CMP NETWORK & CORRIDORS

"The [CMP] program shall contain…Traffic level of service standards established for a system of highways and roadways designated by the agency. The highway and roadway system shall include at a minimum all state highways and principal arterials."

California Government Code Section 65089.(b)(1)(A)

2.1 Overview of the CMP Network and Corridors

The Ventura County Transportation Commission (VCTC) designated the Congestion Management Program (CMP) road network in 1991 as part of the development of the first CMP. The network is comprised of the state highway system and principal arterials in Ventura County. A map of the CMP road network is presented in Exhibit 8, page 24, and the road segments are listed in Exhibit 9, page 25. A flow chart summarizing the CMP Monitoring and Deficiency Plan Process is provided in Exhibit 12, page 31.

The purpose for designating the CMP road network is to:

1. **Monitor** the level of congestion on Ventura County's busiest highways and roads every two years as part of the CMP update process. The CMP monitoring process is described in detail in section 2.2. The method used to measure congestion on the CMP road network involves a two-step process:

    a. Count the number of vehicles over a 24-hour period to determine an average daily vehicle count for each location, known as Annual Average Daily Travel (AADT), and

    b. Determine the level of congestion at each location by comparing the number of vehicles to the capacity of the road during AM and PM peak periods. This is accomplished using the Level of Service (LOS) methodology by dividing the number of vehicles on the road or intersection by the number of vehicles that the road or intersection can carry. The LOS system uses the letters "A" through "F" to explain the level of congestion, with "A" being best (free flow conditions) and "F" being worst (constant traffic jam). A visual representation of LOS is presented in Exhibit 10, page 26.

2. **Identify** the most congested locations on the CMP road network. VCTC has adopted the minimum LOS standard of "E" for the CMP road network. The adopted VCTC minimum standard is consistent with state statutes under California Government Code Section 65089(b)(1)(B). The minimum standard adopted by VCTC only applies to the CMP; local agency LOS minimum standards may be higher than the CMP minimum. LOS readings (including LOS "F" segments) for the 2009 CMP Update are identified on the 6 maps in Exhibits 13a through 13f, pages 32 through 37, and further examined in Chapter 6.

3. **Remedy** congestion at locations at LOS "F". This is accomplished by requiring the preparation of "deficiency plans" that detail the strategies, programs and/or projects to be implemented that will raise the LOS to the minimum standard of "E". The *Tool Box* in Attachment 1 presents a variety of strategies, programs and projects that may be included in deficiency plans to reduce congestion and improve the level of service. The deficiency plan general requirements are described in section 2.4 of this chapter, and the detailed deficiency plan process is summarized in Exhibit 11, page 30.

   If a local agency fails to comply with the requirements of the CMP as described in this chapter, the local agency will be found to be non-compliant with the CMP. If the situation is not remedied as described in section 2.4 of this chapter, VCTC may ask the California State Controller to withhold state gas tax funds apportioned to the local agency under Section 2105 of the California Streets and Highway Code.

In addition to the CMP road network, this chapter includes: 1) a description of all state highway corridors in Ventura County in section 2.6; 2) a discussion of goods movement access routes from the Port of Hueneme to U.S. 101 including inter-agency efforts to complete the Rice Avenue access corridor improvements in section 2.7; and 3) a summary of rail corridors in section 2.8. The analysis of how the CMP road network is performing compared to previous CMP updates (AADT and LOS) is presented in Chapter 6.

2.2 The CMP Monitoring Process

The process begins in February of every even-numbered year with a request from VCTC to local agencies and Caltrans for annual average daily travel (AADT) and LOS calculations for CMP road segments within their jurisdiction. Guidance for calculating LOS is described in Exhibit 14, page 38. The monitoring process ends with the adoption of the CMP Update by January or so of each odd-numbered year and includes a finding for each agency that either:

a. The agency is currently meeting the adopted LOS "E" minimum standard for all CMP locations, or

b. The agency is currently not meeting the adopted LOS "E" minimum standard at one or more locations, and must prepare a deficiency plan.

VCTC reviews traffic data submitted by local agencies and Caltrans to identify road segments or intersections listed at LOS "F". The information is also used to evaluate how the CMP road network is performing over time (see Chapter 6 for network performance results). Road segments can be added to the CMP network but cannot be removed once adopted as part of the CMP network.

Congestion Management Program Network

Exhibit #8

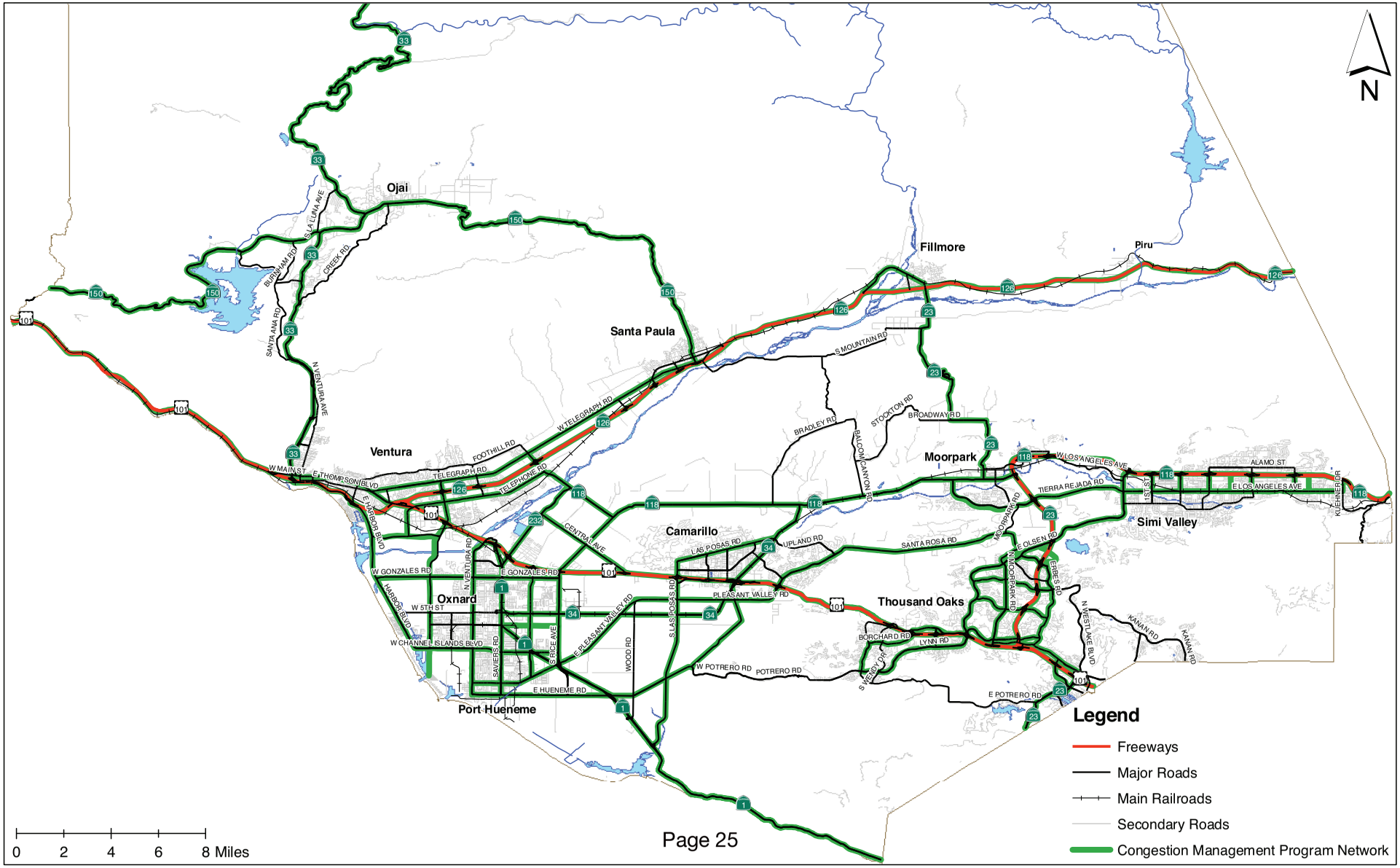
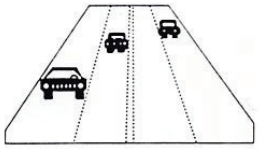
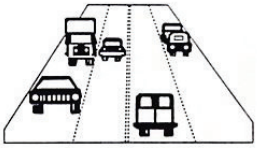
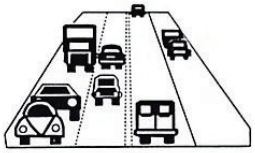
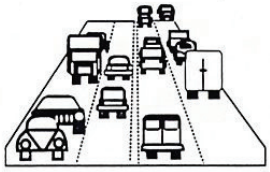
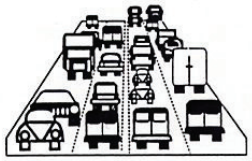
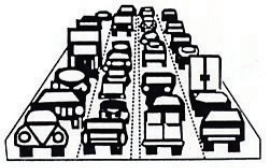


Exhibit 9 - **CMP Road Network Description**

Route or Street Name	From	To
SR-1	Los Angeles County Line	US-101
SR-23	SR-126	Los Angeles County Line
SR-33	US-101	Santa Barbara County Line
SR-34	Oxnard Boulevard	SR-118
US-101	Los Angeles County Line	Santa Barbara County Line
SR-118	SR-126	Los Angeles County Line
SR-126	US-101	Los Angeles County Line
SR-150	SR-126	Santa Barbara County Line
SR-232	SR-1	SR-118
Avenida De Los Arboles	Lynn Road	Erbes Road
Borchard Road	Reino Road	Hillcrest Drive (US101)
Central Avenue	Vineyard Avenue (SR-232)	US-101
Channel Islands Boulevard	Harbor Boulevard	Rice Avenue
Erbes Road	Olsen Road	Thousand Oaks Boulevard
Erringer Road	SR-118	Los Angeles Avenue
First Street	SR-118	Los Angeles Avenue
Gonzales Road	Victoria Avenue	Rice Avenue
Hampshire Road	Thousand Oaks Boulevard	SR-23 (Westlake Boulevard)
Harbor Boulevard	Seaward Avenue	Channel Islands Boulevard
Harvard Boulevard	Peck Road	SR-150
Hillcrest Drive	Rancho Conejo Boulevard	Moorpark Road
Hueneme Road	Ventura Road	Las Posas Road
Janns Road	Lynn Road	Erbes Road
Kuehner Drive	SR-118	Los Angeles Avenue
Las Posas Road	Lewis Road (SR-34)	SR-1
Lewis Road	Pleasant Valley Road (SR-34)	Las Posas Road
Los Angeles Avenue	Madera Road	Kuehner Drive
Lynn Road	Olsen Road/Wildwood Avenue	Reino Road
Madera Road	SR-118	Olsen Road
Main Street	Thompson Boulevard	Telephone Road
Moorpark Road	Tierra Rejada Road	SR-101
Old Telegraph Road	SR-126	A Street
Olivas Park Drive	Harbor Boulevard	Victoria Avenue
Olsen Road	Lynn Road/Wildwood Avenue	Madera Road
Pleasant Valley Road	US-101	Ventura Road
Reino Road	Borchard Road	Lynn Road
Rice Avenue	US-101	Hueneme Road
Rose Avenue	US-101	Pleasant Valley Road
Santa Rosa Road	Moorpark Road	US-101
Santa Clara Avenue	SR-118	US-101
Saviers Road	SR-1	Hueneme Road
Seaward Avenue	Thompson Boulevard	Harbor Boulevard
Stearns Street	SR-118	Los Angeles Avenue
Sunset Hills Boulevard	Olsen Road	Erbes Road
Sycamore Drive	SR-118	Los Angeles Avenue
Tapo Canyon Road	SR-118	Los Angeles Avenue
Telegraph Road	Main Street (Ventura)	Peck Road (Santa Paula)
Telephone Road	Wells Road (SR-118)	Olivas Park Drive
Thousand Oaks Boulevard	Moorpark Road	Westlake Boulevard
Tierra Rejada Road	SR-118	Madera Road
Thompson Boulevard	Seaward Avenue	Main Street
Ventura Road	US-101	Hueneme Road
Victoria Avenue	Telegraph Road	Channel Islands Boulevard
Wells Road	Telegraph Road	SR-126
Westlake Boulevard	Thousand Oaks Boulevard	US-101
Wooley Road	Victoria Avenue	Rose Avenue
Yosemite Avenue	SR-118	Los Angeles Avenue

Exhibit 10
Level of Service (LOS) Definitions

Level of service		Flow conditions	Technical Descriptors: Operating speed	Delay	Service rating
A		Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed.	55+	None	Good
B		Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability.	50	None	Good
C		Stable traffic flow, but less freedom to select speed, change lanes, or pass. Density increasing.	45	Minimal	Adequate
D		Approaching unstable flow. Speeds tolerable but subject to sudden and considerable variation. Less maneuverability and driver comfort.	40	Minimal	Adequate
E		Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability and low driver comfort.	35	Significant	Poor
F		Forced traffic flow. Speed and flow may drop to zero with high densities.	<20	Considerable	Poor

2.3 LOS Calculation Exclusions

When LOS "F" locations are identified, the first step is to examine each segment or intersection to determine if they qualify for traffic count exclusions that could raise the LOS to the minimum standard of "E". This is accomplished by first determining if any amount of traffic is attributed to the type of trips listed below.

