

2009

Update



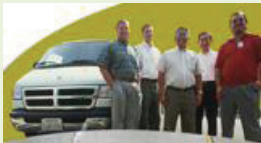
Ventura

County

Congestion

Management

Program



2009 Ventura County Congestion Management Program

Prepared by COH & Associates, Inc. for the
Ventura County Transportation Commission (VCTC)

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Thanks to the CMP Subcommittee members listed below. Your valuable input and dedication contributed greatly to the development of this CMP update.

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EXECUTIVE SUMMARY

The Ventura County Congestion Management Program (CMP) provides local agencies and private developers the procedures and tools necessary to manage and decrease traffic congestion in the County. The Ventura County Transportation Commission (VCTC) is the designated Congestion Management Agency (CMA) responsible for implementing the CMP in Ventura County.

The CMP is prepared and updated every two years to meet **voluntary** State congestion management regulations specified in Government Code sections 65088-65089.10 and **mandatory** federal regulations that require the development and implementation of a congestion management process pursuant to Title 23 CFR Part 450.320.

Summarized below are elements required of the CMP. Findings and recommendations are summarized in Exhibit 1, pages 4 through 6.

- CMP Network Performance – *Monitor the performance of the identified CMP road and highway network, and compare current performance with the adopted standards.* Included in the report is a description of the CMP Network including significant corridors and goods movement routes, current congestion levels and monitoring results. *Chapters 2 & 6*
- Deficiency Plan – *Require a local agency to prepare and submit a deficiency plan when the Level of Service (LOS) drops to “F” on the CMP network.* The *deficiency plan* describes the actions or improvements to be implemented that would measurably improve performance of the deficient intersection or road segment. The *Tool Box* in Attachment 1 provides a variety of multi-modal project alternatives

approved by local agencies to relieve congestion. *Chapters 2 & 6*

- Land Use Impacts – *Analyze land use impacts on the regional transportation system.* The goal of this element is to provide congestion-related information to local staff as they review development proposals and to identify possible future problems in meeting CMP standards. This element consists of a traffic analysis using a computerized traffic model and a project-level analysis. A description of the process, analysis and results are presented in the report. This element was developed consistent with the land use policies and programs of the ten cities and the County. The analysis and results are presented in this report. *Chapters 3 & 6*
- Transportation Demand Management (TDM) – *Implement programs that promote alternatives to the automobile and the single occupant driver.* This program element includes public transit, bike paths, park-and-ride lots and ridesharing programs including carpools and vanpools. A comprehensive description of county-wide TDM programs including transit services is included in the report. *Chapters 4, 5 & 6*
- Multi-modal Performance – *Analyze the performance of the countywide multi-modal transportation system and determine if the County and cities are conforming to the CMP.* The analysis includes the performance of the CMP Network, transit systems, and deficiency plan and system improvement recommendations. *Chapters 6*
- Capital Improvement Program (CIP) – *Identify projects and/or programs that*

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relieve congestion based on the performance analysis and needs identified through the CMP process, and produce a 7-year Capital Improvement Program (CIP) list. One of the main products of the CMP is the CIP. The CIP is a multi-modal list of operating and capital improvement projects proposed for funding in Ventura County in the next 7 years to reduce congestion.

Chapter 7

The first CMP was developed by VCTC in 1991 after California voters set in motion the “transportation blueprint” in June 1990.

The VCTC CMP process is integrated with the regional transportation planning process of the Southern California Association of Governments (SCAG). SCAG is the federally-designated Metropolitan Planning Organization (MPO) for the six-county Southern California region (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura counties), and as such is responsible for producing the long-range Regional Transportation Plan (RTP) and the short-range Regional/Federal Transportation Improvement Program (RTIP/FTIP).

SCAG reviews each of the CMPs produced by the counties in the SCAG region to determine if the CMPs meet federal requirements. SCAG also reviews the list of projects from the CIP and amends them into the RTP and RTIP as required. Projects with state or State Transportation Improvement Program (STIP) funds are submitted by VCTC to the California Transportation Commission (CTC) for inclusion in the STIP.

Content of the CMP

The 2009 CMP update is presented in 7 chapters with an executive summary. A short description of the chapters included in the CMP is summarized below.

Chapter 1 – Introduction: Provides historical information on the development of the CMP, VCTC policy statements and objectives, economic and transit trends, current federal and state regulations and a summary of how the report is structured.

Chapter 2 – The CMP Network, Significant Corridors and Facilities: Defines the state highway and local road/intersection CMP Network, describes deficiency plan process and significant highway corridors that serve multimodal uses and details goods movement routes. Performance measures are also defined for the CMP network.

Chapter 3 – Land Use Impacts: Establishes a process to evaluate the impacts of proposed local land use decisions on the transportation system in the County, presents traffic and LOS data, and findings based on the evaluation.

Chapter 4 – Transportation Demand Management: Describes programs designed to decrease vehicle trips by facilitating alternatives mode of transportation and by implementing land use strategies that reduce reliance on the automobile. This includes bike lanes, park and ride lots, Intelligent Transportation System (ITS) features and transit (described in Chapter 5).

Chapter 5 – Transit Systems: Describes current rail, bus and paratransit services in the County including defining the performance measures for each service type for analysis as part of the CMP. Current and past transit usage data is presented in Chapter 6.

Chapter 6 – Monitoring Results and System Performance Evaluation: Details the results of the CMP monitoring program including the performance measure evaluation of measures defined in Chapters 2, 4 & 5.

