4.13 TRANSPORTATION AND CIRCULATION

4.13.1 INTRODUCTION

This section assesses the impacts of the Westside Community Planning Project (proposed project) upon the local transportation and circulation system. Potential impacts related to the roadway system, public transit, and bicycle and pedestrian facilities are discussed in this section. The primary purpose of the traffic analysis is to identify the deficiencies on the roadway network resulting from the proposed project and to evaluate feasible improvements to remedy those deficiencies, if any. The traffic analysis utilizes and incorporates information from the 2005 General Plan Final EIR by reference. Intersection capacity utilization worksheets and other traffic data are included in ***Appendix 4.13****.*

4.13.2 ENVIRONMENTAL SETTING

a. Introduction to Traffic Analysis

Performance Criteria Definitions

Level of service (LOS) is a concept developed to quantify the degree of comfort afforded to drivers as they travel on a given roadway. The degree of comfort includes such elements as travel time, number of stops, total amount of stopped delay, etc. As defined in the Transportation Research Board, National Research Council's *Highway Capacity Manual* (HCM 2000), six grades are used to denote the various LOS and are denoted as A through F. **Table 4.13-1, Level of Service of Arterial Roads**, describes the six grades of LOS for arterial roadways. Arterial Intersection Performance Standards are discussed in more detail in subsection **4.13.3b, Methodology**, later in this section.

The analysis of the arterial road system is based on intersection capacity since this is the defining capacity limitation on an arterial highway system. Levels of service for arterial roadway intersections are determined based on operating conditions during the AM and PM peak hours. The intersection capacity utilization (ICU) methodology is applied using peak hour volumes and the geometric configuration of the intersection. This methodology sums the V/C ratios for the critical movements of an intersection and is generally compatible with the intersection capacity analysis methodology outlined in the HCM 2000.

Table 4.13-1
Level of Service of Arterial Roads[1]

LOS	Description
A	LOS A describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the given street class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.
B	LOS B describes reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the street class. The ability to maneuver within the traffic stream is only slightly restricted, and control delays at signalized intersections are not significant.
C	LOS C describes stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the free-flow speed for the street class.
D	LOS D borders on a range in which small increases in flow may cause substantial increases in delay and decreases in travel speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors. Average travel speeds are about 40 percent of free-flow speed.
E	LOS E is characterized by significant delays and average travel speeds of 33 percent or less of the free-flow speed. Such operations are caused by a combination of adverse signal progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.
F	LOS F is characterized by urban street flow at extremely low speeds, typically one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.

Source: Highway Capacity Manual 2000, Transportation Research Board, National Research Council.

[1] *The average travel speed along an urban street is the determinant of the operating LOS. The travel speed along a segment, section, or entire length of an urban street is dependent on the running speed between signalized intersections and the amount of control delay incurred at signalized intersections. The following general statements characterize LOS along urban streets and show the relationship to free flow speeds (FFS).*

Arterial Street System

The Westside Community Planning Area street system is shown on **Figure 3.0-7, Westside Community Regulating Plan**, in **Section 3.0, Project Description**.

The major highway and streets within the project site are described below.

US 101 extends from Ventura County north through Santa Barbara County and south through Los Angeles County. The closest access to the proposed project area from U.S. 101 is SR-33. Additional access to the proposed project area from U.S. 101 is from California Street.

State Route (SR) 33 is primarily a north/south highway that stretches over 57 miles from US 101 in the City through Ojai to the Ventura/Santa Barbara County line.

Ventura Avenue is a two-lane collector with a center turn lane and parking and sidewalks on both sides.

Stanley Avenue west of Ventura Avenue is a four-lane collector with a center turn lane, bike lanes and sidewalks on both sides. No on-street parking is allowed.

Olive Street is a two-lane residential street with designated bike routes and sidewalks on both sides.

Cedar Street is a two-lane residential street with segments that are discontinuous.

Existing Levels of Service

Traffic conditions on the street network are described in terms of traffic volumes as average daily traffic (ADT) on the individual streets and in terms of intersection operation, which examines peak hour volumes to determine how well an intersection performs during rush hours.

Existing ADT volumes on the arterial street system were based upon those provided in the General Plan in 2005. Updates to the traffic database since the evaluation of the 2005 General Plan indicates that the traffic volumes are still within the range allowable for the design criteria of the study area roadways in the Westside Community Planning Area. Traffic volumes reported in the 2007 traffic analysis confirm that no significant changes have occurred on the roadways in the Westside. Consequently, the traffic volumes reported for existing conditions are those from the 2005 General Plan EIR.