- Interregional travel.
- Traffic from low and very low income housing;
- Construction, rehabilitation, or maintenance activities;
- Freeway ramp metering;
- Caltrans traffic signal coordination projects;
- Traffic from high density development near rail stations.

If traffic can be attributed to any of the trip types listed above, the traffic counts associated with these trips are subtracted from the equation and the LOS is recalculated. If the LOS improves to the minimum LOS standard of "E", the local agency will remain in compliance for the segment or intersection in question; however, if the LOS remains at LOS "F" after the exclusions, the local agency will be required to prepare a deficiency plan as described in section 2.4, page 28. All analysis and decisions are reviewed by the VCTC Transportation Technical Advisory Committee (TTAC).

The Ventura County Traffic Model (VCTM) is used to estimate the number of interregional trips which contribute to congestion at LOS "F" locations.

Historically, traffic from low and very low income housing has not had a significant impact on the CMP road network. Local agencies who believe that LOS "F" conditions are attributed to low and very low income housing vehicle trips may submit data for this exclusion with the following guidance:

- Only trips from housing built after January 1, 1991 specifically for low and very low income residents can be excluded. Low or very low income housing built prior to that date cannot be excluded, nor can rental assistance programs.
- The "high density residential" trip rate of 6.7 - 7.5 trips per day per unit from the VCTM shall be used to calculate traffic volume.

2.4 The Deficiency Plan Requirements and Process

According to California Government Code Section 65089.4(a), "a local jurisdiction shall prepare a deficiency plan when highway or roadway LOS standards are not maintained on segments or intersections of the designated system." The deficiency plan describes the strategies, programs and/or projects that will be implemented to raise the LOS above "F".

The required contents of the deficiency plan are described in Section 65089.4(c)(1) through (4) of the California Government Code and summarized below:

1. An analysis of the cause of the deficiency.
2. A list of improvements necessary for the deficient segment or intersection to maintain the minimum LOS standard of "E", and the estimated costs of the improvements.
3. A list of improvements, programs, or actions, and estimates of costs that will contribute to significant improvements in air quality such as those projects presented in the *Tool Box* in Attachment 1.
4. An action plan that shall be implemented consisting of improvements, programs, or actions identified in item 3 above that are found to be in the interest of the public health, safety and welfare. The action plan shall include a specific implementation schedule and implementation strategies for those jurisdictions that have contributed to the cause of the deficiency in accordance with the process detailed in Exhibits 11 and 12.

The responsibility for the preparation and adoption of the deficiency plan rests with the jurisdiction within which the deficient segment or intersection is located. The responsible local agency is also responsible for the long-term maintenance of any improvements. In addition, the responsible local agency must directly address the land use and environmental impacts resulting from the proposed strategies, programs or improvements.

It is recognized that in some cases a location in one city or the County may be deficient because of traffic generated entirely, or in part, from another city or the County. When a local agency believes this to be the case, the local agency must submit supporting documentation and a request to VCTC to review the matter.

If VCTC makes a finding that other agencies are also responsible in some manner for the deficiency, the lead responsibility for preparing and adopting the deficiency plan still remains with the local agency within which the deficient segment or intersection is located. However, the plan must be developed with the participation of all the jurisdictions contributing to the problem and each must formally adopt the deficiency plan. The final determination of the need for a multi-jurisdictional deficiency plan will be made by the VCTC at a public hearing based, in part,

on: 1) available technical traffic data, and 2) documented "due diligence" of the lead local agency to address the problem prior to becoming a CMP deficiency.

It is also possible that a deficient road segment will be identified which crosses several jurisdictions such as a freeway segment. In this instance, all of the local jurisdictions in which the segment lies are jointly given lead responsibilities for the preparation and adoption of the deficiency plan. When State highways are involved, it is essential that Caltrans participate and cooperate in the process.

VCTC Assistance with Multi-Agency Deficiency Plans: At the request of a local agency, VCTC staff will assist and cooperate in the development of multi-agency deficiency plans. VCTC staff will provide, at minimum, travel data from the Ventura County Traffic Model (VCTM). VCTC staff will also coordinate with Caltrans and other regional or State agencies to ensure their proper participation in the development of the deficiency plan including planning, funding and implementation. The participation and cooperation of all involved agencies is necessary if the multi-jurisdictional deficiency plan is to accomplish the goal of identifying the needed improvements and the "fair share" financial responsibilities of each jurisdiction.

After VCTC accepts the deficiency plan, participating local agencies are required to fulfill their obligations as described in the deficiency plan. Failure by one participant to fulfill their obligations will be grounds for finding that participant to be in nonconformance with the CMP.

If a local agency fails to comply with the requirements of the CMP as described in this chapter, the local agency will be found to be non-compliant with the CMP. If the situation is not remedied, VCTC may ask the California State Controller to withhold state gas tax funds apportioned to the local agency under Section 2105 of the California Streets and Highways Code.

2.5 Conflict Resolution for Multi-Jurisdictional Deficiency Plans

To ensure the timely delivery of deficiency plans, the conflict resolution process has been combined with the overall deficiency planning process. Lead agencies responsible for preparing deficiency plans shall report on any conflicts between local agencies in developing deficiency plans as part of the quarterly status report to VCTC, or as needed. Conflict resolution during the preparation of deficiency plans rests solely with VCTC. There is no appeals board or other mediating body. VCTC will take an active and informed role in the process as needed to ensure that deficiency plans are adopted.

Exhibit 11
Deficiency Planning Process

The process begins with the determination of the need to prepare a deficiency plan (single- or multi-jurisdictional) and ends with the VCTC's approval or denial of the plan. The process is outlined below and part of the illustration in Exhibit GG on the next page.

1. All local agencies and Caltrans submit traffic counts and LOS calculations to VCTC staff. (These calculations are due in July of each even-numbered year).

2. VCTC staff reviews the LOS information and if any location is not meeting the adopted standard, will notify the appropriate jurisdiction and ask them to submit documentation, if any, regarding an existing commitment to construct improvements at that location (for example, the construction contract has been advertised).

3. For those locations not meeting the adopted standards where a local commitment to improvements does not exist, VCTC staff will calculate the statutory exemptions.

4. If, after exemptions have been accounted for, the location is still not meeting the adopted standard, VCTC staff shall notify the local agency in which the deficiency is located. (By September 1st).

5. If the local agency believes deficiency impacts are caused by land use decisions of one or more other jurisdictions, it must submit supporting information/documentation to VCTC within 30 days.

6. VCTC staff, in cooperation with VCTC's advisory committees, will review the request and develop findings with respect to the proposed multi-jurisdictional impacts. (Those "other" responsible agencies identified in the local documentation will specifically be invited to participate).

7. VCTC staff shall, at a public hearing as part of its biennial monitoring effort, present to the Transportation Commission for its review and action its finding with respect to the deficient location and multi-jurisdictional involvement. The lead local jurisdiction as well as the other affected jurisdictions will be given an opportunity to speak before the Commission (at the December VCTC meeting).

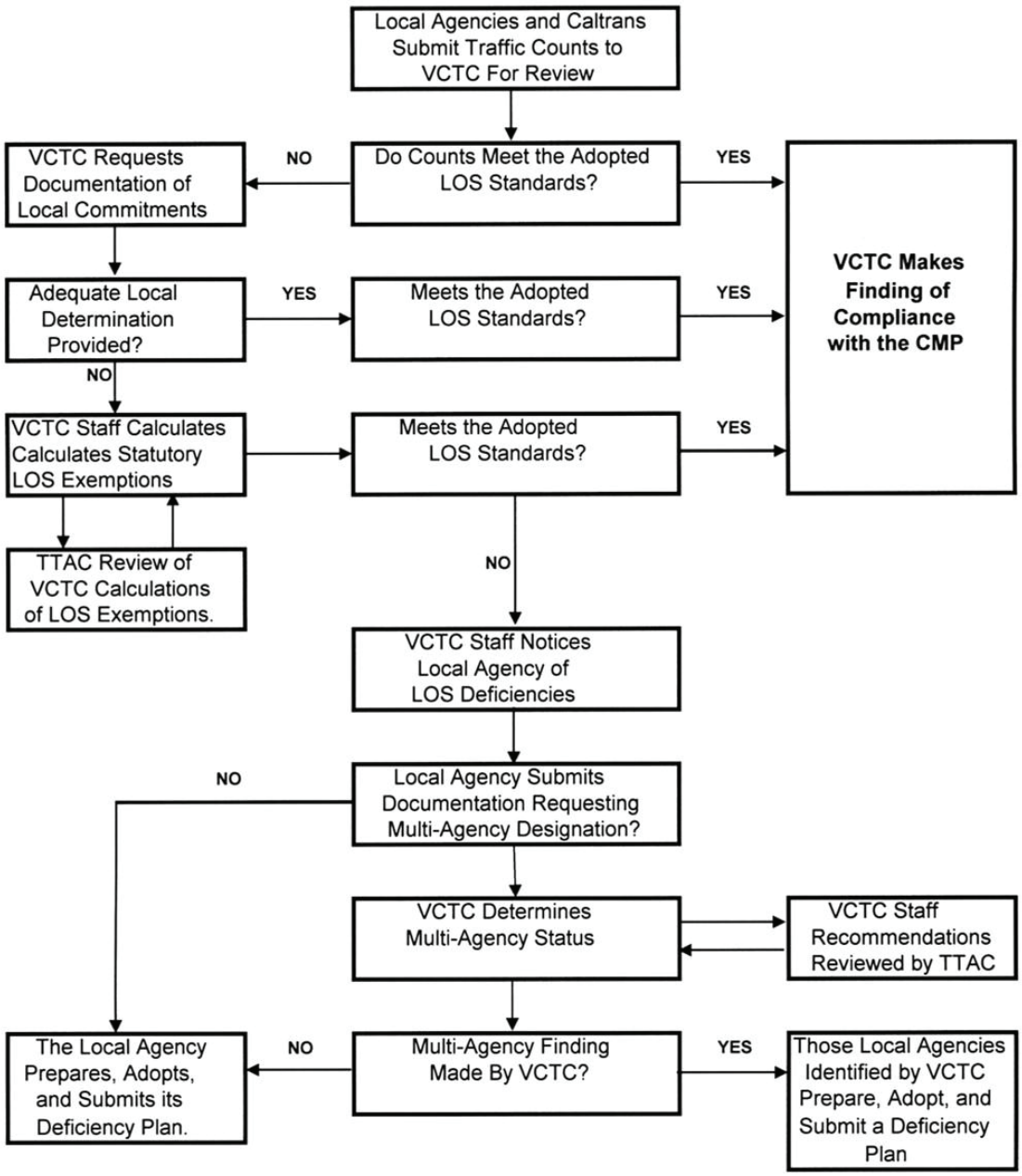
8. On a quarterly basis, or as needed, until the final deficiency plan is presented to the VCTC, the lead local agency shall present a status report on the development of the deficiency plan, including an outline of significant unresolved issues as of that time.

9. The lead local agency shall submit the final deficiency plan to the VCTC for review and action within one year of being notified of the requirement to prepare the plan.

10. Within 60 days of receiving the deficiency plan, VCTC shall hold a public hearing and either accept or reject the deficiency plan in its entirety. VCTC shall clearly identify its reasons for rejecting any deficiency plans.

