PERFORMANCE MONITORING & EVALUATION

"The [CMP] program shall contain…A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods."

California Government Code Section 65089.(b)(2)

6.1 Purpose of Chapter

This chapter describes the performance evaluation of the CMP road network presented in Chapter 2, and the public transportation system described in Chapter 5. Specifically, this chapter presents the results of the:

- CMP highway and road network performance monitoring evaluation for the 2009 update in section 6.3, pages 96 through 118;
- Public transit performance measure analysis of fixed-route, dial-a-ride and paratransit systems in Ventura County in section 6.4, pages 119 through 130.

The purpose for conducting the performance evaluation is to:

- Identify deficient (congested) intersections and segments on the CMP network, and require responsible agencies to develop a deficiency action plan to relieve congestion;
- Provide planners, developers, and decision-makers with an overview of traffic and transportation service-level conditions in the County to promote a regional and multimodal approach to relieve congestion on the CMP network and reduce vehicle miles traveled.

The deficiency action plan requirements and process are described in Chapter 2. The performance measures used to evaluate the road and transit systems in this chapter are described in section 6.2 below.

6.2 Performance Measures

The performance measures developed for the CMP were selected with the assistance of the VCTC Transportation Technical Advisory Committee (TTAC) and the Transit Operators

Committee (TRANSCOM). The performance measures for the CMP road and highway network are:

- Level of Service (LOS)
- Annual Average Daily Travel (AADT)

TTAC recommended that "*Average Vehicle Speed"* be added as a third performance measure for the next CMP update as the data would be readily available to VCTC. Since the data is only being collected on the state highway system, the performance measure would only apply to the state highway system.

The performance measures for transit systems are:

- Total Annual Passengers (one-way trips)
- Total Annual Service Hours
- Total Annual Service Miles
- Passengers per Service Mile
- Passengers per Service Hour

6.3 CMP Network Monitoring Evaluation

As part of the biennial CMP process, local agencies and Caltrans are required to submit traffic information including Level of Service (LOS) and Annual Average Daily Travel on specified intersections and segments on the CMP road network within their jurisdiction. This process is described in Chapter 2. The data is used to evaluate the performance of the CMP road network to identify congested road segments and intersections. The results are described in section 6.3.3, starting on page 97.

6.3.1. Level of Service (LOS) Tables and Maps

Exhibit 32 which starts on page 103 lists the intersections and segments that are monitored in the CMP by responsible agency, and includes the LOS data submitted by the agencies in 2008 and prior years for comparison purposes. Exhibit 32 also includes a checklist which summarizes whether intersections have degraded, remained the same, or improved for both AM and PM peak periods. The table highlights significant changes in LOS and segments at LOS F. A detailed definition of LOS is provided in Chapter 2. A summary of the performance results based on Exhibit 32 is presented in Section 6.3.3, starting on page 97.

A visual representation of AM and PM peak LOS on the CMP Network is provided in Exhibits 13a through 13f, pages 32 through 37, in Chapter 2.

6.3.2. Annual Average Daily Travel (AADT)

AADT data for all state highway routes in Ventura County is presented by route utilizing bar graphs in Exhibits 33 starting on page 109. Average daily vehicle counts for each route are presented by interchange or intersection along the routes (total count both directions). Vehicle counts for the eight-year period starting 2000 and ending 2007 have been included in the graphs to assist with the performance review. The traffic data used to create the graphs was obtained from the Caltrans website at http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/.

Maps listing current (2005 base) and predicted future (2030) AADT levels from the Ventura County Traffic Model (VCTM) are presented in Exhibits 17 and 18 in Chapter 3.

6.3.3. Results of the CMP Network Evaluation

All three CMP intersections at LOS F in the 2004 Congestion Management Program (CMP) Update have significantly improved to above LOS E for the 2009 Update. The revised LOS figures for these intersections are listed in Exhibit 29 below:

Exhibit 29

Locations No-longer at LOS "F"

Responsible Agency	CMP Intersection	LOS AM 2008	LOS PM 2008
City of Oxnard	Oxnard Blvd / Wooley Road / Saviers Road	B	D
City of Santa Paula	Harvard Boulevard / 10th Street, SR 150	C	C
Count y of Ventura	Santa Rosa Road / Moorpark Road	D	D

The Oxnard Blvd/Wooley Road/Saviers Road intersection was the last remaining pre-existing LOS F location that was "grandfathered" during the adoption of the first CMP in 1991. Projects at LOS F were grandfathered at that time to prevent local agencies from losing gas tax funds.