The ICU calculation methodology and associated impact criteria used for the study area arterial system are summarized in **Table 4.13-2, ICU and LOS Summary – Existing (2005) Conditions**. LOS on the arterial street system is defined according to peak hour intersection performance using ICU values. All locations meet the City's performance standards, as indicated on **Table 4.13-2**.

Table 4.13-2
ICU and LOS Summary – Existing (2005) Conditions

	AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**
132. Ventura & Stanley	0.65	B	0.73	C
178. SR-33 Ramps & Stanley	0.49	A	0.56	A
181. Ventura & Ramona	0.31	A	0.45	A
182. Olive & Main St	0.47	A	0.47	A

Note:
Level of service ranges: 0.00–0.60 = A 0.61–0.70 = B 0.71–0.80 = C 0.81–0.90 = D 0.91–1.00 = E Above 1.00 = F

Transit

The bus routes currently serving the City are provided by Gold Coast Transit (GCT), with all five routes operating on both weekdays and weekend days. Two routes (Routes 6 and 16) travel through and stop in the proposed project area. The routes serve major activity centers throughout the City.

Ventura Intercity Service Transit Authority (VISTA) provides bus service between Ventura and Santa Barbara via the transit center at Pacific View Mall and other local stops in the City. Greyhound buses connect Ventura with other statewide and national destinations. The Greyhound Station is located at 291 East Thompson Boulevard near Palm Street.

Rail transit service is provided by Metrolink and AMTRAK. Metrolink provides rail service between Ventura and Union Station in Los Angeles on the Ventura County line. A Metrolink station operates in the City of Ventura at Montalvo (East Ventura Station). Rail service to Ventura is also provided by AMTRAK via the Pacific Surfliner, which runs between San Luis Obispo to the north and San Diego to the south. Five trains operate daily, with one additional train on the weekends and one additional train that operates only during the weekdays.

Bicycle/Pedestrian Travel

City bikeways conform to standards and designations established by the California Department of Transportation (Caltrans), which are described below in **Regulatory Framework**.

The proposed project area currently contains the Ventura River Trail, a class I bike path, which traverses north/south, east of SR 33; class II bike lanes (the northern portion of Olive Street, along Stanley Avenue and Ventura Avenue); and class III bike routes along segments of Olive Street and Ventura Avenue.

Sidewalks

Sidewalks are the most important component of the City's pedestrian system. Most streets within the proposed project area include sidewalks with the exception of some residential streets.

b. Regulatory Framework

County

Ventura County Congestion Management Program

The Congestion Management Plan (CMP) was enacted by the California Legislature in 1989 to improve traffic congestion in urban areas. The program became effective with the passage of Proposition 111 in 1990, which also increased the state gas tax. Funds generated by Proposition 111 are available to cities and counties for regional road improvements, provided these agencies are in compliance with CMP requirements. The intent of the legislation was to link transportation, land use, and air quality decisions by addressing the impact of local growth on the regional transportation system. State statute requires that a congestion management program be developed, adopted, and updated biennially for every county that includes an urbanized area, which shall include every city and county government within that county. Therefore, the County of Ventura must comply with CMP requirements in developing a circulation plan for the County area.

Under this legislation, regional agencies are designated within each county to prepare and administer the CMP for agencies within that county. Each local planning agency included in the CMP has the following responsibilities:

- Assisting in monitoring the roadways designated within the CMP system
- Adopting and implementing a trip reduction and travel demand ordinance
- Analyzing the impacts of local land use decisions on the regional transportation system
- Preparing annual deficiency plans for portions of the CMP system where LOS standards are not maintained

The Ventura County Transportation Commission is the CMP agency for Ventura County.

City

General Plan

The following traffic and transportation policies and actions of the Ventura General Plan are applicable to the Westside Community Planning Area.

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

- Action 4.5 Utilize existing roadways to meet mobility needs, and only consider additional travel lanes when other alternatives are not feasible.
- Action 4.6 Require new development to be designed with interconnected transportation modes and routes to complete a grid network.
- Action 4.12 Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles.
- Action 4.13 Require project proponents to analyze traffic impacts and provide adequate mitigation in the form of needed improvements, in-lieu fee, or a combination thereof.

Policy 4B Help reduce dependence on the automobile.