Exhibit 12

CMP Monitoring & Deficiency Plan Process



Ventura County 2009 CMP State Highways - LOS AM Peak Northbound & Eastbound Traffic

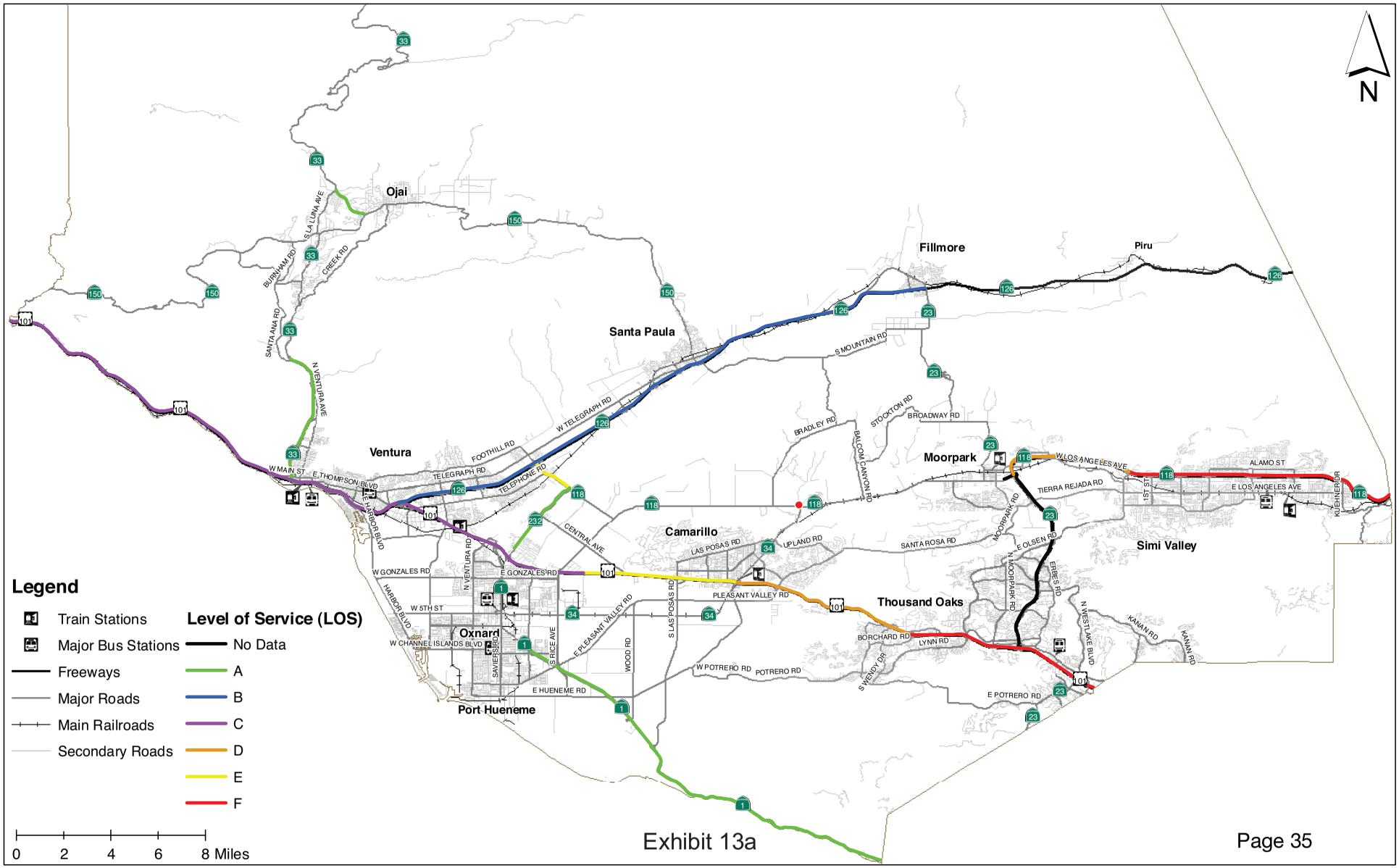


Exhibit 13a

Ventura County 2009 CMP State Highways - LOS PM Peak Northbound & Eastbound Traffic

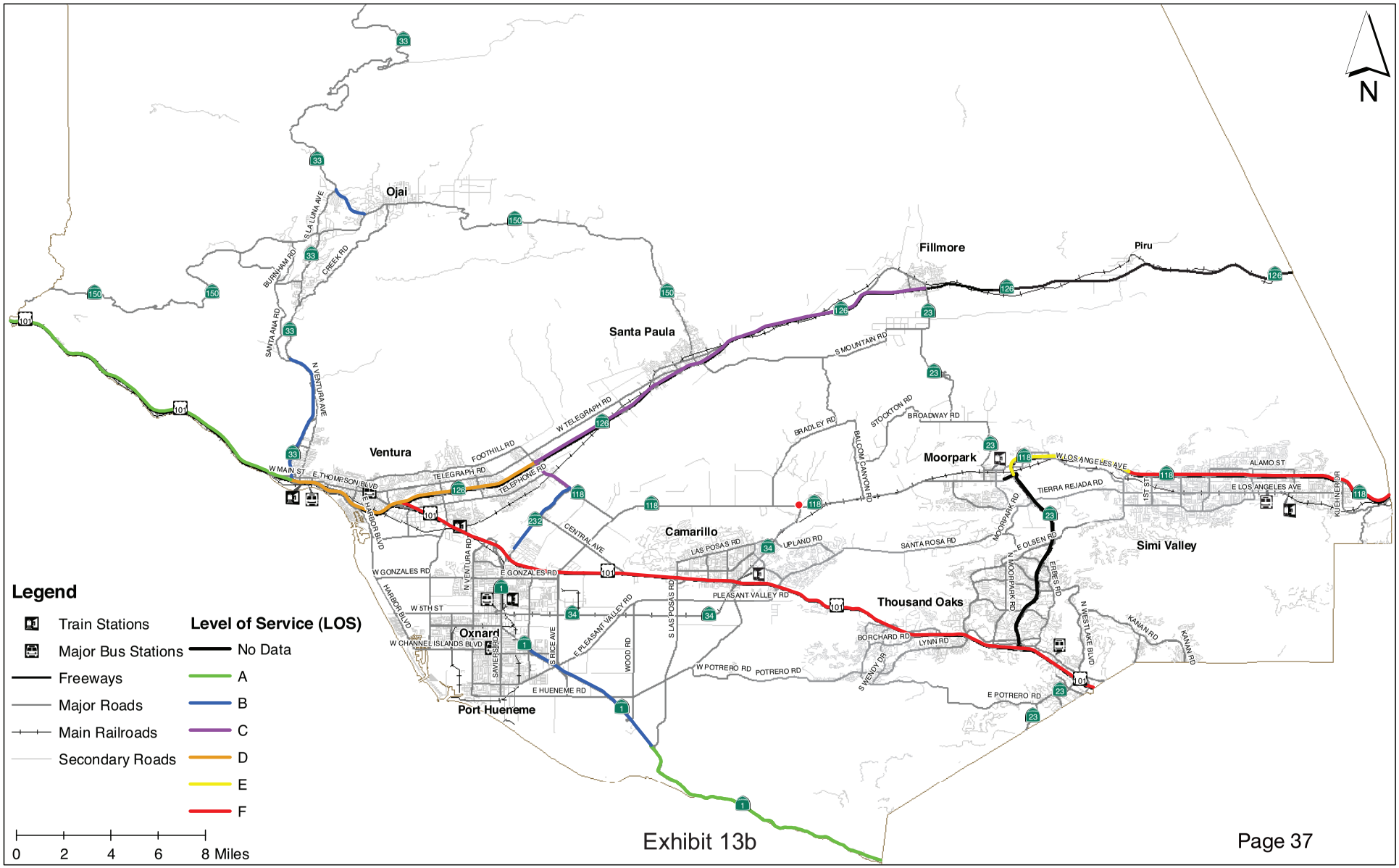


Exhibit 13b

Ventura County 2009 CMP State Highways - LOS AM Peak Southbound & Westbound Traffic

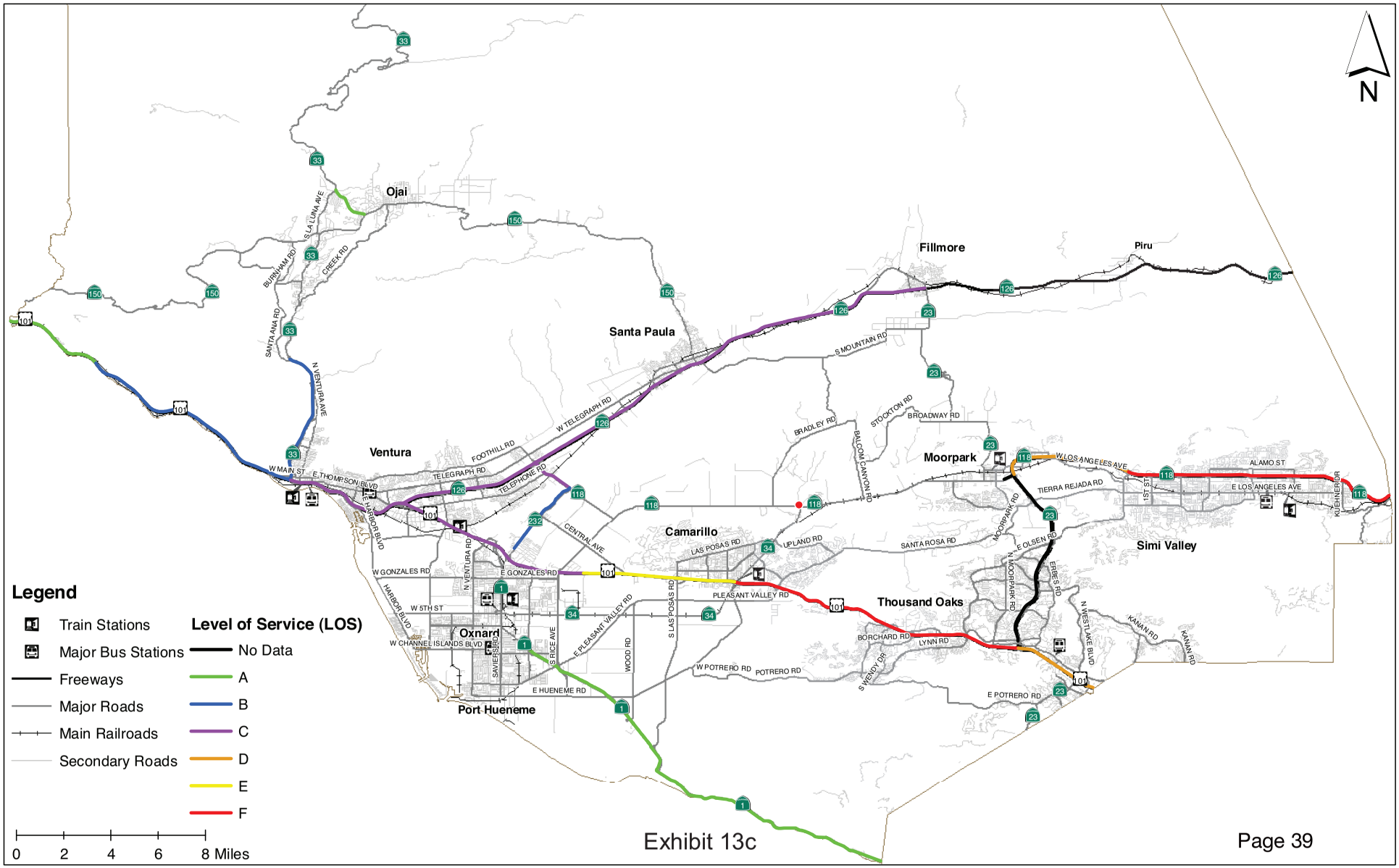


Exhibit 13c

Ventura County 2009 CMP State Highways - LOS PM Peak Southbound & Westbound Traffic