A total of 10 new LOS F locations have been indentified for the 2009 CMP update, and are listed in Exhibit 30, page 98. All 10 are located on the state highway system and under the jurisdiction of Caltrans.

Exhibit 30

New LOS "F" Locations

Item #*	Route	CMP Segment or Intersection	LOS AM 2008	LOS PM 2008
1	US 101	NORHTBOUND – LA/Ventura County Line to SR 33	F0	F0
2	US 101	NORTHBOUND – SR 23 to Borchard Road	F0	F1
3	US 101	SOUTHBOUND – SR 23 to Borchard Road	F0	E
4	US 101	NORTHBOUND – Borchard Road to Lewis Road	D	F0
5	US 101	SOUTHBOUND – Borchard Road to Lewis Road	F0	E
6	US 101	NORTHBOUND – Lewis Road to Del Norte	E	F0
7	US 101	NORTHBOUND – Del Norte to SR 126	C	F0
8	SR 118	EASTBOUND – Madera Road to LA/Ven. County Line	F0	F0
9	SR 118	WESTBOUND – Madera Road to LA/Ven. County Line	F0	F0
10	SR 118	at SR 34 (LA Ave at Somis Road) Intersection	F**	F**

**Segments are not listed in priority order.* ***April 2009 LOS Data*

There are several projects that are either proposed, in the project development phase or under construction that are anticipated to improve above LOS "F" as follows:

1. Funds to design the US 101/SR 23 interchange and US 101 mainline operational improvements between the LA County line and SR 23 are programmed in the 2008 STIP. This project is expected to improve traffic congestion on segments listed as Items 1, 2 & 3 in Exhibit 30. Improvements on US 101 west (or north) of the SR 23 interchange are not funded but included in the VCTC adopted STIP funding project priority list presented in Exhibit 34, Chapter 7, except for the segment between Mussel Shoals and Casitas Pass Road in Santa Barbara County which has been funded with Proposition 1B CMIA funds. This improvement will add a High Occupancy Vehicle (HOV) lane in the Mussel Shoals and La Conchita area in each direction, and is expected to begin construction in 2011. LOS at the two entrances to the communities of Mussel Shoals and La Conchita is expected to improve above LOS "F" during peak periods.

2. The freeway widening project on SR 118 between Tapo Canyon Road and the LA/Ventura County line is expected to relieve traffic congestion on freeway segments listed as Items 8 & 9 in Exhibit 30. This project is fully funded and partially constructed. Improvements on SR 118 west of Tapo Canyon Road to SR 23 are not funded but included in the VCTC adopted STIP funding project priority list presented in Exhibit 34, Chapter 7.

3. The intersection of SR 118 & SR 34 (LA Avenue at Somis Road) is currently operating at LOS F during the AM and PM peak periods. This intersection is listed as Item 10 in Exhibit 30. Caltrans, who is funding the project, is currently working on the project development phase to make improvements to the intersection. Construction is tentatively scheduled to begin in 2011/2012. Improvements to the remaining non-freeway stretch of SR 118 from SR 23 to SR 126 are not funded but included in the VCTC adopted STIP funding project priority list presented in Exhibit 34, Chapter 7. Proposed improvements on SR 118 have included truck weigh stations near Moorpark, a railroad grade separation, bicycle and pedestrian lanes, passing lanes, widening to 4 lanes, safety improvements to the Mesa School Curve, and improvements to intersections at Hitch Blvd and Balcom Canyon Road.

LOS data was not available for the SR 23 freeway for this report because traffic count stations had not yet been installed as part of the SR 23 widening project completed in 2008.

A summary of general findings based on LOS and AADT data included in this chapter is presented in Exhibit 31, pages 100 through 102.