- Action 4.16 Install roadway, transit, and alternative transportation improvements along existing or planned multi-modal corridors, including primary bike and transit routes, and at land use intensity nodes.
- Action 4.18 Promote the development and use of recreational trails as transportation routes to connect housing with services, entertainment, and employment.
- Action 4.21 Require new development to provide pedestrian and bicycle access and facilities as appropriate, including connected paths along the shoreline and watercourses.
- Action 4.24 Require sidewalks wide enough to encourage walking that include ramps and other features needed to ensure access for mobility-impaired persons.

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

Action 4.27 Extend stubbed-end streets through future developments, where appropriate, to provide necessary circulation within a developing area and for adequate internal circulation within and between neighborhoods. Require new developments in the North Avenue area, where applicable, to extend Norway Drive and Floral Drive to connect to Canada Larga Road; and connect the existing segments of Floral Drive. Designate the extension of Cedar Street between Warner Street and south of Franklin Lane and the linking of the Cameron Street segments in the Westside community as high priority projects.

Policy 4C Increase transit efficiency and options.

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

Bicycle Master Plan

The Ventura Bicycle Master Plan was adopted on May 2, 2011 and is the primarily planning tool that represents the 20-year long-range bicycle plan for the City. The purpose of the Bicycle Master Plan is to recommend bicycle facility, program, and policy-oriented improvements that will best serve the community based on an assessment of existing conditions and the desires of the City's residents.

The Bicycle Master Plan serves as a flexible, comprehensive and long-range guide for future bicycle planning, design, and budgetary decisions, and helps ensure that the community's bicycle transportation and recreational needs are met.

Definition of Bikeways

Bike Path (Class I) – Class I bike paths are separated from roads by distance or barriers. Bike paths offer opportunities not provided by the road system and can provide recreational opportunities or serve as desirable commuter routes. Design standards require two-way bicycle paths to be a minimum of 8 feet wide plus shoulders. Bike paths are usually shared with pedestrians, and if pedestrian use is expected to be significant, the desirable width is 12 feet.

Bike Lane (Class II) – A Class II bikeway is a lane on a road that is reserved for bicycles. The lane is painted with pavement lines and markings and is signed. Bike lanes are one-way, with a lane on each side of the roadway between the travel lane and the edge of paving or, if parking is permitted, between the travel lane and the parking lane. The lanes are at least 4 feet wide, 5 feet if parking is permitted.

Bike Route (Class III) – Class III bike routes share existing roads and provide continuity to other bikeways or designated preferred routes through high traffic areas. Bike routes are established by placing signs that direct cyclists and warn drivers of the presence of bicyclists. Since bicyclists are permitted on all roads, the decision to sign a road as a bike route is based on factors including the advisability of encouraging bicycle travel on the route, the need to meet bicycle demand, and the desire to connect discontinuous segments of bike lanes.

4.13.3 IMPACT ANALYSIS

a. Thresholds of Significance

Based upon Appendix G of the *State CEQA Guidelines* under Section XVI, Transportation/Traffic, the following significance thresholds are used to evaluate project impacts related to Transportation/Traffic.

TRAF-1 Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, 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?

TRAF-2 Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

TRAF-3 Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

TRAF-4 Would the project result in inadequate emergency access?

TRAF-5 Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Based upon Appendix G of the *State CEQA Guidelines* under Section XVI, Transportation/Traffic, a project may have a significant impact if it would:

XVI.c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;

The Project would have no impact related to significance threshold XVI.c, because the project is not located in the vicinity of an airport and detailed analysis in the EIR is not required. This significance threshold is discussed in **Section 8.0, Effects Found Not to be Significant**.

b. Methodology

Traffic forecast data presented here was produced using the Ventura Citywide traffic forecasting model. The model uses future land use and circulation system assumptions to derive corresponding traffic forecast data. A detailed description of the modeling procedures can be found in the traffic model documentation report, which is available for review at the Community Development Department. Traffic model data specific to the proposed project can be found in **Appendix 4.13**.

As stated in the 2005 General Plan Final EIR, the City monitors and evaluates the performance of the street network at selected locations labeled as principal intersections. The City has a performance standard for signalized intersections that are labeled as principal intersections. The City's performance standard only applies to principal intersections and not to all signalized intersections, except for those that are on the CMP network, at which the CMP level of service standard of LOS E is applicable. Other signalized intersections that are not principal intersections are considered to be minor locations that are not anticipated to experience capacity issues. The performance standard for a principal intersection is shown in **Table 4.13-3, Arterial Intersection Performance Criteria**.

While the Westside Community Plan provides policies related to parking (provided below) and the Westside Development Code provides detailed standards regarding the provision parking for future development within the planning area, no analysis of project impacts to existing parking is required under CEQA.

