



# 4

## 4. Circulation, Transportation, and Mobility Element

The Circulation, Transportation and Mobility Element identifies goals, policies, and programs that establish a framework for decisions in Ventura County concerning the countywide transportation system. The transportation system provides for the safe and efficient movement of people and goods in and around the county through a variety of transportation modes. While the Element strives to encourage a multi-modal transportation system that serves the mobility needs of all residents, it also reflects the rural nature of the county.

Policies in the Element encourage development of a “Complete Streets” strategy for public transportation services, and pedestrian and bicycle facility improvements in areas of the county where they will provide residents a range of options for travel to work, shopping, and leisure destinations. Besides improving access and mobility options, “Complete Street” policies provide public health benefits, since many of them can have an influence on physical and mental health. Transportation infrastructure that promotes everyday physical activity such as walking and biking, sometimes referred to as “active transportation,” addresses sedentary behavior, which is a shared risk factor for obesity and other chronic diseases. As specified in the California Complete Streets Act of 2008, complete streets are those roadways that are planned, designed, constructed and maintained to provide safe mobility for all users regardless of age and physical ability, including pedestrians, bicyclists, motorists, and public transportation riders appropriate to the function and context of the facility. There are many policies supporting active transportation in Section 4.2 of this Element.

The Circulation, Transportation, and Mobility Element includes a series of circulation diagrams (i.e., maps) that depict plans for the County’s transportation system.

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These diagrams were developed to guide long-range transportation system planning and programming in Ventura County. Roadways are classified in this system based on the linkages they provide and their function in the hierarchy of roadways. The Circulation, Transportation, and Mobility Element works closely with the Land Use section of the Land Use and Community Character Element to ensure that the county transportation system can accommodate growth anticipated during the General Plan planning period.

Goods movement efficiency improvements also offer potential solutions for improving safety, alleviating roadway congestion, and providing opportunities for long-term transportation connections both to other regional centers in the state and between communities within Ventura County. Policies in this section encourage an efficient and economical transportation system to move goods for the Port of Hueneme and Naval Base Ventura County, agricultural, mineral resource, and manufacturing industries.

The Circulation, Transportation and Mobility Element also provides a policy framework to address emerging trends in the transportation sector including the market penetration of Mobility-as-a-Service (MaaS) providers such as Uber and Lyft, provision of “shared mobility” enterprises such as bike-share and scooter-share, and advances in transportation technology including electrification of vehicles and autonomous vehicles. These emerging trends will continue to influence travel choices within Ventura County, which in turn can alter infrastructure needs. New policies will help prepare Ventura County for these emerging trends.

Determination of environmental impacts as it relates to the transportation system has also changed. The traditional performance measure has been Level of Service (LOS). LOS is a measure used to rate roadway traffic flow characteristics and serves as an indicator of roadway performance, relative to locally established standards for service quality. With the passage of SB 743, vehicle miles traveled (VMT) will replace LOS as the basis for determining transportation impact identification and mitigation under the California Environmental Quality Act (CEQA). VMT is a measure of the amount of travel for all vehicles in a geographic region over a given time period. This Element provides a policy framework for determining the impact of VMT changes resulting from discretionary development within the unincorporated area. The County LOS standards and policies will remain for use outside of CEQA as part of the County’s transportation planning and consideration of land use legislation and entitlement applications. County LOS thresholds are shown in Figure 4-1.

Goals, policies, and implementation programs in this Element are organized under the following headings:

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**Figure 4-6 National Highway System**

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**Figure 4-7** Ventura County Bikeway Network

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**Figure 4-8** Ventura County Transit Network

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### 4.1 Roadways

There are approximately 542 centerline miles of County maintained roadways within the unincorporated area (2019). This is considered the County road network. Roads and highways within Ventura County consist of an interconnected network of federal and state highways, as well as county, city, and private roads. Private roads are not maintained by the County. The connections between these roadway systems play an important role in facilitating local, inter-county, and interstate travel. These roadways provide access to local and regional destinations, such as employment areas, shopping centers, schools, recreational areas, and residential communities. The County has designated a subset of roadways as the Regional Road Network comprised of state-, county- and city-maintained roadways. The Regional Road Network facilitates inter-city, regional and inter-regional travel shown in Figure 4-2. Ventura County defines its roadways by functional classification shown in Figure 4-3. The Federal Roadway Functional Classification system as applied to Ventura County is shown in Figure 4-4. Federal classifications are directly tied to federal funding eligibility. The highest federal priority network is the designated National Highway System (NHS). Roadways designated as part of the NHS in Ventura County, some of which are County-maintained roadways, are shown in Figure 4-5. The latter roadways are subject to performance monitoring and targets as established in the National Performance Management Rule (23 CFR Part 490).