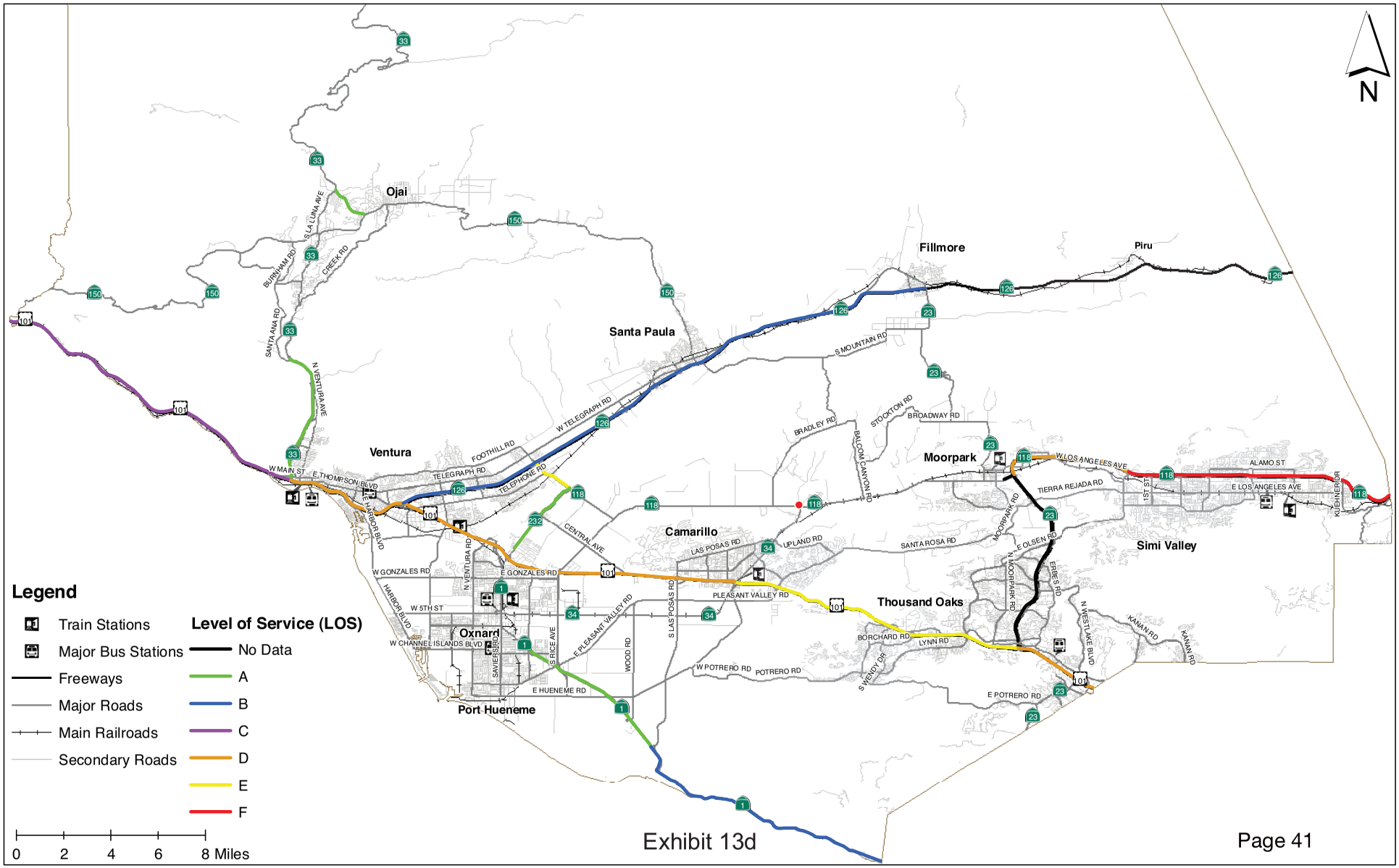
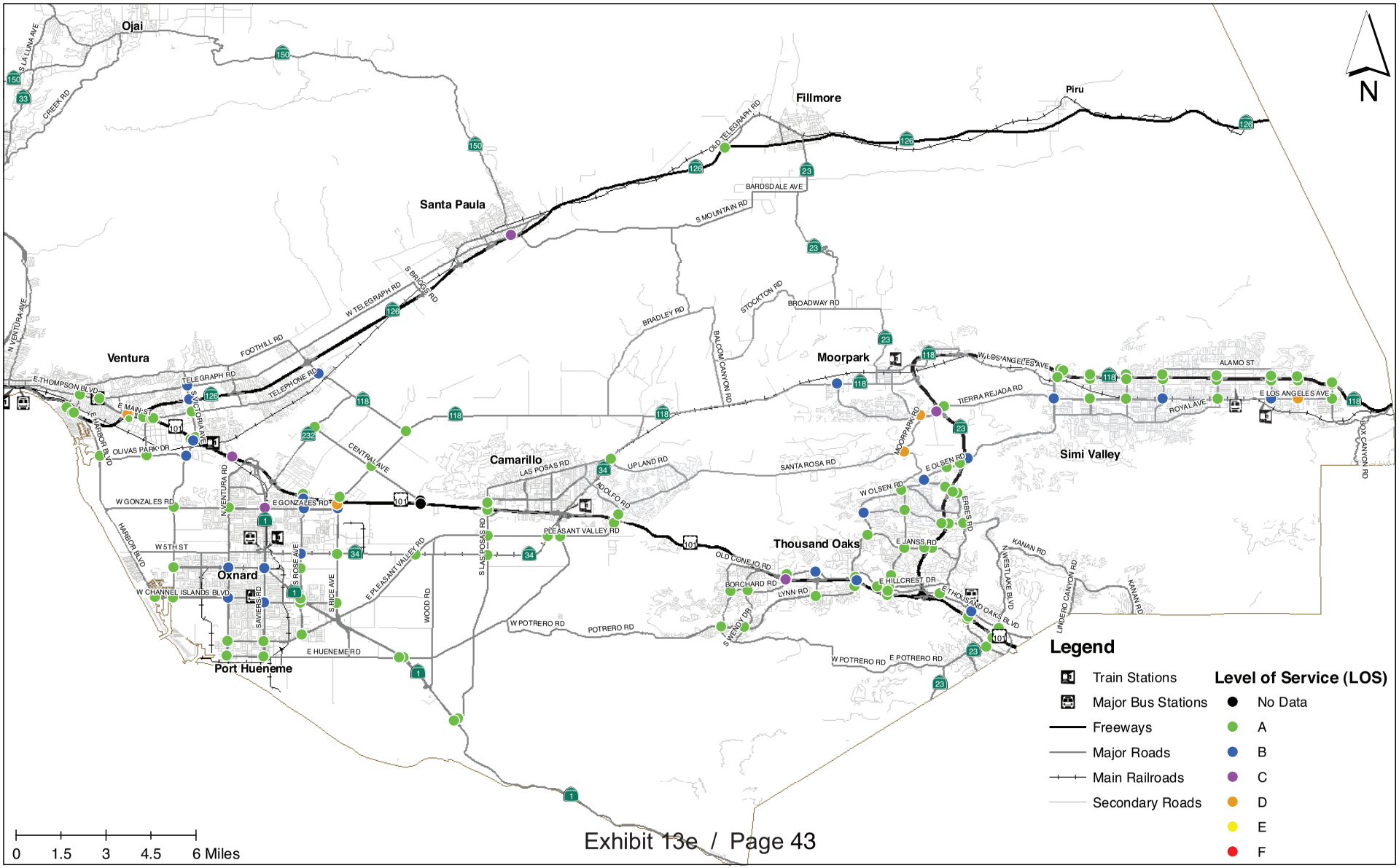


Exhibit 13d

Ventura County 2009 CMP Monitored Intersections - LOS AM Peak



Ventura County 2009 CMP Monitored Intersections - LOS PM Peak

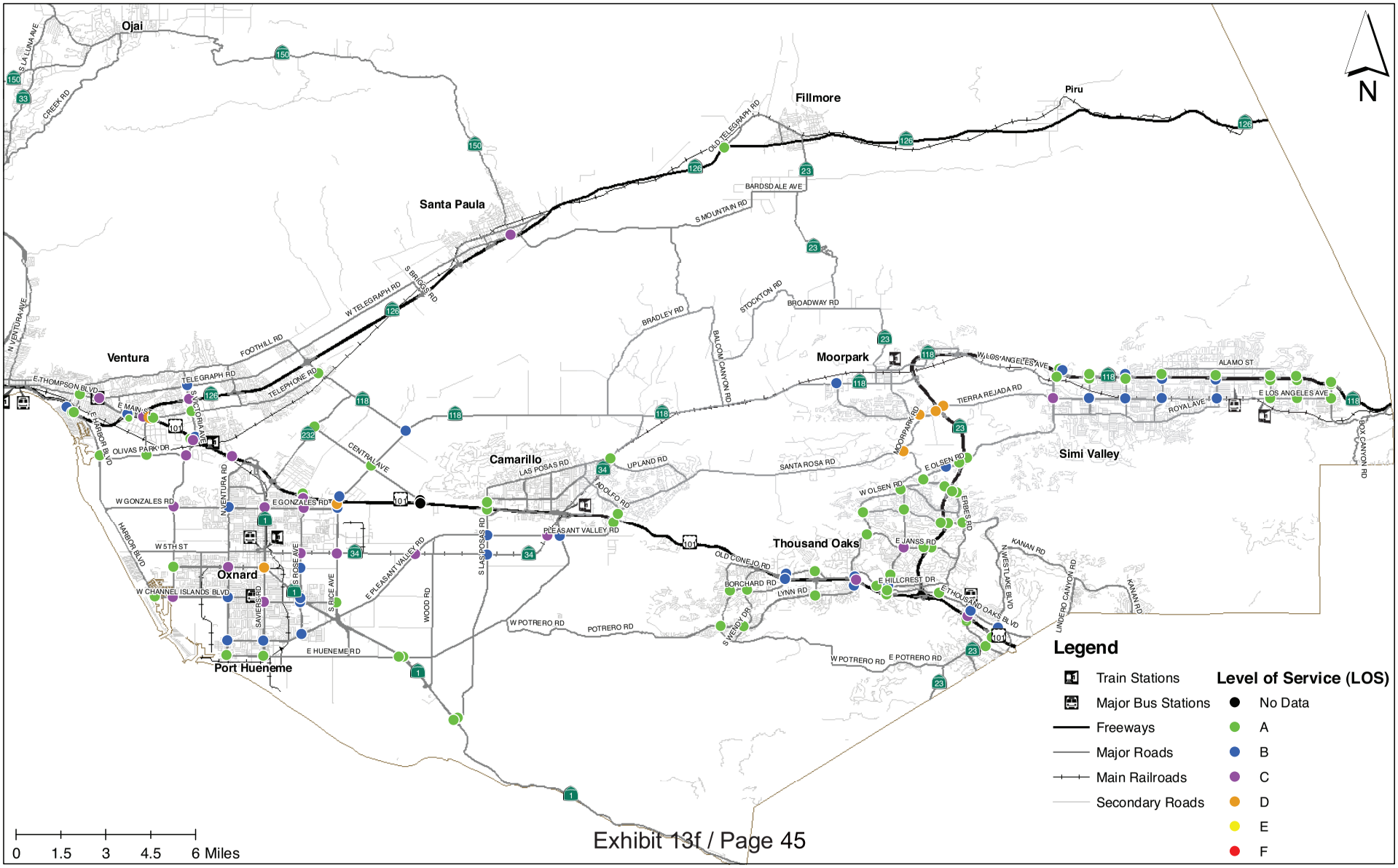


Exhibit 14
Guidance for Calculating Level of Service (LOS)

Level of Service (LOS) for signalized intersections on the CMP network shall be calculated using the Intersection Capacity Utilization (ICU) method. LOS on freeway and select road segments will be measured using methods described in the Highway Capacity Manual.

The ICU method includes a number of variables which, depending on the value assigned to each, can have a dramatic effect on LOS. For CMP monitoring purposes, the following guidelines are to be used to calculate LOS using the ICU method:

Phasing/split phasing: Shared left/through lanes will be treated as split phased.

Right-turn overlap: The overlapping left-turn volume will be subtracted from the right-turn volume and then compared to the opposing through volume to determine the critical move.

Right-turn on Red: An average of 40% right-turns on red should be used for LOS calculations. If a separate right-turn lane is provided, the through lane should be used as the critical movement even if the right-turn volume is higher. Where a right-turn overlap phase is provided, the overlapping left-turn volume should be subtracted from the right-turn volume and then the remaining right-turn volume would be compared to the through volume per lane to determine the critical movement.

Lane Distribution: It should be assumed that traffic is evenly distributed among all the lanes.

Split Phasing: When an intersection approach has a shared left/through lane, it should be treated as having split phasing for the purpose of calculating LOS.

LOS threshold: LOS will be calculated to 2 decimal points.

Intersection proximity: Each intersection will be analyzed separately.

Multiple left-turn lanes: Assume uniform lane distribution.