Table 4.13-3
Arterial Intersection Performance Standard

ICU Calculation Methodology	
Level of service to be based on peak hour intersection capacity utilization (ICU) values calculated using the following assumptions:	
Saturation Flow Rate:	1,600 vehicles/hour/lane
Clearance Interval:	None
Performance Targets	
LOS E (peak hour ICU values less than or equal to 1.00) at freeway ramp intersections and non-principal intersections on the CMP network	
LOS D (peak hour ICU less than or equal to 0.90) for all other principal intersections	
Threshold of Significance	
For an intersection that is forecast to operate worse than its performance standard, the impact of a project is considered to be significant if the project increases the ICU by 0.01.	
Level of Service (LOS)	
LOS	**ICU**
A	0.00 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	above 1.00

Abbreviations:
LOS – Level of Service
ICU – Intersection Capacity Utilization
*Source: Austin-Foust Associates, Inc. Westside Community Plan Traffic Analysis (September 2011) (see **Appendix 4.13**)*

c. Analysis, Mitigation Measures, and Residual Impacts

Westside Community Plan

The following traffic and transportation policies and actions are provided in the Westside Community Plan.

Goal — Encourage various modes of travel by providing infrastructure for buses, bikes and pedestrians as well as cars and improved connections from the Ventura River Trail to neighborhoods to the hillsides.

Goal — Improve parking along Ventura Avenue for commercial business customers.

Policy 12 Q — Improve roadway design along Ventura Avenue to enhance pedestrian safety, facilitate safe crossing of pedestrians and bicyclists, and improve parking. Ensure that the Westside circulation system is interconnected and usable by all modes of transportation.

- Action 12.4.3 — Extend Stanley Avenue to Cedar Street and extend Cedar Street to Mohawk Avenue.
- Action 12.4.5 — Consider restricting commercial truck loading along Ventura Avenue to ensure parking for customers and facilitate pedestrian and bicycle mobility.

Policy 12 R — Improve bike and pedestrian connections to the Ventura River Trail and through the neighborhoods.

- Action 12.4.7 — Develop a bicycle and pedestrian accessible extension of Olive Street from Stanley Avenue to Shoshone Street.
- Action 12.4.8 — Develop connections from the regional Ventura River Trail bike trail to adjoining neighborhoods consistent with the Bicycle Master Plan and explore connections at Simpson Street and Riverside Drive among other potential locations.
- Action 12.4.9 — Develop bicycle/pedestrian boulevards along Cameron Street, Vince Street, Simpson Street, and Park Row to facilitate east-west mobility and improve access to the Ventura River Trail.
- Action 12.4.10 — Connect portions of Cedar Street for multi-modal access, including bicycles, pedestrians, and automobiles.
- Action 12.4.11 — Integrate bicycle trails into the Westside Community to serve both as transportation corridors and as recreational amenities.

Policy 12T Enhance the mobility grid network through new and existing alleys.

Action 12.4.14 Develop a long-range master Westside Community circulation plan for alleys and streets to establish the urban form to guide future redevelopment.

Action 12.4.16 Reconnect existing alleys to link portions of neighborhoods to Ventura Avenue.

Policy 12 U Reduce dependence on the automobile in the Westside Community.

Action 12.4.17 Prepare a Westside Parking Study to assess supply and demand and recommend revised parking standards for the Westside.

Action 12.4.18 Provide for shared parking and transportation improvements.

Action 12.4.19 Require all new development to contribute toward a Transportation Demand Management (TDM) fund to be used to develop community, City, and regional transportation programs that reduce transportation related air pollutants.

Action 12.4.21 Require all new development and existing development, where feasible, to provide bike racks that meet League of American Bicyclists standards for public use and bike lockers and shower facilities for employee use.

New Policy XX: Restore and enhance connection to the local beach.[1]

New Action 12.4.XX: Create a safe and attractive pedestrian and bicycle crossing at Olive Street and the Stanley Ave/Highway 33 off ramp as specified in the Bicycle Master Plan.

New Action 12.4.XX: Create a safe and attractive extension of the southern end of the Ventura River Bicycle Path at Rex St, so it crosses the Highway 33 on/off ramp as specified in the Bicycle Master Plan.

1 City of Ventura, Administrative Report, June 6, 2011.

Westside Community Development Code

Street and Streetscape Standards

The Westside Development Code includes standards for street and streetscape types allowed within the proposed project area and provides design standards for each type, to ensure that proposed development is consistent with the City's goals for character and quality of the public realm of the street. The Development Code proposes street sections for improvements and configurations of Ventura Avenue, Olive Street, Stanley Avenue, Cedar Street, and future alleyways.