Ventura County roadways also facilitate the movement of goods throughout the region and state. The Surface Transportation Assistance Act (STAA) truck routes, National and Terminal Access Routes, Primary Highway Freight System, Port Hueneme Primary Highway Freight System Routes and those local county roadways designated by the County as Overweight Vehicle Corridors are shown in Figure 4-6.

Pursuant to the 2008 California Complete Streets Act (see Gov. Code, §§ 65040.2 and 65302), certain classifications of roadways should also provide adequate right-of-way to accommodate pedestrians, bicyclists, and public transportation riders. Improving the multimodal functionality of the County's roadway network is a key priority.

Bicycle facilities are defined using the following classification scheme:

- **Class I:** A Class I bike path provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.
- **Class II:** A Class II bike lane provides a striped lane for one-way bike travel on a street or highway and is typically designated by bike lane signs and markings.
- **Class III:** A Class III bike route provides a shared use area with pedestrian traffic or motor vehicle traffic (i.e., paved shoulder) and is typically designated with a bike route sign.
- **Class IV:** A Class IV bike lane provides a separated bike lane, or "protected bike lane" with a physical barrier between the bike lane and the adjacent travel lanes, parking lanes, and sidewalks. Class IV may be one-way or two-way. Separated bike lanes can be separated from motor vehicle traffic by raised medians, concrete curbs, landscaping, on-street parking, bollards, flexible delineator posts or by a change in elevation between the bike lane and travel lane. Providing a striped buffer between the bike lane and travel lane (i.e., no physical barrier) with restricted parking can provide the same additional separation between cyclists and motor vehicles where traditional Class IV facilities are not feasible and where Class II facilities are not adequate.

In total, the County maintains 58.2 miles of bike lanes – all but 1.56 miles are located within the shared roadway right-of-way (Class II or Class III). There are currently no Class IV bike facilities in the unincorporated areas of the County. The bikeway network in Ventura County is provided in Figure 4-7. Provision of transit service is dependent on the roadway network. Transit routes serving Ventura County are shown in Figure 4-8.

Planning for roadways near areas of new discretionary development can ensure that the roadway system maintains sufficient capacity and mobility. This section describes how the County will maintain and improve the quality of the county roadways to efficiently move people and goods on the highways and roads within and through the county.

The Ventura County Transportation Department's priorities are public safety, ensuring roads are safe for use when used with due care in a manner in which it is reasonably foreseeable that they will be used; preservation of infrastructure; and preservation and maintenance of the public's multi-billion-dollar investment in roads, bridges, and other facilities associated with the County road system. When funds are available, the County will strive to make operational improvements to specific areas of the road system as detailed in the Public Works Capital Improvement Plan.

### CTM-1

To ensure the design, construction, and maintenance of a safe and efficient roadway system for the movement of persons and goods.

#### 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)

#### 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 CEQA. (RDR)

### CTM-1.3 County Level of Service (LOS) Standards

The County shall maintain LOS standards for use as part of the County's transportation planning including the traffic impact mitigation fee program, and the County's review and consideration of proposed land use legislation and discretionary development. For purposes of County transportation planning and review and consideration of proposed land use legislation and discretionary development, the County shall use the following minimum acceptable Level of Service (LOS) for road segment and intersection design standards within the Regional Road Network and all other County-maintained roadways:

- a. LOS-'C' for all Federal functional classification of Minor Collector (MNC) and Local roadways (L); and
- b. LOS-'D' for all Federal functional classifications except MNC and L, and Federal and State highways in the unincorporated area, except as otherwise provided in subparagraph (c and d);
- c. LOS-'E' for State Route 33 between the northerly end of the Ojai Freeway and the city of Ojai, Santa Rosa Road, Moorpark Road north of Santa Rosa Road, State Route 34 north of the city of Camarillo, and State Route 118 between Santa Clara Avenue and the city of Moorpark;
- d. LOS 'F' for Wendy Drive between Borchard Drive to Lois Avenue; and
- e. The LOS prescribed by the applicable city for all federal highways, state highways, city thoroughfares and city-maintained local roads located within that city, if the city has formally adopted and is implementing a General Plan policy, ordinance, or a reciprocal agreement with the County regarding development in the city that is intended to improve the LOS of County-maintained local roads and federal and state highways located within the unincorporated area of the county.
- f. At any intersection between two or more roads, each of which has a prescribed minimum acceptable LOS, the lower LOS of the roads shall be the minimum acceptable LOS for that intersection.

### CTM-1.4 Level of Service (LOS) Evaluation

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

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

### CTM-1.5

#### Projects with Unacceptable Level of Service (LOS)

1. County General Plan land use designation changes and zone changes that would cause any cumulative unacceptable LOS as determined pursuant to Policies CTM-1.3 and CMT-1.4 shall be prohibited unless the Board of Supervisors imposes all feasible conditions of approval to address all unacceptable LOS effects and, after balancing, as applicable, the project's economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, against the project's unacceptable LOS effects, determines that the benefits of the project outweigh the project's unacceptable LOS effects.
2. County General Plan land use designation changes, zone changes, and discretionary development that would individually (i.e., project-specific) cause an unacceptable LOS effect as determined pursuant to Policies CTM-1.3 and CMT-1.4 shall be prohibited unless the improvements to the roadway and intersections are included in the Public Works Agency, Transportation Department Strategic Master Plan with a funding mechanism identified and the project is conditioned on the payment of a fee proportional to the project's fair share of unacceptable LOS effects.
3. The following are exempt from this Policy:
  - a. Farmworker Housing Complexes and other housing exclusively for lower-income households.
  - b. Affordable housing developments, pursuant to Article 16 of the Non-Coastal Zoning Ordinance, where such developments are served by roads that are currently operating at LOS "E" or better;
  - c. Additional dwellings and lots on Cultural Heritage Sites as permitted in the Non-Coastal Zoning Ordinance;
  - d. Agriculture and Agricultural Operations as permitted in the Coastal and Non-Coastal Zoning Ordinances, where such developments are served by roads that are currently operating at LOS "E" or better;
  - e. The unacceptable LOS exists on a City-maintained road or federal or state highway located within a city unless the applicable city has formally adopted and is implementing a general plan policy, ordinance, or a reciprocal traffic impact mitigation fee agreement with the County regarding development in the city that is intended to improve the LOS of County-maintained local roads and federal and state highways located within the unincorporated area of the county;
  - f. Allow LOS "F" for Wendy Drive and maintain as two-lane road; and
  - g. If the LOS effects of a County-approved Specific/Area Plan are determined acceptable pursuant to Policies CTM-1.3 and CMT-1.4, the LOS effects of any subsequent development that is consistent with the approved Specific/Area Plan shall be exempt from this Policy.

### CTM-1.6

#### Ojai Valley Area Plan - Level of Service (LOS) Evaluation and Unacceptable Level of Service

County General Plan land use designation changes, zone changes, and discretionary development within the boundaries of the Ojai Valley Area Plan are subject to the Level of Service goals, policies and programs in the Ojai Valley Area Plan and not subject to Policies CTM-1.3, CTM-1.4 and CTM-1.5.

### CTM-1.7

#### Pro Rata Share of Improvements

The County shall require discretionary development that would generate additional traffic pays 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)

### 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;
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)

### 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)

### 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)

### 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)

### **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)

### **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/Strategic Highway Network (STRAHNET) (Figure 4-5) to increase mobility and allow for uninterrupted mission operations and military readiness. (IGC)

### **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)

### **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/Strategic Highway Network (STRAHNET) (Figure 4-5). (IGC)



## 4.2 Regional Multimodal System

This section takes a “Complete Streets” approach to transportation planning to provide a regional multimodal system. Purposeful planning and coordinated development of complete streets infrastructure can provide long-term cost savings for the County by reducing future road construction (and associated repair, and maintenance costs) and expanding the tax base and businesses within the county. It can also improve public health by encouraging active lifestyles, increase roadway safety, provide economic benefits to property owners and businesses, and decrease air pollution and greenhouse gas emissions. Policies in this section focus on connecting, balancing, and prioritizing transportation modes based on surrounding uses, activities, and right-of-way allowances; integrating different types of facilities into existing streets to make them more complete; and planning and designing new streets to create complete streets.