Saturation flow rate: 1,850 vehicles per lane per hour with an adjustment factor of 14%-15% (the adjustment factor represents a combination of start-up delay, unequal lane distribution, and lost time during clearance. Application of this factor effectively reduces the saturation flow rate to approximately 1,600 vehicles per lane per hour).

ICU	LOS
0 to 60%	A
>60% to 70%	B
>70% to 80%	C
>80% to 90%	D
>90% to 100%	E
>100% to 110%	F
>110% to 120%	G
>120%	H

2.6 State Highway Corridors

This section (pages 40 through 57) provides an overview of all state routes in Ventura County, including detailed planning data useful to local agency staff, planners and developers. Data listed for each state highway includes traffic information (AADT and LOS), deployed and planned technology, adjacent land use, park & ride lot information, and public transportation services. A complete list of existing and proposed Traffic Management Systems Elements is provided in Attachments 5 and 6.

State Route 1

Intelligent Transportation Systems (ITS) & Transportation Management Systems (TSM) Field Elements (Approximate Location)

Northbound	AADT	Peak LOS AM/PM NB	Peak LOS AM/PM SB	Post Mile	Southbound	
LA/Ventura Co. Line	12800	A/A	A/B	0	LA/Ventura Co. Line	
						Segment A
Calleguas Creek	11500			3.86	*Calleguas Creek*	
Las Posas Rd.	10300	A/B	A/A	10.22	Las Posas Rd.	
Wood Rd.	12900	A/B	A/A	11.59	Wood Rd.	
Hueneme Rd.	13600	A/B	A/A	12.78	Hueneme Rd.	
Nauman Rd.	13800	A/B	A/A	13.59	Nauman Rd.	
Pleasant V./Rice Ave.	20300	A/B	A/A	15.05	Pleasant V./Rice Ave.	
C. Islands Blvd.	10200	na	na	15.32	C. Islands Blvd.	
End Freeway				16.06	*End Freeway*	Segment B
Rose Ave.	1600	A/B	A/B	16.21	Rose Ave.	
Wooley Rd. (Five Points)	32000	B/D	B/D	17.62	Saviers Rd.	
SR-34 Fifth St.	35000	na	na	18.14	SR-34 Fifth St.	
Gonzalez Rd.	41000	C/C	C/C	19.62	Gonzalez Rd.	
SR-232 Vineyard	18500	na	na	20.14	SR-232 Vineyard	
US-101	4600	A/A	A/A	21.075	US-101	
						Segment C
Seacliff Colony	630	na	na	27.67	Seacliff Colony	
SB/Ventura Co. Line					SB/Ventura Co. Line	

LEGEND

Existing Changeable Message Signs (CMS)	Existing Control (Count) Stations (CS)
Proposed Changeable Message Signs (CMS)	Proposed Control (Count) Stations (CS)
Existing Closed Circuit Televisions (CCTV)	Existing Automobile Vehicle Classification (AVC)
Proposed Closed Circuit Televisions (CCTV)	Proposed Automobile Vehicle Classification (AVC)
Existing Highway Advisory Radios (HAR)	Existing Weigh in Motion (WIM)
Proposed Highway Advisory Radios (HAR)	Proposed Weigh in Motion (WIM)
Existing Vehicle Detection Systems	Existing Fiber Optic Communications
Proposed vehicle Detection Systems	Proposed Fiber Optic Communications
Existing Ramp Metering Systems (RMS) including meter-ready	na Data not available
Proposed Ramp Metering Systems (RMS)	

State Route 1

SR 1 is a north/south road that provides interregional, recreational, commuter and local travel through both rural and urban settings. SR 1 is also known as the Pacific Coast Highway (PCH) and has been designated as part of the state's California Scenic Highway System.

Segment:	A	B	C
Description	**Ventura/LA County Line to Point Mugu:** SR 1 in Ventura County begins at the LA/Ventura County Line near Leo Carrillo State Park and travels along the Pacific Ocean and rugged scenic hillsides all the way to the Naval Base Ventura County, NAS Point Mugu where the road leaves the coast.	**Point Mugu to US 101 in Oxnard:** From Point Mugu, SR-1 veers northwest away from the coast through unincorporated area and then travels on Oxnard Boulevard through downtown Oxnard where it ends at US-101. SR-1 through downtown Oxnard is heavily congested and includes traffic from the Port of Hueneme. Interagency plan to relocate SR-1 through Rice Ave. to shift truck traffic away from downtown Oxnard.	**Old Rincon Highway:** SR 1 joins US 101 in Oxnard and travels north together through the City of Ventura. SR 1 starts up again at Emma Wood State Beach and ends at Mobile Pier Road just south of Mussel Shoals.
# of lanes	1 lane in each direction	2 lanes in each direction	1 lane in each direction
AADT	11,500 to 12,800	10,300 to 41,000	630
LOS	A, B	*A, B, C, D*	*Data Not Available*
Land Use	Pacific Ocean on one side and rolling hills on the other. Existing community near the LA County line. Primarily zoned as Open Space according to the Ventura County General Plan.	From rural farmland to central business district in Downtown Oxnard. Zoning includes Open Space, Federal Facility (at Point Mugu), Agricultural, and Urban west of Rice Road.	Pacific Ocean on one side, and UP Railroad, US 101 and hills on the other. Recreational uses included State and County parks. Few residences along the beach. Primarily zoned Open Space.
Bike & Ped. Facilities	There are bike lanes on the shoulders of most of SR 1.	Class I between Vineyard Ave and East Fourth Street. Bike lockers at the Oxnard Transportation Center (OTC)	Class II bike path.
Park & Ride Lots	None	Oxnard Transportation Center at 5th Street.	None
Bus & Rail	None	Gold Coast Transit and ADA Access; VISTA; Amtrak; Metrolink rail services; and Harbor and Beaches Dial-a-Ride.	None
Soundwalls	None	None	None

State Route 23

Intelligent Transportation Systems (ITS) & Transportation Management Systems (TSM) Field Elements (Approximate Location)

Northbound	AADT	Peak LOS AM/PM NB	Peak LOS AM/PM SB	Post Mile	Southbound	
Westlake Blvd.	2350	na	na	0	Westlake Blvd.	
Portrero Rd.	12200	na	na	1.49	Portrero Rd.	
Triunfo Canyon Rd.	22400	na	na	2.26	Triunfo Canyon Rd.	Segment A
Agoura Rd.	27000	na	na	2.88	Agoura Rd.	
US 101, Begin FWY	31000	na	na	3.34	US 101, Begin FWY	
Thousand Oaks Blvd.	na	na	na	3.5	Thousand Oaks Blvd.	
Hillcrest Dr.	na	na	na	3.9	Hillcrest Dr.	
Paige Ln. (Wilbur Rd.)	na	na	na	4.3	Paige Ln. (Wilbur Rd.)	
Janns Rd.	86000	na	na	5.06	Janns Rd.	
Ave. De Las Flores	na	na	na	5.6	Ave. De Las Flores	
Ave. De Los Arboles	79000	na	na	6.03	Ave. De Los Arboles	Segment B
Pederson Rd.	na	na	na	6.4	Pederson Rd.	
Sunset Hills Blvd.	76000	na	na	7.17	Sunset Hills Blvd.	
Olsen Rd.	57000	na	na	8.21	Olsen Rd.	
Tierra Rejada Rd.	60000	na	na	10.16	Tierra Rejada Rd.	
SR 118, New LA Ave.	38500	na	na	11.43	SR 118, New LA Ave.	
West Jct. SR 118	16500	na	na	12.26	West Jct. SR 118	
High St.	14600	na	na	13.37	High St.	
Broadway	7600	na	na	15.54	Broadway	Segment C
Grimes Canyonm Rd.	7800	na	na	16.8	Grimes Canyonm Rd.	
Bardsdale Ave.	8000	na	na	22.27	Bardsdale Ave.	
SR 126, Telegraph Rd.	End	na	na	24.17	SR 126, Telegraph Rd.	

LEGEND

■ Existing Changeable Message Signs (CMS)	Existing Control (Count) Stations (CS)
Proposed Changeable Message Signs (CMS)	Proposed Control (Count) Stations (CS)
□ Existing Closed Circuit Televisions (CCTV)	Existing Automobile Vehicle Classification (AVC)
Proposed Closed Circuit Televisions (CCTV)	Proposed Automobile Vehicle Classification (AVC)
Existing Highway Advisory Radios (HAR)	Existing Weigh in Motion (WIM)
Proposed Highway Advisory Radios (HAR)	Proposed Weigh in Motion (WIM)
Existing Vehicle Detection Systems	Existing Fiber Optic Communications
Proposed vehicle Detection Systems	Proposed Fiber Optic Communications
Existing Ramp Metering Systems (RMS) including meter-ready	na Data not available
Proposed Ramp Metering Systems (RMS)	

State Route 23

SR 23 is primarily a north/south highway that stretches between the City of Fillmore through Moorpark and Thousand Oaks. SR 23 is a two-lane highway from Fillmore to Moorpark passing through rural and sometimes mountainous roads. In Moorpark, SR 23 turns into a six-lane freeway to US 101 in Thousand Oaks. SR-23 picks up again at Westlake Blvd as a non-freeway six-lane road through residential areas and becomes a two-lane road to the Ventura/LA County line.

Segment:	A	B	C
Description	**Ventura/LA County Line on Westlake Blvd to US 101:** Two-lane non-freeway road segment from the County line through mountainous areas turning into six-lanes in residential near US 101.	**US 101 to New LA Avenue/SR 118:** From US 101, SR 23 is a six-lane freeway through Thousand Oaks going north to the City of Moorpark.	**SR 118/New La Avenue to SR 126: I**n Moorpark, SR 23 is a non-freeway mostly four-lane road that turns into a two-lane road north of the City. The road continues through rural and sometimes mountainous areas ending at SR 126 in the City of Fillmore.
# of lanes	1 to 3 lanes in each direction	3 lanes in each direction	1 to 3 lanes in each direction
AADT	2,350 to 27,000	38,500 to 91,000	7,600 to 16,500
LOS	*Data Not Available*	*Data Not Available*	*Data Not Available*
Land Use	Mountainous areas near the Ventura/LA County line to urban residential areas near US 101. The area is zoned as Urban in the Ventura County General Plan.	The freeway segment through the City of Thousand Oaks is primarily residential with commercial areas and urban parks. The area is zoned as Urban in the Ventura County General Plan.	In Moorpark, SR 23 runs through the City of Moorpark north through open space and mountainous areas to the City of Fillmore. The area is zoned Urban in Moorpark and Fillmore, and Agricultural and Open Space between the cities.
Bike & Ped. Facilities	Class 2 Bike Lane on Westlake Boulevard.	Class 2 Bike Lane between Olsen Road and Tierra Rejada.	Class 2 bike lane on LA Avenue.
Park & Ride Lots	None	Thousand Oaks Transit Center at Rancho Road and the US 101/SR 23 Interchange; and across from the Thousand Oaks Library on Janss Road.	None
Bus & Rail	Thousand Oaks Dial-A-Ride and Thousand Oaks Transit	Thousand Oaks Dial-A-Ride; Thousand Oaks Transit; VISTA; Moorpark ADA and Senior Dial-A-Ride; Moorpark Transit; LA Metro; LA DOT.	Moorpark ADA and Senior Dial-A-Ride; Moorpark Transit; VISTA; Metrolink; Amtrak Pacific Surfliner.
Soundwalls	None	At various locations along both sides of the freeway segment.	None

State Route 33

Intelligent Transportation Systems (ITS) & Transportation Management Systems (TSM) Field Elements (Approximate Location)