The Westside Community Plan includes a proposal to connect the north and south segments of Cedar Street and reclassify the existing portions of the street from "collector" to "local." The new portion of Cedar Street, while located within unincorporated Ventura County, is within the City's Sphere of Influence. A General Plan Amendment is proposed as part of the project to reclassify Cedar Street. More information is provided in **Section 4.9, Land Use and Planning**.

Two alternatives designs are proposed in the Westside Development Code. Alternative 1 would be designed as a traditional street that includes on-street parking and bike lanes on both sides of the street with a typical parkway and sidewalk configuration. Alternative 2 would be designed as a street with on-street parking on both sides, but would place a traditional parkway and sidewalk on the west side and a parkway and bike trail on the east side.

The proposed new section of Cedar Street would extend north of Kellogg Street adjacent to significant hillside slopes. Therefore, the extension of Cedar Street would be potentially significant without implementation of mitigation requiring study of the roadway. **Mitigation Measure MM-TRAF-1** requires that prior to construction of the extension of Cedar Street, an engineering and mobility analysis be completed by a certified traffic engineer to determine the most efficient design. This analysis is to be contained in a written report containing design analysis and technical considerations and/or recommendations to the street design and will be submitted to, and approved by, the City Traffic Engineer. With implementation of this mitigation measure, the impact would be reduced to a less than significant level.

The traffic analysis determined that changes in traffic patterns due to the proposed project would result in minor net changes in traffic volumes to the existing roadway segments. Increases to one direction of travel, or to one intersection turning movement, are largely offset by decreases in traffic from the opposing direction.

The General Plan contains policies and actions that direct the circulation within the City, including the extension of Cedar Street between Warner Street to south of Franklin and the linking of the Cameron Street segments in the project area as high priority projects (Action 4.27). The proposed project includes a proposal for the future extension of Cedar Street from Kellogg Street to just south of Shoshone Street, with a bicycle/pedestrian connection to Mohawk Avenue, which will be consistent with the General Plan (Policy 4A).

Implementation of the proposed project would improve traffic and pedestrian safety in the Westside area.