Exhibit 31

Responsible Agency	Peak Period CMP Network Performance Summary	
Caltrans	**SR 1**	Operating speeds remain good with stable traffic flow on both sides of the highway. The only significant increase in traffic in the past eight years has occurred at the Pleasant Valley/Rice Ave interchange (about 4,000 daily vehicle increase) after the interchange was improved.
Caltrans	**SR 23**	Traffic conditions on the freeway section have improved with the widening of the freeway in 2008 (LOS data was not available because traffic count stations have not been rebuilt). The number of vehicles is consistently increasing along the non-freeway segments of the highway.
Caltrans	**SR 33**	Operating speeds remain good with stable traffic flow on both sides of the highway. There has been a slight increase in daily traffic (about 2,000 vehicles) on Woodland Road and Creek Road in the past three years.
Caltrans	**SR 34**	Significant increase in the volume of daily traffic (5,000 to 10,000) in the past several years along the areas recently improved in Camarillo around the US 101/SR 34 interchange (Daily Drive, US 101 & Ventura Blvd). Significant decrease in daily traffic at Rice Ave over seven years (down almost by 3,000 vehicles).
Caltrans	**US 101**	Traffic conditions north of SR 126 in the City of Ventura appear to have slightly improved between 2006 and 2008 despite the steady increase in traffic over the past eight years along this stretch. However, traffic approaches unstable flow during the evening peak periods where speeds are tolerable but subject to sudden and considerable variation. Mainline traffic operations on along Mussel Shoals and La Conchita near the Santa Barbara County Line reflect local commuting patterns with reduced LOS during the AM peak in the northbound direction and higher congestion levels during the PM peak in the southbound direction. The LOS at Santa Barbara Street in La Conchita on northbound US 101 is at F during the AM peak, as is the entrance to Mussel Shoals on southbound US 101 during the PM peak. The southbound segment between Lewis Road and Del Norte has degraded during the morning peak to LOS E, with unstable traffic flow with rapidly fluctuating speeds and flow rates; and the northbound segment remains at LOS F. The northbound segment between Del Norte and SR 126 has fallen to LOS F with speeds at times dropping to zero, and segments between the LA County Line to Lewis Road remain at LOS F. There has been a steady increase in traffic between Lynn Road and Rice Avenue over the past eight years.

Exhibit 31 (Continued)

Responsible Agency	Peak Period CMP Network Performance Summary	
Caltrans	**SR 118**	LOS on the eastbound SR 118 non-freeway section between SR 126 and SR 232 dropped from D to E during the AM peak and from B to C westbound. The intersection of SR 118 & SR 34 (LA Avenue at Somis Road) is currently operating at LOS F during the AM and PM peak periods. The LOS F designation between Madera Road and the LA County line on the freeway portion is expected to improve with the completion of the SR 118 widening projects between Tapo Canyon Road and the LA County Line. There has been a steady increase in traffic along the entire freeway segment over the past eight years and at SR 232 along the non-freeway segment.
Caltrans	**SR 126**	Operating speeds remain good with stable traffic flow on both sides of the highway. There has been a slight decrease in LOS given the steady increase in traffic over the past eight years along the entire stretch.
Caltrans	**SR 150**	There has been a slight but steady increase in traffic at Gorham Road, Gridley/Oak Glen Roads and Loma Drive.
Caltrans	**SR 232**	Operating speeds remain good with stable traffic flow on both sides of the highway. Most significant increase in daily traffic over the past 8 years on this highway has occurred at Oxnard Blvd (about a 6,000 daily vehicle increase).
City of Camarillo	With the possible exception of Central Avenue at US 101, all other CMP network intersections in the City are operating at good operating speeds with stable traffic flow. LOS information for Central Avenue for 2008 was not provided, but 2006 LOS data lists the Northbound ramps at D for both the AM and PM peak which is approaching unstable traffic flow.	
City of Moorpark	The LOS at the Northbound ramps at Tierra Rejada Road and SR 23 during the has dropped from A to D during the PM peak in the last two years; however, LOS at the Southbound ramps has improved from E to D during the PM peak. LOS has improved from F to D at Tierra Rejada Road and Moorpark Road during the AM peak. At Tierra Rejada and LA Avenue, operating speeds remain good with stable traffic flow.	
City of Oxnard	Traffic has significantly improved at 8 of the 23 CMP-monitored locations in Oxnard including Rose Ave/SR 34 and Oxnard Blvd/Wooley Rd (Five Points) where the LOS has been raised above F. The only significant decreases in LOS has occurred at Rice Ave/US 101 s/b ramps (LOS down to "D" AM & PM from A & B), and Rose Ave/US 101s/b off ramps (PM peak down to C from A).	