<b>CTM-2</b>	To facilitate the safe, efficient, and cost-effective movement of all users, including bicyclists, pedestrians, public transportation riders, children, older people, and disabled people, as well as motorists through the provision of an integrated multimodal system.
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- CTM-2.1**      **Complete Streets**  
EJ HC CAP      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)
- CTM-2.2**      **Functional Classification**  
CAP      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)
- CTM-2.3**      **County Road Access**  
CAP      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)
- CTM-2.4**      **Transportation System Safety**  
CAP      The County shall strive to provide safe operating conditions for all appropriate modes and uses of County roadways. (RDR, MPSP, SO)
- CTM-2.5**      **Emergency Services**  
CAP      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)

- CTM-2.6**      **Regional Transportation Planning**  
CAP 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)
- CTM-2.7**      **Congestion Management Program**  
CAP 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)
- CTM-2.8**      **Congestion Management Program and County Regional Network Consistency**  
CAP 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. (MPSP, IGC)
- CTM-2.9**      **State Route 118 Improvement in Saticoy Area**  
CAP 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)
- CTM-2.10**      **Safe Routes to School**  
HC CAP The County shall work with public and private schools to identify and expand safe routes to school, where feasible. (IGC)
- CTM-2.11**      **Efficient Land Use Patterns**  
HC CAP 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)
- CTM-2.12**      **Countywide Bicycle Lane and Trail System**  
EJ HC CAP 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)
- CTM-2.13**      **Transportation System Connectivity**  
HC CAP 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)
- CTM-2.14**      **Bicycle Facility Design**  
HC CAP 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)

## 4. Circulation, Transportation, and Mobility Element

- CTM-2.15** **Bicycle/Pedestrian Design**  
 HC CAP 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)
- CTM-2.16** **Pedestrian Planning**  
 HC CAP The County shall consider the safety and accessibility of pedestrians when preparing transportation plans, studies, and reports. (MPSP)
- CTM-2.17** **Support Regional Bicycle Infrastructure**  
 HC CAP The County shall support efforts to improve regional infrastructure that will make biking more attractive to residents and tourists. (IGC, SO, JP)
- CTM-2.18** **Complete Streets Standards in Existing Communities**  
 HC CAP 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)
- CTM-2.19** **Safety Metrics**  
 HC CAP 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)
- CTM-2.20** **Safe Pedestrian Crossings**  
 HC CAP 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)
- CTM-2.21** **Pedestrian/Bicycle Conflicts along Overweight Vehicle Corridor and Surface Transportation Assistance Act (STAA) Truck Routes**  
 HC CAP 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)

## CTM-2.22

EJ HC CAP

### 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)

## CTM-2.23

HC CAP

### 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)

## CTM-2.24

HC CAP

### 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)

## CTM-2.25

CAP

### 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)

## CTM-2.26

CAP

### 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)

## CTM-2.27

CAP

### 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)

## CTM-2.28

EIR

### 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. (RDR)

## CTM-2.29

EIR

### 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.(RDR)

### CTM-3

To develop an accessible and interconnected bicycle network that addresses resident and visitor needs for commuting, daily activities, and recreation.