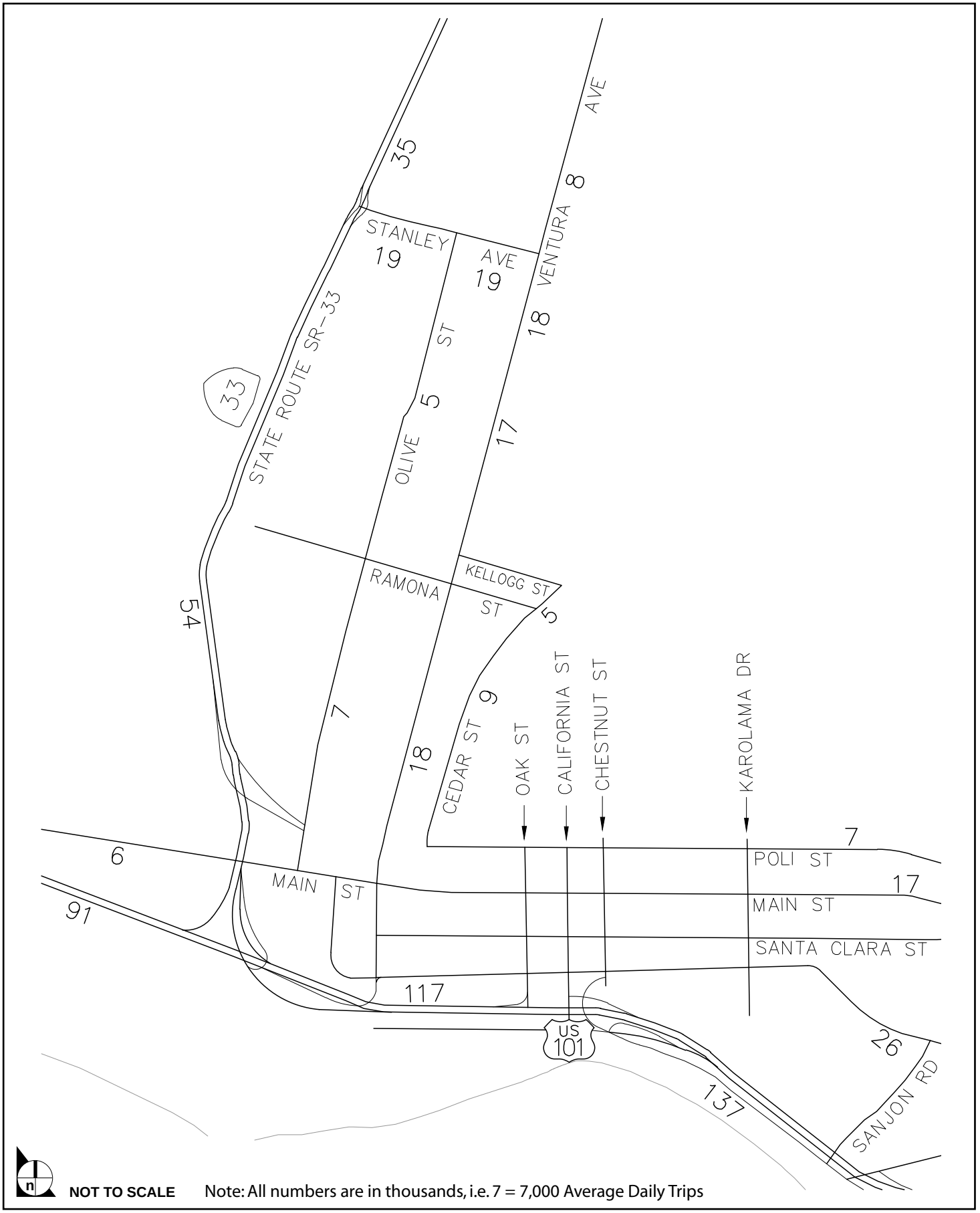
Analysis

TRAF-1 Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, 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? (Class III, Not Significant)

The project trip generation is shown in **Table 4.13-4, Project Trip Generation**. Based on the development projections identified in **Section 3.0, Project Description**, the proposed project would result in approximately 23,000 average daily trips (ADTs) (traffic data is located in **Appendix 4.13**). The trip distribution of the additional ADTs is shown on **Figure 4.13-1, Average Daily Trip Volumes – Project (2025) Conditions**. The traffic analysis analyzed the project's potential impact to level of service at four intersections,[2] three within the proposed project area and one outside the project area (No. 182, Olive and Main Streets), as identified in **Table 4.13-5, ICU and LOS Summary – Project (2025) Conditions**. The City's threshold for a significant impact at studied intersections would be a level of service D with project impacts, or if the project increases the ICU by 0.01 to already deficient intersections (LOS E or worse).

As shown in **Table 4.13-5**, all of the study intersections would operate within the City's level of service standards under project (2025) conditions. Therefore, the project would result in less than significant impacts to the studied intersections. The impact would be Class III, Not Significant.

2 These intersections were previously analyzed in the General Plan EIR.



SOURCE: City of Ventura – September 2011

FIGURE **4.13-1**

Average Daily Trip Volumes – Project (2025) Conditions

Table 4.13-4
Project Trip Generation

		Average Daily		AM Peak Hour		PM Peak Hour	
Land Use	**Size**	**Rate**	**Trip Ends**	**Rate**	**Trip Ends**	**Rate**	**Trip Ends**
Apartments	150 DU	6.63	995	0.51	77	0.62	93
High Retail	49 TSF	83.86	4109	2.03	99	7.64	374
Office	55 TSF	11.01	606	1.56	86	1.49	82
TOTAL			**5709**		**262**		**549**

Note: TSF = 1,000 square feet; DU = dwelling units

Table 4.13-5
ICU and LOS Summary – Project (2025) Conditions

	AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**
132. Ventura & Stanley	0.69	B	0.80	C
178. SR-33 Ramps & Stanley	0.53	A	0.62	B
181. Ventura & Ramona	0.39	A	0.47	A
182. Olive & Main St	0.49	A	0.50	A

Note:
Level of service ranges: 0.00–0.60 = A 0.61–0.70 = B 0.71–0.80 = C 0.81–0.90 = D 0.91–1.00 = E Above 1.00 = F

The General Plan identifies policies and actions to ensure that the transportation system is safe and easily accessible to all travelers (Policy 4A). The actions associated with General Plan Policy 4A include the use of existing roadways to meet mobility needs (Action 4.5), require new development to be designed with interconnected transportation modes and routes to complete a grid network (Action 4.6), design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles (Action 4.12), and require new project proponents to analyze traffic impacts and provide adequate mitigation in the form of needed improvements, in-lieu fee, or a combination thereof (Action 4.13).