Exhibit 31 (Continued)

Responsible Agency	Peak Period CMP Network Performance Summary
City of Port Hueneme	Operating speeds remain good with stable traffic flow at the two monitored intersections within the City on Ventura Road.
City of San Buenaventura	Operating speeds remain good with stable traffic flow at most CMP monitored locations in the City except for Main St at Telephone Rd where the PM peak LOS has fallen from C to D. All other locations are above LOS D. LOS has significantly improved at Main St and US 101 from E to D during the AM peak.
City of Santa Paula	LOS has significantly improved from F to C during the AM peak at 10th street (SR 150) and Harvard Blvd, the only CMP monitored location the City. Traffic flow has stabilized at this location.
City of Simi Valley	Operating speeds remain good with stable traffic flow at all 25 CMP monitored locations in the City except for the AM peak at Yosemite Ave and LA Ave where the LOS has fallen from C to D.
City of Thousand Oaks	Operating speeds remain good with stable traffic flow at all 43 CMP monitored locations in the City. All locations are operating at LOS C or better.
County of Ventura	LOS has significantly improved from LOS F to D on Santa Rosa Rd at Moorpark Road. Operating speeds remain good with stable traffic flow at all other CMP monitored locations in the County unincorporated area.

Exhibit 32

Level of Service (LOS) Data Submitted by Caltrans and Local Agencies

Caltrans		Level-of-Service (LOS)				AM Δ			PM Δ		
		2008		2006							
Route	Limits	AM	PM	AM	PM	Degraded	No Change	Improved	Degraded	No Change	Improved
1	LA County Line to Los Posas - N/E	A	A	A	A		√			√	
1	LA County Line to Los Posas - S/W	A	B	A	A		√		√		
1	Los Posas to Statham Avenue - N/E	A	B	A	A		√		√		
1	Los Posas to Statham Avenue - S/W	A	A	A	A		√			√	
23	US-101 to Science Drive - N/E	*	*	D	F1						
23	US-101 to Science Drive - S/W	*	*	F0	B						
33	US-101 to Casitas Vista - N/E	A	B	A	B		√			√	
33	US-101 to Casitas Vista - S/W	B	A	B	A		√			√	
33	Ojai Ave. (SR 150) to Los Padre National Forest - N/E	A	B	A	B		√			√	
33	Ojai Ave. (SR 150) to Los Padre National Forest - S/W	A	A	A	A		√			√	
101	LA Co. Line to SR-23 - N/E	F0	F0	F0	F0		√			√	
101	LA Co. Line to SR-23 - S/W	D	D	E	D			√		√	
101	SR-23 to Borchard Road - N/E	F0	F1	F0	F1			√			√
101	SR-23 to Borchard Road S/W	F0	E	F0	D		√		√		
101	Borchard Road to Lewis Road - N/E	D	F0	F0	F0			√		√	
101	Borchard Road to Lewis Road - S/W	F0	E	F0	D		√		√		
101	Lewis Road to Del Norte - N/E	E	F0	E	F0		√			√	
101	Lewis Road to Del Norte - S/W	E	D	D	D	√				√	
101	Del Norte to SR-126 - N/E	C	F0	D	E			√	√		
101	Del Norte to SR-126 - S/W	C	D	D	E			√			√
101	SR-126 to SR-33 - N/E	C	D	C	E		√				√
101	SR-126 to SR-33 - S/W	C	D	D	E			√			√
101	SR-33 to Mobil Pier N/E	C	A	C	C		√				√
101	SR-33 to Mobil Pier S/W	B	C	B	C		√			√	
101	Mobile Pier to Santa Barbara Line - N/E	C	A	C	A		√			√	
101	Mobile Pier to Santa Barbara Line - S/W	A	C	A	B		√		√		
118	SR-126 to SR-232 Vineyard Ave - N/E	E	C	D	B	√			√		
118	SR-126 to SR-232 Vineyard Ave - S/W	C	E	B	E	√				√	
118	New LA Avenue to Madera Road - N/E	D	E	D	D		√		√		
118	New LA Avenue to Madera Road - S/W	D	D	D	D		√			√	
118	Madera Road to LA County Line - N/E	F0	F0	F0	E		√		√		
118	Madera Road to LA County Line - S/W	F0	F0	F0	F0		√			√	
126	US-101 to SR 118 Wells Road - N/E	B	D	A	C	√			√		
126	US-101 to SR 118 Wells Road - S/E	C	B	C	B		√			√	
126	Wells Road to Hallock Drive - N/E	B	C	A	C	√				√	
126	Wells Road to Hallock Drive - S/W	C	B	C	B		√			√	
126	Hallock Drive to SR-23 "A" St. - N/E	B	C	B	C		√			√	
126	Hallock Drive to SR-23 "A" St. - S/W	C	B	C	B		√			√	
232	Stroube Street to Los Angeles Avenue - N/E	A	B	A	B		√			√	
232	Stroube Street to Los Angeles Avenue - S/W	B	A	B	A		√			√	