#### CTM-3.1

HC CAP

##### **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)

#### CTM-3.2

HC CAP

##### **Inclusive Bicycle Network**

The County shall develop a bicycle network for all user types and routes across the county. (MPSR, SO, PI)

#### CTM-3.3

HC CAP

##### **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) y

#### CTM-3.4

HC CAP

##### **Interjurisdictional Bicycle Network Connectivity**

The County shall promote bicycle network connectivity between Ventura County communities as well as Santa Barbara and Los Angeles Counties. (IGC)

#### CTM-3.5

HC CAP

##### **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)

#### CTM-3.6

CAP

##### **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)

#### CTM-3.7

CAP

##### **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)

#### CTM-3.8

HC CAP

##### **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)

#### CTM-3.9

HC CAP

##### **Funding for Bicycle Network and Wayfinding Planning and Improvements**

The County shall actively pursue outside funding opportunities for bicycle network improvements. (FB, JP)

#### CTM-3.10

HC CAP

##### **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)

## 4.3 Vehicle Trip Length and Frequency

Planning for the regional road system to support sufficient vehicle capacity is essential for the provision of adequate mobility to reduce roadway delays and restricted access. The General Plan retains LOS as a congestion-based standard/metric to gauge roadway performance, while also focusing on reducing vehicle trip length and frequency (i.e., VMT).

### CTM-4

To ensure that land use and transportation planning efforts in the county are cohesive, mutually supportive, and reduce Vehicle Miles Traveled (VMT) per capita within the unincorporated areas of the County.

#### CTM-4.1 **Reduce Vehicle Miles Traveled (VMT)**

CAP

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)

#### CTM-4.2 **Alternative Transportation**

HC CAP

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)

#### CTM-4.3 **Vehicle Occupancy**

CAP

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)

#### CTM-4.4 **Park-and-Ride Facilities**

CAP

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)

### 4.4 Air Transportation

Ventura County’s aviation system consists of two publicly-owned airports (Camarillo and Oxnard Airports), one privately-owned airport (Santa Paula Airport), and a federally-operated Naval Air Station and two runways (Naval Base Ventura County-Point Mugu). The privately-owned airport allows public use. While none of these airports currently (2019) provide commercial passenger services, this aviation system is a vital economic resource that moves people and goods. The policies in this section address the safety, efficiency, and reliability implications of air transportation in Ventura County.



*For policies concerning airport and aviation hazards, see Section 7.6, Transportation Related Hazards.*

#### CTM-5

To ensure that air transportation systems provide safe, efficient, and reliable movements of people and goods.

##### CTM-5.1

##### **Airport Effects**

The County shall strive to minimize adverse environmental and safety effects of County airports on the surrounding communities. (RDR, SO)

##### CTM-5.2

##### **General Aviation Service**

The County shall provide facilities at Oxnard and Camarillo Airports to meet the general aviation and commuter service needs of the citizens of Ventura County. (SO, JP)

##### CTM-5.3

##### **Private Airstrips and Agricultural Landing Fields**

The County shall require private airstrips and agricultural landing fields to be sited to minimize conflicts with the flight paths of existing airports and other areas that would present significant hazards or nuisances. (RDR)

##### CTM-5.4

##### **Air Freight Service**

The County shall encourage industrial and commercial activities that involve goods movement by air to locate near airports with air freight service to reduce greenhouse gas emissions from transportation. (RDR)

##### CTM-5.5

##### **Airport Land Use Compatibility**

Discretionary development that would endanger the efficient, safe operation of an airport or would result in significant land use incompatibility impact with an airport shall be prohibited. (RDR, SO)

## 4.5 Emerging Technologies and Sustainable Practices

The transportation sector is one of the leading sources for greenhouse gas (GHG) emissions in Ventura County. The County has an opportunity to reduce GHG emissions to achieve all adoption targets and proactively mitigate the impacts of climate change. The County can ensure environmental sustainability by making use of emerging technologies and sustainable practices.

### CTM-6

To use emerging technologies and environmentally-sustainable practices to increase transportation system efficiency and resiliency.

#### CTM-6.1

CAP

##### **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)

#### 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)

#### CTM-6.3

CAP

##### **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 bioswales to prevent flooding, particularly in urban areas (RDR, SO)

#### CTM-6.4

CAP

##### **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)

#### CTM-6.5

CAP

##### **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)

#### CTM-6.6

CAP

##### **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)

#### CTM-6.7

CAP

##### **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.

#### CTM-6.8

CAP

##### **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)

#### CTM-6.9

CAP

##### **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)



## 4. Circulation, Transportation, and Mobility Element

- CTM-6.10**      **Mobility-as-a-Service Enterprises – Support Public Transportation**  
 CAP      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)
- 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)

### 4.6 Funding

This section supports the identification and pursuit of sufficient funds to construct, maintain, manage, and operate a multimodal transportation system. Transportation funding sources include federal funds, state, regional, and local funds.