Northbound	AADT	Peak LOS AM/PM NB	Peak LOS AM/PM SB	Post Mile	Southbound	
US 101	42000	A/B	B/A	0	US 101	
Stanley Ave.	32000	A/B	B/A	1.57	Stanley Ave.	
Shell Rd.	28500	A/B	B/A	2.65	Shell Rd.	Segment A
Canada Larga Rd.	27000	A/B	B/A	4.43	Canada Larga Rd.	
Casitas Vista Rd.	27000	A/B	B/A	5.64	Casitas Vista Rd.	
Creek Rd.	24400	na	na	8	Creek Rd.	
Santa Ana Blvd.	23500	na	na	9.04	Santa Ana Blvd.	
Woodland Rd.	24100	na	na	10.65	Woodland Rd.	
Baldwin Rd.	12200	A/B	A/A	11.21	Baldwin Rd.	Segment B
El Roblar Rd.	3700	A/B	A/A	11.96	El Roblar Rd.	
Fairview Rd./La Luna	1850	A/B	A/A	12.8	Fairview Rd./La Luna	
Los Padres Na Forest	1750	A/B	A/A	13.35	Los Padres Na Forest	
Matilija Hot Springs Rd	690	na	na	15.44	Matilija Hot Springs Rd	
Wheeler Hot Springs	690	na	na	17.63	Wheeler Hot Springs	
Rose Valley Rd.	540	na	na	25.79	Rose Valley Rd.	Segment C
Sespe Gorge Mn. Sta.	540	na	na	30.22	Sespe Gorge Mn. Sta.	
Lockwood Valley Rd.	280	na	na	48.5	Lockwood Valley Rd.	
Ven/SB County Line	end	na	na	57.51	Ven/SB County Line	

LEGEND

- Existing Changeable Message Signs (CMS)
- Proposed Changeable Message Signs (CMS)
- Existing Closed Circuit Televisions (CCTV)
- Proposed Closed Circuit Televisions (CCTV)
- Existing Highway Advisory Radios (HAR)
- Proposed Highway Advisory Radios (HAR)
- Existing Vehicle Detection Systems
- Proposed vehicle Detection Systems
- Existing Ramp Metering Systems (RMS) including meter-ready
- Proposed Ramp Metering Systems (RMS)
- Existing Control (Count) Stations (CS)
- Proposed Control (Count) Stations (CS)
- Existing Automobile Vehicle Classification (AVC)
- Proposed Automobile Vehicle Classification (AVC)
- Existing Weigh in Motion (WIM)
- Proposed Weigh in Motion (WIM)
- Existing Fiber Optic Communications
- Proposed Fiber Optic Communications
- na Data not available

State Route 33

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

Segment:	A	B	C
Description	**US 101 to Casitas Vista Road (Freeway Segment):** This segment of SR 33 is a four-lane freeway that passes through the City of Ventura to south of Casitas Springs.	**Casitas Vista Road to the Los Padres National Forest boundary:** This non-freeway segment passes through the communities of Casitas Springs, Oak View, Mira Monte, Meiners Oaks and the City of Ojai.	**National Forest Boundary to Ventura/Santa Barbara County Line:** This non-freeway segment through the Los Padres National Forest passes through Wheeler Hot Springs to the Ventura/Santa Barbara County Line.
# of lanes	2 lanes in each direction	Primarily 1 lane in each direction	1 lane in each direction
AADT	27,000 to 42,000	1,750 to 24,400	280 to 690
LOS	A, B	A, B	*Data Not Available*
Land Use	The freeway segment of SR 33 passes through commercial and residential areas in the City of Ventura. The area is zoned as Urban and Urban Reserve in the Ventura County General Plan.	This segment passes through various communities, residential and commercial. The area is zoned as Existing Community, Rural, Urban and Open Space in the Ventura County General Plan.	The segment through the National Forest is mountainous and zoned Open Space.
Bike & Ped. Facilities	Class 1	Class 1 to Ojai	None
Park & Ride Lots	None	Oak View Park & Ride at 18 Valley Road; Ojai Park & Ride Lot on Ojai Avenue and Montgomery Street.	None
Bus & Rail	Gold Coast Transit and Access ADA Dial-a-Ride.	Gold Coast Transit and Access Dial-a-Ride; Help of Ojai; Ojai Trolley	Gold Coast Transit and Access Dial-a-Ride; Help of Ojai; Ojai Trolley
Soundwalls	None	None	None

State Route 34

Intelligent Transportation Systems (ITS) & Transportation Management Systems (TSM) Field Elements (Approximate Location)

Northbound	AADT	Peak LOS AM/PM NB	Peak LOS AM/PM SB	Post Mile	Southbound	
SR 1 / Oxnard Blvd.	13700	na	na	4.29	SR 1 / Oxnard Blvd.	
Rose Ave.	11100	na	na	5.29	Rose Ave.	
Rice Ave.	12500	na	na	6.27	Rice Ave.	Segment A
Pleasant Valley Rd.	11200	na	na	8.43	Pleasant Valley Rd.	
Wood Rd.	10700	na	na	8.91	Wood Rd.	
Las Posas Rd.	9000	na	na	10.43	Las Posas Rd.	
onto Pleasant Vlly Rd.	14300	na	na	12.46	onto Pleasant Vlly Rd.	
onto Lewis Rd.	12100	na	na	12.78	onto Lewis Rd.	
Ventura Blvd.	22800	na	na	13.54	Ventura Blvd.	Segment B
US 101	22800	na	na	13.6	US 101	
Daily Dr.	21500	na	na	13.66	Daily Dr.	
Las Posas Rd.	15600	na	na	15.87	Las Posas Rd.	Segment C
SR 118 / LA Ave.	end	na	na	17.66	SR 118 / LA Ave.	

LEGEND	
Existing Changeable Message Signs (CMS)	Existing Control (Count) Stations (CS)
Proposed Changeable Message Signs (CMS)	Proposed Control (Count) Stations (CS)
Existing Closed Circuit Televisions (CCTV)	Existing Automobile Vehicle Classification (AVC)
Proposed Closed Circuit Televisions (CCTV)	Proposed Automobile Vehicle Classification (AVC)
Existing Highway Advisory Radios (HAR)	Existing Weigh in Motion (WIM)
Proposed Highway Advisory Radios (HAR)	Proposed Weigh in Motion (WIM)
Existing Vehicle Detection Systems	Existing Fiber Optic Communications
Proposed vehicle Detection Systems	Proposed Fiber Optic Communications
Existing Ramp Metering Systems (RMS) including meter-ready	na Data not available
Proposed Ramp Metering Systems (RMS)	

State Route 34

SR 34 is a conventional (non-freeway) highway that travels between Oxnard Boulevard in the City of Oxnard through Camarillo to SR 118/Los Angeles Avenue in the community of Somis.

Segment:	A	B	C
Description	**Oxnard Boulevard to Lewis Road:** From Oxnard Boulevard by the Oxnard Transportation Center, SR 34 travels west primarily on 5th Street in Oxnard to Lewis Road in Camarillo.	**Lewis Road to US 101:** This segment of SR 34 runs north/south on Lewis Road in Camarillo between Pleasant Valley Road and the US 101 Interchange and the Metrolink Station. The road is scheduled to be widened from 2 to 4 lanes in 2009.	**US 101 to SR 118:** This stretch of SR 34 travels through residential areas in the City of Camarillo, agricultural lands north of Las Posas Road, and the community of Somis just south of SR 118.
# of lanes	1 lane in each direction	1 lane in each direction	1 lane in each direction
AADT	9,000 to 14,300	22,800	15,600 to 21,500
LOS	*Data Not Available*	*Data Not Available*	*Data Not Available*
Land Use	Urban commercial and residential between Oxnard Boulevard and Rice Avenue; Industrial near Rice Avenue, and Agricultural west of Rice. The area is zoned Urban and Agricultural in the Ventura County General Plan.	Commercial and industrial uses including a rail station; Adjacent to Old Town Camarillo at Ventura Boulevard. The area is zoned as Urban in the Ventura County General Plan.	Primarily residential with some industrial and commercial establishments between US 101 and Las Posas Road. Agriculture and the community of Somis between Los Posas Road and SR 118. The area is zoned Urban, Agricultural and Existing Community in the Ventura County General Plan.
Bike & Ped. Facilities	None	None	None
Park & Ride Lots	Oxnard Transportation Center at Oxnard Boulevard.	Camarillo Metrolink Station by the US 101/SR 34 Interchange.	None
Bus & Rail	Gold Coast Transit and Access ADA Dial-a-Ride; VISTA; Camarillo Health Care District; Camarillo Area Transit Dial-A-Ride; Amtrak Pacific Surfliner and Coast Starlight; Metrolink	VISTA; Camarillo Health Care District; Camarillo Area Transit Dial-A-Ride; Amtrak Pacific Surfliner; Metrolink	VISTA; Camarillo Health Care District; Camarillo Area Transit Dial-A-Ride; Camarillo Area Transit fixed-route; Amtrak Pacific Surfliner; Metrolink
Soundwalls	None	None	None

US 101

Intelligent Transportation Systems (ITS) & Transportation Management Systems (TSM) Field Elements (Approximate Location)

Northbound	AADT	Peak LOS AM/PM NB	Peak LOS AM/PM SB	Post Mile	Southbound	
Ven/LA County Line	173000	F0/F0	D/D	0	Ven/LA County Line	
Westlake Blvd./ SR 23	176000	F0/F0	D/D	0.7	Westlake Blvd./ SR 23	
Hampshire Rd.	188000	F0/F0	D/D	1.62	Hampshire Rd.	
Rancho Rd.	na	F0/F0	D/D	2.9	Rancho Rd.	
SR 23 Fwy North	178000	F0/F1	F0/E	3.11	SR 23 Fwy North	
Moorpark Rd.	176000	F0/F1	F0/E	4.06	Moorpark Rd.	Segment A
Lynn Rd.	173000	F0/F1	F0/E	5.05	Lynn Rd.	
Ventu Park Rd.	155000	F0/F1	F0/E	6.19	Ventu Park Rd.	
Borchard Rd.	144000	D/F0	F0/E	7.02	Borchard Rd.	
Wendy Dr.	131000	D/F0	F0/E	7.89	Wendy Dr.	
Conejo Truck Scales	131000	D/F0	F0/E	9.1	Conejo Truck Scales	
Camarillo Spring Rd.	131000	D/F0	F0/E	10.74	Camarillo Spring Rd.	
Pleasant Valley Rd.	135000	D/F0	F0/E	12.29	Pleasant Valley Rd.	
SR 34/Lewis Rd.	142000	E/F0	E/D	13.85	SR 34/Lewis Rd.	
Carmen Dr.	141000	E/F0	E/D	14.8	Carmen Dr.	
Las Posas Rd.	147000	E/F0	E/D	15.89	Las Posas Rd.	
Central Ave.	143000	E/F0	E/D	17.75	Central Ave.	
Del Norte	138000	C/F0	C/D	19.17	Del Norte	
Rice/Santa Clara	131000	C/F0	C/D	20.08	Rice/Santa Clara Ave.	
Rose Ave.	141000	C/F0	C/D	21.01	Rose Ave.	
SR 232/Vineyard Ave.	131000	C/F0	C/D	22.01	SR 232/Vineyard Ave.	Segment B
	na	C/F0	C/D	22.5	Wagon Wheel Rd.	
SR 1/Oxnard Blvd.	153000	C/F0	C/D	22.73	SR 1/Oxnard Blvd.	
Johnson Dr.	136000	C/F0	C/D	23.45	Johnson Dr.	
Victoria Ave	119000	C/F0	C/D	24.65	Victoria Ave.	
Telephone Rd.	90000	C/F0	C/D	25.97	Telephone Rd.	
SR 126	122000	C/D	C/D	26.39	SR 126	
Seaward Ave.	119000	C/D	C/D	28.45	Seaward Ave.	
Visrta Del Mar Dr.	116000	C/D	C/D	29.45	Visrta Del Mar Dr.	
California St.	96000	C/D	C/D	30.15	California St.	
SR 33	71000	C/A	B/C	30.91	SR 33	
SR 1/Solimar Beach	67000	C/A	B/C	32.7	SR 1/Solimar Beach	
SR 1/Seacliff	68000	C/A	B/C	38.98	SR 1/Seacliff	Segment C
Mobile Pier Rd.	n/a	C/A	A/C	39.78	Mobile Pier Rd.	
Ven/SB County Line				43.62	Ven/SB County Line	

LEGEND		
Existing Changeable Message Signs (CMS)	Existing Vehicle Detection Systems	Proposed Automobile Vehicle Classification (AVC)
Proposed Changeable Message Signs (CMS)	Proposed vehicle Detection Systems	Existing Weigh in Motion (WIM)
Existing Closed Circuit Televisions (CCTV)	Existing Ramp Metering Systems (RMS) & meter-ready	Proposed Weigh in Motion (WIM)
Proposed Closed Circuit Televisions (CCTV)	Proposed Ramp Metering Systems (RMS)	Existing Fiber Optic Communications
Existing Highway Advisory Radios (HAR)	Existing Control (Count) Stations (CS)	Proposed Fiber Optic Communications
Proposed Highway Advisory Radios (HAR)	Proposed Control (Count) Stations (CS)	na Data not available
	Existing Automobile Vehicle Classification (AVC)	

US 101 is the busiest freeway in the County, connecting with Santa Barbara County in the north and Los Angeles County in the south. The freeway is mostly 6 lanes with a four lane section in the vicinity of SR 126 and between Mussel Shoals and La Conchita, and an eight lane section between the LA County line and SR 23 and between Oxnard and Ventura.