The Westside Community Planning Project would be consistent with the General Plan Policy 4A because Policy 12T would enhance the mobility grid network through new and existing alleys. The Westside Community Urban Design Plan contains future roadway extensions, bike, and pedestrian connections and potential alleyways that would provide for a more interconnected grid network. The proposed

circulation improvements would link portions of neighborhoods to Ventura Avenue (Action 12.4.16) and would guide future redevelopment (Action 12.4.14).

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

TRAF-2 Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (Class III, Not Significant)

Analysis

State Route 33 within the project area and US 101, which connects to State Route just south of the project area, are designated as part of the Congestion Management Program (CMP) network.[3] The existing northbound and eastbound traffic conditions along the SR-33 during AM Peak hour and PM Peak hour periods have a level of service (LOS) A and LOS B, respectively.[4] The existing southbound and westbound traffic conditions along the SR-33 during AM Peak hour and PM Peak hour periods have a LOS B and LOS A, respectively.[5] As noted above under the analysis for threshold of significance TRAF-1, the proposed project would not result in level of service deficiencies of any of the four studied intersections. As a result, level of service impacts would be less than significant along SR-33 with implementation of the proposed project. The impact would be Class III, Not Significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

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3 Ventura County Transportation Commission (VCTC), *Congestion Management Program (CMP)*, (2009) Exhibit 8.

4 VCTC, *CMP*, Exhibit 13a and 13b.

5 VCTC, *CMP*, Exhibit 13c and 13d.

TRAF-3 Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Class III, Not Significant)

Analysis

The proposed project promotes changes to the design of specific roadways in order to enhance their safety. The Westside Regulating Plan in the Development Code identifies new street extensions, including the extension of Cedar Street and alleyways near Ventura Avenue, and bicycle and pedestrian pathway extensions to promote enhanced connectivity. The proposed Westside Development Code contains new street standards, and standards for residential streets including alleys, yield streets, and free flow streets. The new streets and extensions will be designed per City standards with alignment studies where necessary and appropriate and will eliminate or minimize hazards.

Mitigation Measures

No mitigation required.

Residual Impacts

Class II, significant but mitigable as future engineering and design studies will need to be completed to determine the ultimate configuration for the extension of Cedar Street north of Kellogg Street.

TRAF-4 Would the project result in inadequate emergency access? (Class III, Not Significant)

Analysis

No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Planning area. During the development review and approval process, emergency access is evaluated. Two means of ingress and egress are required for all major development projects, including subdivisions and commercial/industrial sites. Adequate road and driveway widths are required to provide access to fire trucks, along with turnouts and turnaround areas where deemed necessary. Traffic control during evacuation procedures will be based upon the nature of the emergency and the condition of the roads within the project area. The City will place temporary signage to ensure evacuation routes are clearly marked for motorists. The Development Code would provide new standards for the design and construction of existing and new streets. All new development would be subject to the City of Ventura Fire Department regulations for street width.

The City's Municipal Code[6] contains regulations regarding the design criteria and improvement standards for the City's circulation system. These regulations are provided under Chapter 26.200 (Design Criteria and Improvement Standards). Development within the Westside Community Plan area would be required to conform to the regulations provided in the proposed Westside Development Code (Section 24W.208) and the City Municipal Code which would ensure adequate emergency access would be provided to developments within the project area. With the implementation of development requirements found in the Municipal Code, and consistency with the relevant General Plan policies, impacts regarding emergency access would be less than significant. Impacts would be Class III, Not Significant

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

TRAF-5 Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (Class IV, Beneficial Impact)

Analysis

Public Transit

The proposed project area is located in within the Gold Coast Transit service area. Gold Coast Bus Routes 6 and 16 utilize Ventura Avenue. Implementation of the proposed project would not impact any bus transit operations or bus stops. The implementation of the Westside Community Plan and Development Code would provide an opportunity for additional stops within the project area. The General Plan Action 4.12 would minimize the potential for conflict between pedestrians, bicycled, and automobiles through the design of roadway improvements and facility modifications. The proposed project would be consistent with the General Plan because Action 4.13 would require project proponents to analyze traffic impacts and provide adequate mitigation in the form of needed improvements, in-lieu fee, or a combination of the two. In addition, the proposed project identifies Action 4.28 which would require all new development to provide for Citywide improvements to transit stops that have sufficient quality and

6 City of Ventura, Municipal Code, Chapter 26.200.

amenities, including shelters and benches, to encourage ridership. As a result, impacts related to future public transit routes would be beneficial.