#### CTM-7

To maintain sufficient funding to provide for existing and future transportation facility and service needs, including the operation and maintenance of the transportation system.

- 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)
- 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)

## 4.7 Implementation Programs



Programs	Implements Which Policy(ies)	Responsible	2020 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
		Supporting Department(s)					
<b>A Traffic Impact Mitigation Fee Program</b> The County shall update its Traffic Impact Mitigation Fee Program and perform a comprehensive update to the program a minimum once every ten (10) years pursuant to Government Code Section 66000 et seq. CAP	CTM-1.3 CTM-1.7 CTM-2.26 CTM-7.2	PWA	■				■
		CEO RMA					

## 4. Circulation, Transportation, and Mobility Element

Programs	Implements Which Policy(ies)	Responsible	2020 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
		Supporting Department(s)					
<b>B Initial Study Assessment Guidelines</b> The County shall update and adopt its Initial Study Assessment Guidelines (ISAG) no later than 2025 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: <ul style="list-style-type: none"> <li>■ 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;</li> <li>■ Establishment of thresholds of significant for identifying VMT related transportation impacts to meet or exceed State requirements; at minimum the thresholds will be equivalent to the threshold values for different project types identified in Mitigation Measure CTM-1;</li> <li>■ Standard mitigation measures for significant transportation impacts; and</li> <li>■ Specify the County’s procedures for reviewing projects with significant and unavoidable impacts, under CEQA, related to VMT.</li> </ul>	CTM-1.3 CTM-1.4 CTM-1.5 CTM-1.7 CTM-1.8 CTM-1.9	PWA	■				■
		RMA					

EIR

CAP





Programs	Implements Which Policy(ies)	Responsible	2020 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
		Supporting Department(s)					
<p><b>C Vehicle Miles Traveled (VMT) Reduction Program</b></p> <p>To support climate change related goals and CEQA related VMT policies pursuant to SB 743 (2013), the County shall develop a VMT Reduction Program no later than 2025. This program will contain a range of project- and program-level mitigation measures and VMT reduction strategies, that could include:</p> <ul style="list-style-type: none"> <li>■ 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,</li> <li>■ Transportation System Management applications such as park-and-ride lots, intelligent transportation system (ITS) field deployment, pavement management, etc.</li> </ul> <p>This program shall identify measures to achieve an additional five percent overall reduction in VMT by 2030, and 10 percent by 2040 relative to 2030 and 2040 business as usual scenarios, respectively. During implementation of the 2040 General Plan, the County will review and update the VMT Reduction Program as warranted to provide additional mitigation measures and programs that achieve these levels of VMT reduction.</p> <p> </p>	CTM-1.1 CTM-1.2 CTM-4.1 CTM-4.2 CTM-4.3 CTM-4.4	PWA	■				■
		RMA					

## 4. Circulation, Transportation, and Mobility Element

Programs	Implements Which Policy(ies)	Responsible	2020 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
		Supporting Department(s)					
<b>D Regional Road Network Coordination</b> 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. CAP	CTM-1.7 CTM-2.6 CTM-2.7 CTM-2.8	PWA		■			■
		RMA					
<b>E Pavement Management System</b> 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.	CTM-1.11	PWA					■
		n/a					
<b>F Overweight Vehicle Corridors</b> The County shall maintain and update as needed its Overweight Vehicle Corridors as Surface Transportation Assistance Act (STAA) Terminal Access routes to connect to the National Network.	CTM-1.12 CTM-1.13 CTM-1.14 CTM-1.15	PWA	■				
		RMA					

Programs	Implements Which Policy(ies)	Responsible	2020 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
		Supporting Department(s)					
<b>G</b> <b>Grade Separations</b> 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.	CTM-1.12 CTM-1.13 CTM-1.14 CTM-1.15	PWA <hr/> n/a		■			
<b>H</b> <b>Complete Streets Guidelines</b> 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.	CTM-2.1 CTM-2.2 CTM-2.3 CTM-2.4 CTM-2.14 CTM-2.15 CTM-2.16 CTM-2.18 CTM-2.19 CTM-2.20 CTM-2.21 CTM-2.23 CTM-3.1 CTM-4.2	PWA <hr/> n/a	■				■
<b>I</b> <b>County Road Standards Update</b> The County shall update Road Standards to include the Complete Street Design Guidelines/Standards.	CTM-2.1 CTM-2.2 CTM-2.3 CTM-2.14 CTM-2.15 CTM-2.18 CTM-2.19 CTM-6.11	PWA <hr/> n/a	■				■