Segment:	A	B	C
Description	**Ventura/LA County Line to Camarillo Springs Road:** This segment of US 101 travels through the City of Thousand Oaks, Newbury Park, SR 23 interchange, and the Conejo Grade to the City of Camarillo.	**Camarillo Springs Road to SR 33:** Travels through the cities of Camarillo, Oxnard and Ventura. Primarily a six-lane freeway with eight lanes at the Santa Clara River Bridge and four lanes at the SR 126 Interchange.	**SR 33 to the Ventura/Santa Barbara County Line:**
# of lanes	3 to 4 lanes in each direction	2 to 4 lanes in each direction, primarily 3	2 to 3 lanes in each direction, primarily 3
AADT	131,000 to 188,000	71,000 to 153,000	68,000
LOS	D, F0, F1	A, B, C, D, E, F0	A, B, C
Land Use	Primarily urban with open space along the Conejo Grade and agriculture in Camarillo. The area is zoned as Urban, Open Space and/or Agricultural in the Ventura County General Plan.	Primarily urban and agricultural. This segment is zoned Urban, Agricultural and Urban Reserve in the Ventura County General Plan.	Primarily hills on one side and the Pacific Ocean on the other. A few existing ocean front communities and state and County parks along the stretch. Primarily zoned Open Space and Existing Communities in the Ventura County General Plan.
Bike & Ped. Facilities	None	None	None
Park & Ride Lots	Thousand Oaks Transportation Center at Rancho Road; 475 Rancho Conejo Road in Thousand Oaks.	US 101/Pleasant Valley Road; Camarillo Metrolink Station (30 Lewis Rd.); 690 Ventura Blvd.; Lockwood & Outlet Center Drive; Montalvo Metrolink Station (6175 Ventura Blvd.); 1270 Arundell Ave.	None
Bus & Rail	Thousand Oaks Transit; Thousand Oaks Transit Dial-A-Ride; VISTA; Camarillo Health Care District; Camarillo Area Transit Dial-A-Ride	Camarillo Health Care District; Camarillo Area Transit Dial-A-Ride and fixed-route; Gold Coast Transit and Access ADA Dial-A-Ride; VISTA; Amtrak Pacific Surfliner and Coast Starlight; Metrolink	Gold Coast Transit and Access; VISTA; Amtrak Pacific Surfliner.
Soundwalls	Northbound s/o SR 23 Interchange; Southbound Wendy Drive to Borchard Road	Northbound near the SR 34 interchange; Southbound between Vineyard Avenue and Rose Avenue.	None

SR 118

Intelligent Transportation Systems (ITS) & Transportation Management Systems (TSM) Field Elements (Approximate Location)

Eastbound	AADT	Peak LOS AM/PM EB	Peak LOS AM/PM WB	Post Mile	Westbound	
SR 126	37500	E/C	C/E	0.52	SR 126	
Telephone Rd.	33000	E/C	C/E	1.02	Telephone Rd.	
SR 232, Vineyard Ave.	24800	E/C	C/E	2.2	SR 232, Vineyard Ave.	
Santa Clara Ave.	13600	na	na	4.16	Santa Clara Ave.	
SR 34, Somis Rd.	18400	na	na	10.32	SR 34, Somis Rd.	Segment A
Grimes Canyon Rd.	13900	na	na	14.69	Grimes Canyon Rd.	
SR 23, Moorpark Ave.	36500	na	na	17.49	SR 23, Moorpark Ave.	
SR 23, Spring Rd.	36500	na	na	17.91	SR 23, Spring Rd.	
SR 23 Freeway	76000	D/E	D/D	18.21	SR 23 Freeway	
Princeton Ave.	82000	D/E	D/E	19.13	Princeton Ave.	
Collins Dr.	78000	D/E	D/E	19.38	Collins Dr.	
Alamos Canyon Rd.	na	D/E	D/E	21.8	Alamos Canyon Rd.	
Madera Rd.	98000	F0/F0	F0/F0	23.02	Madera Rd.	
First St.	108000	F0/F0	F0/F0	23.82	First St.	
Erringer Rd.	117000	F0/F0	F0/F0	24.8	Erringer Rd.	
Sycamore Dr.	120000	F0/F0	F0/F0	25.81	Sycamore Dr.	Segment B
Tapo Cyn Rd.	113000	F0/F0	F0/F0	27.3	Tapo Cyn Rd.	
Tapo St.		F0/F0	F0/F0	27.81	Tapo St.	
Stearns St.	122000	F0/F0	F0/F0	28.82	Stearns St.	
Yosemite St.	124000	F0/F0	F0/F0	29.56	Yosemite St.	
Kuehner Dr.	122000	F0/F0	F0/F0	30.52	Kuehner Dr.	
Rocky Peak Rd.	124000	F0/F0	F0/F0	32.43	Rocky Peak Rd.	
Ven/LA County Line		F0/F0	F0/F0	32.6	Ven/LA County Line	

LEGEND

- Existing Changeable Message Signs (CMS)
- Proposed Changeable Message Signs (CMS)
- Existing Closed Circuit Televisions (CCTV)
- Proposed Closed Circuit Televisions (CCTV)
- Existing Highway Advisory Radios (HAR)
- Proposed Highway Advisory Radios (HAR)
- Existing Vehicle Detection Systems
- Proposed vehicle Detection Systems
- Existing Ramp Metering Systems (RMS) including meter-ready
- Proposed Ramp Metering Systems (RMS)
- Existing Control (Count) Stations (CS)
- Proposed Control (Count) Stations (CS)
- Existing Automobile Vehicle Classification (AVC)
- Proposed Automobile Vehicle Classification (AVC)
- Existing Weigh in Motion (WIM)
- Proposed Weigh in Motion (WIM)
- Existing Fiber Optic Communications
- Proposed Fiber Optic Communications
- na Data not available

This road stretches east from SR 126 in Saticoy through Moorpark and Simi Valley to the Los Angeles County Line. The non-freeway segment between Saticoy and Moorpark is mostly a rural two-lane road. The number of lanes on the freeway segment between the City of Moorpark and the LA County line varies from six to eight lanes.

Segment:	A	B
Description	**SR 126 to SR 23 Freeway:** This segment of SR 118 is a conventional (non-freeway) highway that travels through the communities of Saticoy and Somis, and the City of Moorpark. The road is primarily two lanes with a four-lane section between Telephone Road and Vineyard Avenue in Saticoy.	**SR 23 Freeway to Ventura/LA County Line:** This segment connects the City of Moorpark at the SR 23/SR118 Connector bridge through the City of Simi Valley to the Ventura/LA County Line. The freeway is six-lanes from SR 23 to Tapo Canyon Road, and eight-lanes between Kuehner Drive and the Ventura/LA County Line. There is project to widen the section between Tapo Canyon Road to Kuehner Drive from six to eight lanes. The project is being constructed in two phases with the first phase to be completed in 2009.
# of lanes	3 to 4 lanes in each direction	3 to 4 in each direction
AADT	13,600 to 39,000	76,000 to 124,000
LOS	C, E	D, E, F0
Land Use	Urban residential and industrial near SR 126 in Saticoy, urban in the City of Moorpark, and mostly agricultural and rural in between. The segment is zoned Urban, Agricultural, Rural, and Existing Community in the Ventura County General Plan.	Rolling hills to urban commercial and residential in the City of Simi Valley. The freeway section travels through areas zoned primarily as Urban.
Bike & Ped. Facilities	Class 2 Bike Lane in Saticoy and in Moorpark on LA Avenue.	None
Park & Ride Lots	Moorpark Metrolink station at 300 High Street.	Los Angeles Avenue & Collins Drive; Erringer Road at SR 118; 2599 Sycamore Drive; 3041 Cochran Street; Tapo Canyon Road at SR 118; 2501 Stearns Street; 5649 E. Pittman Street; 5050 Los Angeles Avenue; 2449 Stearns Street.
Bus & Rail	Gold Coast Transit and Access Dial-A-Ride; Camarillo Health Care District Dial-A-Ride; Moorpark Senior and ADA Dial-A-Ride services; VISTA; Metrolink; Amtrak Surfliner	Moorpark Senior and ADA Dial-A-Ride services; Simi Valley Transit and Dial-A-Ride services; VISTA; Metrolink; Amtrak Surfliner
Soundwalls	None.	At various locations.

SR 126

Intelligent Transportation Systems (ITS) & Transportation Management Systems (TSM) Field Elements (Approximate Location)

Eastbound	AADT	Peak LOS AM/PM EB	Peak LOS AM/PM WB	Post Mile	Westbound	
US 101	48000	B/D	C/B	0	US 101	
Victoria Ave.	46000	B/D	C/B	1.45	Victoria Ave.	
Kimball Rd.	36000	B/C	C/B	2.79	Kimball Rd.	
SR 118 / Wells Rd.	49500	B/C	C/B	5.03	SR 118 / Wells Rd.	
Briggs Rd.	49000	B/C	C/B	8.31	Briggs Rd.	Segment A
Peck Rd.	42500	B/C	C/B	10.38	Peck Rd.	
Palm Ave.	38500	B/C	C/B	11.37	Palm Ave.	
SR 150 / 10th St.	32000	B/C	C/B	12.04	SR 150 / 10th St.	
Hallock Dr.	32500	B/C	C/B	13.25	Hallock Dr.	
Sespe Ranch Xing	29000	B/C	C/B	16.73	Sespe Ranch Xing	
Los Serenos Rd.	29500	B/C	C/B	20.33	Los Serenos Rd.	
SR 23 / A St.	33500	B/C	C/B	21.14	SR 23 / A St.	Segment B
Fillmore East Limits	25500	na	na	22.48	Fillmore East Limits	
Center St.	23800	na	na	29.29	Center St.	
Ven/LA County Line	end	na	na	34.64	Ven/LA County Line	

LEGEND	
Existing Changeable Message Signs (CMS)	Existing Control (Count) Stations (CS)
Proposed Changeable Message Signs (CMS)	Proposed Control (Count) Stations (CS)
Existing Closed Circuit Televisions (CCTV)	Existing Automobile Vehicle Classification (AVC)
Proposed Closed Circuit Televisions (CCTV)	Proposed Automobile Vehicle Classification (AVC)
Existing Highway Advisory Radios (HAR)	Existing Weigh in Motion (WIM)
Proposed Highway Advisory Radios (HAR)	Proposed Weigh in Motion (WIM)
Existing Vehicle Detection Systems	Existing Fiber Optic Communications
Proposed vehicle Detection Systems	Proposed Fiber Optic Communications
Existing Ramp Metering Systems (RMS) including meter-ready	na Data not available
Proposed Ramp Metering Systems (RMS)	

From US 101 east to the Los Angeles County line, SR 126 passes through the cities of San Buenaventura (Ventura), Santa Paula and Fillmore through the Santa Clara River Valley. SR 126 is primarily a four-lane highway, with a freeway section between SR 126 and Hallock Drive in Santa Paula, and a non-freeway section between Hallock Drive and the County line.