Bicycle and Pedestrian Paths

The proposed project area is depicted on the City's Bicycle Master Plan. The proposed project designates new east/west connections to the Ventura River Trail, a north/south Class I bike path at Simpson Street, Ramona Street, Barnett Street, and Vince Street. The proposed project also provides for the designation of future north/south bicycle and pedestrian paths between Stanley Avenue to Shoshone Street, between Comstock Drive and De Anza Drive,[7] between Warner Street and Vince Street,[8] and a future extension from Cedar Street to Mohawk Avenue.

The General Plan contains actions that promote the development of pedestrian and bicycle access and facilities within the City. These actions include the installation of roadway, transit, and alternative transportation improvements along existing or planned multi-modal corridors (Action 4.16); the promotion of development and use of recreational trails as transportation routes to connect housing with services, entertainment, and employment (Action 4.18); and would require new development to provide pedestrian and bicycle access and facilities as appropriate, including connected paths along watercourses (Action 4.21). The proposed Westside Community Plan and Development Code identify actions that would be consistent with the General Plan actions for pedestrian and bicycle access and facilities within the project area. The proposed project would provide a bicycle/pedestrian extension of Olive Street from Stanley Avenue to Shoshone Street (Action 12.4.7), designate a bicycle/pedestrian extension of Cameron Street (12.4.9) and connections from the Ventura River Trail to Simpson Street, Ramona Street, Barnett Street, and Vince Street (Action 12.4.8). The proposed designation for the extension Cedar Street would potentially include designation for a Class II bike lane from Ferro Drive to Mohawk Avenue.

Action 12.4.21 requires all new development and existing development, where feasible, to provide bike racks that meet League of American Bicyclists standards for public use, bike lockers, and shower facilities for employee use that would be consistent with the General Plan Action 4.21. Integration of bicycle trails that connect to the Westside Community (Action 12.4.11) would be consistent with the General Plan (Action 4.16 and 4.21). Impacts related to bicycle and pedestrian paths would be beneficial.

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7 Designated as a class I bike path in the City's Bicycle Master Plan.

8 Designated as a class III bike path in the City's Bicycle Master Plan.

Sidewalks

The proposed project would implement the Westside Community Plan and Development Code. Planning and design goals include encouraging traditional neighborhood design in existing and new Westside neighborhoods; emphasizing neighborhood preservation by valuing the existing residential, industrial, and artistic characteristics of the Westside community; and enhancing the public streetscape in these neighborhoods. The main transportation planning goal is to develop an interconnected circulation system for all modes of travel, including buses, bikes, pedestrians, and cars.

The General Plan requires sidewalks wide enough to encourage walking including ramps and other features needed to ensure access for mobility-impaired persons (Action 4.24). The proposed project would be consistent with the General Plan because it includes design standards for sidewalks where new improvements would be required along new and improved streets as well along public frontages.

The project area includes the Ventura Avenue Corridor and is home to several neighborhood centers that are surrounded by well-connected neighborhood blocks. Opportunities exist to realize the revitalized potential of the neighborhood through improved linkages to expand mobility, enhanced pedestrian amenities along streetscapes, and contextually appropriate height and massing of new development along mixed-use corridors.

Therefore, impacts to sidewalks and pedestrian access would be beneficial.

Mitigation Measures

No mitigation is required.

Residual Impacts

d. Cumulative Impacts

The proposed project would exceed the General Plan projections by 150 dwelling units, 49,005 square feet of retail space, and 54,450 square feet of office space would also be permitted. The impact of this additional development was analyzed and the intersection capacity analysis is shown in **Table 4.13-6, ICU and LOS Summary – General Plan Plus Project (2025) Conditions**. As shown in **Table 4.13-6**, all of the intersections would operate within the City's LOS standards under cumulative scenarios.

Table 4.13-6
ICU and LOS Summary – General Plan Plus Project (2025) Conditions

	AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**
132. Ventura & Stanley	0.79	C	0.90	D
178. SR-33 Ramps & Stanley	0.71	C	0.82	D
181. Ventura & Ramona	0.40	A	0.51	A
182. Olive & Main St	0.54	A	0.61	B

Note:
Level of service ranges: 0.00–0.60 = A 0.61–0.70 = B 0.71–0.80 = C 0.81–0.90 = D 0.91–1.00 = E Above 1.00 = F

No specific development projects are proposed at this time and analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning area and within other areas of the City. New development proposals within the City would also be reviewed and would be required to adhere to the policy and actions provided in the General Plan and/or community plan within which they are located.

Therefore, cumulative impacts would be considered less than significant and the incremental increase in ICU and LOS would not be cumulatively considerable.