## 4. Circulation, Transportation, and Mobility Element

Programs	Implements Which Policy(ies)	Responsible	2020 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
		Supporting Department(s)					
<b>J Vision Zero</b> 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. 	CTM-2.4 CTM-2.19 CTM-2.20 CTM-2.21	PWA <hr/> RMA		■			
<b>K Safe Routes to School</b> 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. 	CTM-2.10	PWA <hr/> n/a		■			
<b>L Master Bicycle Network Plan</b> 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. 	CTM-2.12 CTM-2.13 CTM-2.18 CTM-2.21 CTM-2.26 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 CTM-3.10	PWA <hr/> RMA		■			
<b>M Bicycle Wayfinding Plan Participation</b> 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. 	CTM-3.2 CTM-3.3 CTM-3.4 CTM-3.5 CTM-3.6 CTM-3.7 CTM-3.8 CTM-3.9	PWA <hr/> RMA GSA					■

Programs		Implements Which Policy(ies)	Responsible	2020 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
			Supporting Department(s)					
<b>N</b>	<b>Storage Facilities for Shared Mobility Enterprises</b> The County shall work with the Ventura County Transportation Commission to 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. CAP	CTM-6.8	RMA	■				
			GSA					
<b>O</b>	<b>Mobility-as-a-Service Enterprises – Parking</b> 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. CAP	CTM-6.9 CTM-6.10	RMA					■
			GSA					
<b>P</b>	<b>Interim VMT CEQA Assessment Criteria</b> 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:	CTM-4.1	RMA					■
			PWA					



# 4. Circulation, Transportation, and Mobility Element

Programs		Implements Which Policy(ies)	Responsible			2020 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
			Supporting Department(s)							
<i>Program P (continued)</i>										
Project Type	Measurement Unit	Model Trip Types	Minimum Criteria	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	Unincorporated VMT	All Trip Types	No Net Increase in Regional VMT	7,500,249	7,500,249					
Agriculture	Unincorporated VMT	All Trip Types	No Net Increase in Regional VMT	7,500,249	7,500,249					
Infrastructure	Unincorporated VMT	All Trip Types	No Net Increase in Regional VMT	7,500,249	7,500,249					
All Other Project Types	Unincorporated VMT	All Trip Types	No Net Increase in Regional VMT	7,500,249	7,500,249					

Programs	Implements Which Policy(ies)	Responsible	2020 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
		Supporting Department(s)					
<p><i>Program P (continued)</i></p> <p>If a proposed project is found to have a significant impact on VMT, the impact must be reduced, as feasible<sup>1</sup>, 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.</p> <p><i>1. “Feasible” means that this mitigation measure shall be applied to future discretionary projects under the 2040 General Plan when and to the extent it is “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors” as determined by the County in the context of such future projects based on substantial evidence. This definition is consistent with the definition of “feasible” set forth in CEQA (Pub. Res. Code, § 21066.1) and the CEQA Guidelines (§ 15164). The County shall be solely responsible for making this feasibility determination in accordance with CEQA.</i></p> <p><b>EIR</b></p>							
<p><b>Q Updated Traffic Impact Fee Mitigation Program</b></p> <p>The County shall require that discretionary 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 the issuance of Zoning Clearance.</p> <p><b>EIR</b></p>	CTM-7.2	PWA n/a					■

## 4. Circulation, Transportation, and Mobility Element

Programs		Implements Which Policy(ies)	Responsible	2020 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
			Supporting Department(s)					
<b>R</b>	<b>Emergency Access Maintenance</b>	CTM-2.5, CTM-2.28	PWA					■
	The County shall plan capital improvements needed to provide transportation infrastructure that is maintained and/or upgraded to provide appropriate emergency access. <b>EIR</b>		n/a					

*Please see the next page.*