impacts to emergency access. Mitigation of these impacts shall be handled on a project-by-project basis to guarantee continued emergency service operations and service levels.

Mitigation Measure CTM-6: New Implementation Program CTM-X: Emergency Access Maintenance

The County shall include the following new implementation program in the 2040 General Plan.

Implementation Program CTM-X: Emergency Access Maintenance

The County shall plan capital improvements needed to provide transportation infrastructure that is maintained and/or upgraded to provide appropriate emergency access.

Significance after Mitigation

While the County is working on the upgrade and enhancement of roadways with access issues, the County would not be able to rectify all outstanding issues within the timeframe of the 2040 General Plan. Therefore, this impact would remain **significant and unavoidable**.

Impact 4.16-4: Conflict With Adopted Policies, Plans, or Programs Regarding Public Transit, Bicycle, or Pedestrian Facilities, or Otherwise Decrease the Performance or Safety of Such Facilities

Implementation of the 2040 General Plan would improve the existing bicycle and pedestrian circulation infrastructure in Ventura County and would require future development to provide multimodal circulation improvements. Increases in the County's population and employment that could result under implementation of the 2040 General Plan would also likely lead to increases in pedestrian and bicycle travel compared to current levels.

Several policies place an emphasis on the planning, improvement and funding of safe and accessible bicycle and pedestrian facilities, which would not conflict with existing policies, plans or programs. Further, these policies would result in increased performance of these facilities by encouraging the development and improvement of these facilities (CTM-2.12; CTM-2.16; CTM-2.18; CTM-2.20; CTM-2.21; CTM-2.22; CTM-3.1; CTM-3.2; CTM-3.3; CTM-3.4; CTM-3.5; CTM-3.6; CTM-3.7; CTM-3.8; CTM-3.9). Complete Streets and Bicycle and Pedestrian Facility design policies such as CTM-2.1, CTM-2.14, and CTM-2.15 would ensure that planned improvements do not decrease the performance and/ or safety of active transportation facilities.

New trips and increased VMT may result in an interference with the operations of existing transit services and/ or routes. However, several policies included in the 2040 General Plan address these impacts by encouraging the coordination, expansion and access improvements of public transportation facilities needed to mitigate these impacts, including CTM-2.23 and CTM-2.25. These policies state the County's commitment to expand access and safety of public transportation options that may be affected. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 4.16-5: Substantially Interfere With Railroad Facility Integrity and/or Operations

Implementation of the 2040 General Plan would be unlikely to allow for development that would significantly interfere with existing railroad facility integrity or operations. However, future development that would result from the 2040 General Plan could, due to project-specific details such as design features, location, construction activities, or other circumstances, potentially interfere with existing rail facilities or operations, either temporarily during construction or permanently. It is not anticipated that trips generated by future development allowed under the 2040 General Plan would interfere with existing rail facilities or operations.

The 2040 General Plan includes several policies that encourage facility and service improvements to railroads, passenger rail and railroads/yards as it relates to goods movement. These policies include CTM-1.15, CTM-2.23, and CTM-1.13. However, because project-specific details regarding future development under the 2040 General Plan are not available at this time, potential temporary or permanent interference with railroad facility integrity or operations cannot be precluded at this program level of analysis. Therefore, this impact would be **potentially significant**.

Mitigation Measures

Mitigation Measure CTM-7: New Policy CTM-X: Railroad Safety Assessment

The County shall include the following new policy in the 2040 General Plan.

Policy CTM-X: Railroad Safety Assessment

The County shall require that all new discretionary development is evaluated for potential impacts to existing railroad facilities and operations and identify appropriate mitigation measures, as warranted therein.

Significance after Mitigation

With implementation of Mitigation Measure CTM-7, which requires review and mitigation of project impacts on railroad facilities and operations, the potential impact is substantially reduced. This impact would be reduced to **less than significant**.

Impact 4.16-6: Substantially Interfere with or Compromise the Operations or Integrity of an Existing Pipeline

Investigation of the type, location, and operations of existing or future pipelines for the transportation of petroleum, petroleum products, natural gas, and similar pipelines would be evaluated as part of a standard review process as projects are submitted for review by the County. Where existing pipelines are identified, the County and project applicants would work with utility owners during design and construction of the project to relocate utilities, abandon the utilities in place, or protect the utilities in place, as required to protect the operations and integrity of the pipelines. Unknown utility facilities could also be encountered during excavation and other earth-moving activities. However, California Government Code Section 4216 requires contractors to contact DigAlert, which notifies utility companies of proposed excavation sites. Utility companies are required to mark where underground pipelines and transmission lines are located, to ensure they are not affected during construction.

Relocations and reinstallation of utilities would be conducted in cooperation with the utility service providers in accordance with design standards and regulatory requirements. Where pipelines that underly or are near proposed development are left in place based on coordination with the utility owner, no effect on operations of the pipeline would be expected. It is common practice that utility districts coordinate and schedule in advance any field visits to their facilities with the owner of the property within which their facilities lie. For additional discussion of the potential for development to conflict with existing utilities, refer to Impact 4.17-1 in Section 4.17, "Utilities."

The Ventura ISAG (Ventura County 2011) require staff to evaluate pipeline locations and operations as part of standard project review. Section 27g. of the ISAG requires County staff to perform the following:

"The County staff person responsible for administering the project shall consult the GIS Oil and Gas Pipeline data layer to determine if the project would be located over a pipeline facility or route. Consistent with the directions of the Federal Office of Homeland Security, the GIS Oil and Gas Pipeline data layer may not be released to the public. If the project is located over such a facility, it will be necessary to contact the appropriate facility owner to discuss the project and determine the potential project impact on the pipeline. If there is any disagreement between the County staff person and pipeline owner/operator, the staff member responsible for administering the project will bring the issue before the Planning Director or the staff member's supervisor, as appropriate, for a determination."

Given the procedures in place to avoid such impacts to pipelines, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.