Segment:	A	B
Description	**US 101 to Hallock Dr.:** This segment of SR 126 is a four-lane freeway the travels through the community of Saticoy and the City of Santa Paula. Primarily residential, commercial and agricultural with some industrial uses.	**Hallock Drive to Ventura/LA County Line:** This segment of SR 126 is a conventional four-lane (non-freeway) highway that travels through agricultural and open space and the City of Fillmore.
# of lanes	2 lanes in each direction	2 lanes in each direction
AADT	32,000 to 49,500	23,800 to 33,500
LOS	B, C, D	C, B (not including Fillmore to the LA County Line)
Land Use	Primarily residential, commercial and agricultural with some industrial uses. This section is primarily zoned Urban and Agricultural in the Ventura County General Plan.	Agricultural, rural, and open space with commercial and residential areas in the City of Fillmore. This section is primarily zoned as Agricultural and Urban (in Fillmore) in the Ventura County General Plan.
Bike & Ped. Facilities	Class 1 facilities at various locations along City of Ventura parallel routes.	Class 1 along a portion of SR 126 in the City of Fillmore.
Park & Ride Lots	1270 Arundell Avenue in Ventura; 895 Faulkner Road in Santa Paula.	None
Bus & Rail	Gold Coast Transit and Access Dial-A-Ride; VISTA commuter & VISTA Dial-A-Ride.	VISTA commuter & VISTA Dial-A-Ride.
Soundwalls	None	None

SR 150

Intelligent Transportation Systems (ITS) & Transportation Management Systems (TSM) Field Elements (Approximate Location)

Northbound	AADT	Peak LOS AM/PM NB	Peak LOS AM/PM SB	Post Mile	Southbound	
Ven/SB County Line	2300	na	na	0	Ven/SB County Line	
Santa Ana Rd.	2550	na	na	11.27	Santa Ana Rd.	Segment A
Rice Rd.	7600	na	na	14.11	Rice Rd.	
SR 33 So., Ventura Av.	22100	na	na	14.41	SR 33 So., Ventura Av.	
Loma Dr.	20500	na	na	15.02	Loma Dr.	
Hermosa Rd.	20500	na	na	16.08	Hermosa Rd.	Segment B
SR 33, Maricopa Hwy	23700	na	na	16.58	SR 33, Maricopa Hwy	
Ventura St.	19300	na	na	17.49	Ventura St.	
Gridley/Oak Glen Rds.	7900	na	na	18.59	Gridley/Oak Glen Rds.	
Gorham Rd.	6200	na	na	19.04	Gorham Rd.	
Reeves Rd.	3400	na	na	19.93	Reeves Rd.	
Happy Vlly School Rd.	2900	na	na	22.48	Happy Vlly School Rd.	Segment C
No. S. Paula City Limits	3150	na	na	31.95	No. S. Paula City Limits	
Main St.	15200	na	na	34.1	Main St.	
SR 126		na	na	34.39	SR 126	

LEGEND	
Existing Changeable Message Signs (CMS)	Existing Control (Count) Stations (CS)
Proposed Changeable Message Signs (CMS)	Proposed Control (Count) Stations (CS)
Existing Closed Circuit Televisions (CCTV)	Existing Automobile Vehicle Classification (AVC)
Proposed Closed Circuit Televisions (CCTV)	Proposed Automobile Vehicle Classification (AVC)
Existing Highway Advisory Radios (HAR)	Existing Weigh in Motion (WIM)
Proposed Highway Advisory Radios (HAR)	Proposed Weigh in Motion (WIM)
Existing Vehicle Detection Systems	Existing Fiber Optic Communications
Proposed vehicle Detection Systems	Proposed Fiber Optic Communications
Existing Ramp Metering Systems (RMS) including meter-ready	na Data not available
Proposed Ramp Metering Systems (RMS)	

SR 150 is a two-lane conventional (non-freeway) highway that connects with US 101 in Santa Barbara on the west and the cities of Ojai and Santa Paula in Ventura County on the east.

Segment:	A	B	C
Description	**Ventura/Santa Barbara County Line to Rice Road:** The western segment of SR 150 is a winding mountainous two-lane rural road that travels around the northern half of Lake Casitas between the County line and Ojai.	**Rice Road to Gridley/Oak Glen Roads:** This segment of SR 150 travels through rural areas south of Meiners Oaks and through the City of Ojai.	**Gridley/Oak Glen Roads to SR 126:** Between the City of Ojai and the City of Santa Paula , SR 126 travels through mountainous rural and agricultural areas and open space.
# of lanes	1 lane in each direction	1 lane in each direction	1 lane in each direction
AADT	2,550 to 7,600	7,900 to 23,700	3,150 to 15,200
LOS	*Data Not Available*	*Data Not Available*	*Data Not Available*
Land Use	Designated as Open Space in the Ventura County General Plan.	Portions of this segment are designated as Open Space, Rural, Existing Community and Urban.	Areas within the segment are designated as Open Space, Open Space-Urban Reserve, Rural, Existing Community, Agricultural and Urban.
Bike & Ped. Facilities	None	From the west junction of SR 33/SR 150 to the City of Ojai.	None
Park & Ride Lots	None	In Ojai at Ojai Avenue at Montgomery Street.	None
Bus & Rail	None	Gold Coast Transit and Access ADA Dial-a-Ride; Ojai Trolley; Help of Ojai.	VISTA and VISTA Dial-A-Ride.
Soundwalls	None	None	None

SR 232

Intelligent Transportation Systems (ITS) & Transportation Management Systems (TSM) Field Elements (Approximate Location)

Northbound	AADT	Peak LOS AM/PM NB	Peak LOS AM/PM SB	Post Mile	Southbound
SR 1, Oxnard Blvd. ⌘	50000	na	na	0	⌘ SR 1, Oxnard Blvd.
US 101 ⊠	31500	na	na	0.44	⊠ US 101
Stroube St.	na	A/B	B/A	0.87	Stroube St.
Central Ave.	19200	A/B	B/A	2.58	Central Ave.
SR 118, LA Ave. ⌘		A/B	B/A	4.11	⌘ SR 118, LA Ave.

LEGEND			
■	Existing Changeable Message Signs (CMS)	⌘	Existing Control (Count) Stations (CS)
■	Proposed Changeable Message Signs (CMS)	⌘	Proposed Control (Count) Stations (CS)
□	Existing Closed Circuit Televisions (CCTV)	⊠	Existing Automobile Vehicle Classification (AVC)
□	Proposed Closed Circuit Televisions (CCTV)	⊠	Proposed Automobile Vehicle Classification (AVC)
HAR	Existing Highway Advisory Radios (HAR)	⚖	Existing Weigh in Motion (WIM)
HAR	Proposed Highway Advisory Radios (HAR)	⚖	Proposed Weigh in Motion (WIM)
⇔	Existing Vehicle Detection Systems	◉	Existing Fiber Optic Communications
⇔	Proposed vehicle Detection Systems	◉	Proposed Fiber Optic Communications
	Existing Ramp Metering Systems (RMS) including meter-ready	na	Data not available
	Proposed Ramp Metering Systems (RMS)		

SR 232 is a four-lane conventional (non-freeway) highway that runs north/south from SR 118 in unincorporated Ventura County to the north and Oxnard Boulevard to the south in the City of Oxnard.

Segment:	A	B
Description	**SR 118 to Oxnard Boulevard:** SR 232 is a four-lane conventional (non-freeway) highway that runs north/south from SR 118 in unincorporated Ventura County to the north and Oxnard Boulevard to the south in the City of Oxnard.	
# of lanes	2 lanes in each direction	
AADT	19,200 to 50,000	
LOS	A, B (SR 118 to Stroube Street Only)	
Land Use	Agricultural to the north in the proximity of SR 118 and residential to the south near US 101. Designated as Agricultural to the north by SR 118, Existing Community-Urban Reserve in the middle, and Urban/Existing Community-Urban Reserve just north of US 101 to the south.	
Bike & Ped. Facilities	None	
Park & Ride Lots	None	
Bus & Rail	Gold Coast Transit and Access Dial-A-Ride; VISTA.	
Soundwalls	None	

2.7 Port Truck Access Corridor

The Port of Hueneme is the only deep sea port between San Pedro in Los Angeles and Oakland. It houses a commercial operation and the Naval Construction Battalion Center (CBC). Most of the cargo from the commercial operation is focused on vehicle imports and agricultural exports and imports.

Trucks have historically carried the majority of the cargo to and from the Port of Hueneme. The Port generates an annual average of about 250 trucks per day that enter and exit through the main gate at Hueneme Road, according to the "Cities of Port Hueneme/Oxnard Truck Traffic Study" prepared by the IBI Group dated June 5, 2008. Truck traffic through the main gate has remained relatively stable during the last 5 years. The study also found that Port-related truck traffic represents a small percentage of the overall number of trucks traveling on roadways around Port Hueneme and Oxnard. For example, Port-related truck trips on Hueneme Road just east of Ventura Road was found to comprise about 25% of the total trucks traveling on this segment of roadway. This percentage diminishes rapidly further away from the Port's main gate as trucks disperse throughout the area.

Over two decades ago, government agencies and the Oxnard Harbor District (Port operator) designated a primary truck corridor for Port-related truck traffic traveling between the Port and US 101. The purpose for designating the corridor is to reduce truck traffic in residential neighborhoods, reduce congestion on city streets, and to speed the flow of goods between the freeway and the Port. The corridor selected was **Hueneme Road-Rice Avenue**, and is highlighted in yellow on the map in Exhibit 15, page 60. In order to make the corridor viable for truck traffic, several improvements were required such as the extension of Rive Avenue to Hueneme Road and the reconstruction of the Rice Avenue/SR 1/Pleasant Valley Road Interchange, both completed a few years ago. The IBI truck study found that most of the trucks traveling to and from Port utilize Hueneme Road and Rice Avenue, with a small percentage traveling along other City of Oxnard designated truck routes.

Additional projects are still required to bring the corridor up to standards for truck use. These remaining projects are listed below and located on the map in Exhibit 15 by number:

❶ Rice Ave/Santa Clara Ave/US 101 Interchange Reconstruction
City of Oxnard (Chapter 7 Near-Term Project List, RTIP# VEN070201)

❷ Widen Hueneme Rd between Oxnard City Limits and Rice Ave from 2 to 4 lanes
County of Ventura (Chapter 7 Near-Term Project List, RTIP# VEN011202)

❸ Widen Hueneme Rd between Saviers Rd. and the Oxnard City Limit
City of Oxnard (not in RTP)

❹ Railroad Grade Separation at Rice Ave/5th Street

❺ Rice Ave at Wooley Rd: Add 3rd northbound through lane and 3rd southbound through lane
County of Ventura (Chapter 7 Mid-Term List RTP# 5A0710)

❻ Rice Ave at Channel Islands Blvd: Add 3rd northbound through lane and 3rd southbound through lane and southbound right-turn lane
County of Ventura (Chapter 7 Mid-Term List RTP# 5A0711)

In addition to the above listed projects, the IBI Group truck study recommended:

- Continuing to emphasize the use of Hueneme Road and Rive Avenue as the primary truck access corridor to the Port of Hueneme.
- Installing directional signage along the corridor directing trucks exiting the Port main gate to access US 101 via the corridor.
- Exploring the feasibility of implementing traffic signal coordination along the corridor to improve traffic flow and truck travel times in the corridor.

Exhibit 15: Port Access Corridor Map

2.8 Rail Corridors

Coast Main Line

The Coast Main Line runs between eastern Ventura County in the City of Simi Valley and western Ventura County in the City of Ventura. The rail line between Simi Valley and Moorpark is owned by Metrolink, and rail north of the Moorpark rail station is owned by Union Pacific (UP). According to the LOSSAN North Strategic Plan (October 2007), UP operates an average of up to 13 freight trains on the Coast Main Line each day. These include both through trains (moving through but not stopping) and trains serving local customers. The study estimated an increase of two UP trains per day by 2015, and four trains per day by 2025 based on planning estimates provided by UP for purposes of the study.

In addition to freight service on the Coast Main Line, Metrolink operates 6 passenger trains through the project area, and Amtrak operates 10 daily Pacific Surfliner trains and 2 Coast Starlight long-distance trains.

Ventura County Railway (VCRR)

Near the vicinity of the project is the Short-Line Railroad known as the Ventura County Railway (VCRR) that operates between the cities of Port Hueneme and Oxnard in western Ventura County. The line is currently used for freight service only, and is operated by the Rail America Corporation from the Port of Hueneme. Should operations expand at the Port of Hueneme, there could be additional freight activity on the VCRR. This could increase the number of UP trains operating on the Coast Main Line.

Santa Paula Branch Line

VCTC purchased the Santa Paula Branch Line from Southern Pacific in 1995. The Branch line stretches between the UP Coast Main Line in Montalvo (City of Ventura) to the LA County Line through the Santa Clara River Valley. The Fillmore Western Railroad currently operates excursion trains on the Branch Line primarily between the City of Santa Paula, the City of Fillmore and the community of Piru. UP operates limited freight service on the Branch Line between the Coast Main Line and the City of Santa Paula 3 times per week.

There is a project included in the VCTC STIP Priority List to improve the entire Santa Paula Branch Line for purposes of operating rail service. This project is low on the priority list (See Chapter 7) and is not likely to be funded in the foreseeable future without additional funding and regional commitment. There has also been interest to restore the rail line beyond Ventura County to provide rail service to Santa Clarita in Los Angeles County; however, this improvement is not included in current regional planning or programming documents.