Chapter 7 – Capital Improvement Program

(CIP) and Funding Sources: Lists the projects, programs and services (including project cost) resulting from the performance evaluation that provide relief to congested areas of the County. A detailed description of funding sources is also presented.

Exhibit 2, page 7, presents a checklist of CMP-related due dates for local agencies and public transit operators.

Exhibit 1

SUMMARY OF FINDINGS & RECOMMENDATIONS

	Significant Findings	Recommendations
CMP Network Performance	<p>Network Performance: A total of 10 new LOS F locations have been identified for the 2009 CMP update. All 10 locations are on the state highway system, the majority on US 101 between the LA County Line and SR 126. Caltrans has initiated a Congestion System Management Plan (CSMP) for US 101 between Rice Avenue and Goleta in Santa Barbara County. The CSMP will present an analysis of existing and future traffic conditions and will propose traffic management strategies and transportation improvements to maintain and enhance mobility.</p> <p>Performance Measures: TTAC has recommended adding <i>freeway speed</i> to measure the performance of the freeway system for the 2011 CMP Update. This is in addition to the recommendation to keep ADT and LOS as performance measure for the CMP road network.</p>	<p>Network Performance: Request that Caltrans initiate a Corridor System Management Plan (CSMP) as soon as possible for US 101 between Rice Avenue and the LA County Line. This section of US 101 is operating at LOS F during commute periods. The CSMP would present an analysis of existing and future traffic conditions and would propose traffic management strategies and transportation improvements to maintain and enhance mobility. The CSMP would serve as the Deficiency Plan. Request the initiation of CSMP's for SR-23, SR-118, SR-126 and SR-150 to identify improvements for relieving congestion and improving safety and reliability. Support Caltrans projects to improve US 101 Near Mussel Shoals and La Conchita and SR34/118 Intersection to raise LOS above F.</p> <p>Performance Measures: Add <i>freeway speed</i> as a performance measure for the freeway system beginning with the next Update. Maintain ADT and LOS as performance measures for the CMP road network.</p>
Transit System Performance	<p>Performance Measures: TRANSCOM has recommended that five new performance measures be added to the CMP Transit performance review: <i>Total passengers</i> (unlinked trips); <i>Revenue Hours</i>; <i>Revenue Miles</i>; <i>Passengers/Revenue Mile</i>; <i>Passengers/revenue Hour</i>.</p>	<p>Performance Measures: Add the five new transit performance measures adopted by TRANSCOM. The performance measures shall apply to all publicly funded fixed-route and demand-responsive systems in the County beginning with the next CMP Update.</p>

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Exhibit 1 (Continued)

	Significant Findings	Recommendations
Land Use Impacts Analysis	<p>Local Land Use Programs: Under current voluntary CMP regulations, the cities and the County are required to adopt and implement a program to analyze the impacts of land use decisions. VCTC is required to determine every two years whether local agencies have adopted and implemented local land use impact programs.</p> <p>Local Traffic Models: VCTC is required to certify that local traffic models are consistent with the VCTM and the SCAG regional model.</p>	<p>Local Land Use Programs: Find that all local agencies have programs in place to analyze the traffic impacts of land use decisions through local and environmental review processes. Biennial reviews by VCTC are no longer required.</p> <p>Local Traffic Models: Establish the following process for submitting documentation:</p> <p>Local agencies may submit requests for review and certification of local traffic impact models to VCTC at any time. For traffic models that remain unchanged from previous VCTC certification, local agencies are required to submit a letter addressed to the VCTC Executive Director to certify that the local traffic model has not changed. Local agencies who have not had these models certified or recertified should submit the above listed documentation to the VCTC Planning Director for certification.</p>
Transportation Demand Management	<p>TDM Ordinance: The TDM ordinance is no longer a requirement of State law, and is not a federal requirement. TDM ordinances have not been passed by all local jurisdictions.</p>	<p>TDM Ordinance: Change the TDM ordinance from being required to optional.</p>

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Exhibit 1 (Continued)

Capital Improvement Program	Significant Findings	Recommendations
	<p>Local agencies have recommended the addition of several projects from their general plans that are not included in the 2008 Regional Transportation Plan. These projects are listed in Chapter 7.</p>	<p>Projects should be submitted to SCAG during the next RTP cycle for inclusion in the regional planning process.</p>

Exhibit 2

Local Agency Checklist

CMP Items Due to VCTC Every Two Years

- February 1 (even-numbered years):** Local agencies begin the process to collect Average Daily Travel (ADT) counts and Level of Service (LOS) data for CMP-monitored locations as described in Chapter 2. VCTC staff will issue a letter to each local agency and Caltrans notifying agencies to collect at specified locations and to submit to VCTC.

- March 1 (even-numbered years):** Land use information described in Exhibit 16, page 65, is due to VCTC from local agencies.

- June 1 (even-numbered years):** ADT counts and LOS information for CMP monitored locations described in Chapter 2 are due to VCTC from local agencies and Caltrans.

- June 1 (even-numbered years):** Local traffic impact models that are new or have been updated by local agencies are due to VCTC for certification as described on page 69, Chapter 3.

- June 1 (even-numbered years):** Transit performance measure data described in Chapter 5 for the previous two years is due to VCTC from public transit operators.

- As Needed:** When cities or the County have roadways on the CMP system that do not meet level of service standards, a local deficiency plan is required to maintain compliance with the CMP. The County or city is responsible for preparing the deficiency plan and adopting it at a noticed public hearing in accordance with the detailed procedures contained in Chapter 2.

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