= Significant LOS Improvement
(LOS increase ≥ 2 levels or improves from LOS E)

= Significant LOS Degredation
(LOS decrease ≥ 2 levels or at LOS E)

= Need data, likely OK

= New LOS F Segments

Exhibit 32
Level of Service (LOS) Data Submitted by Caltrans and Local Agencies
(Continued)

City of Camarillo		Level-of-Service (LOS)				AM Δ			PM Δ		
		2008		2004*		Degraded	No Change	Improved	Degraded	No Change	Improved
Street	**Intersection**	AM	PM	AM	PM						
Central Avenue	State Route 101 SB Ramps	**	**	D	D						
Central Avenue	State Route 101 NB Ramps	**	**	A	A						
Lewis Road	Pleasant Valley Road	A	B	B	B			√		√	
Lewis Road	Los Posas Road	A	A	A	A		√			√	
Los Posas	State Route 101 SB Ramps	A	A	A	B		√				√
Los Posas	Pleasant Valley Road	A	B	A	C		√				√
Los Posas	State Route 101 NB Ramps	A	A	A	B		√				√
Pleasant Valley Road	State Route 101 SB Ramps	A	A	B	C			√			√
Santa Rosa Road	State Route 101 NB Ramps	A	A	A	A		√			√	
* 2006 data not available; ** Data not available.											

City of Moorpark		Level-of-Service (LOS)				AM Δ			PM Δ		
		2008		2006&04*		Degraded	No Change	Improved	Degraded	No Change	Improved
Street	**Intersection**	AM	PM	AM	PM						
Tierra Rejada Road	State Route 23 NB Ramps	A	D	A	A		√		√		
Tierra Rejada Road	State Route 23 SB Ramps	C	D	C	E		√				√
Tierra Rejada Road	Moorpark Road	D	D	F	C			√	√		
Tierra Rejada Road	Los Angeles Avenue	B	B	A	B	√				√	
* 2006 data available for intersection with Moorpark Rd; 2004 data used for other three intersections.											

= Significant LOS Improvement
(LOS increase ≥ 2 levels or improves from LOS E)

= Significant LOS Degredation
(LOS decrease ≥ 2 levels or at LOS E)

Exhibit 32
Level of Service (LOS) Data Submitted by Caltrans and Local Agencies
(Continued)

City of Oxnard		Level-of-Service (LOS)				AM Δ			PM Δ		
		2008		2006							
Street	Intersection	AM	PM	AM	PM	Degraded	No Change	Improved	Degraded	No Change	Improved
Channel Islands Blvd.	Harbor Blvd.	A	A	A	A		√			√	
Channel Islands Blvd.	Saviers Road	B	C	C	C			√		√	
Channel Islands Blvd.	Ventura Road	B	B	A	C	√					√
Channel Islands Blvd.	Victoria Avenue	A	C	A	B		√		√		
Gonzales Road	Rice Avenue	B	B	B	C		√				√
Gonzales Road	Rose Avenue	B	C	B	E		√				√
Gonzales Road	Route 1(Oxnard Boulevard)	C	C	B	B	√			√		
Gonzales Road	Ventura Road	A	B	A	A		√		√		
Hueneme Road	Saviers Road	A	A	A	A		√			√	
Pleasant Valley Road	Saviers Road	A	B	B	C			√			√
Rice Avenue	Route 101 SB Off Ramp	D	D	A	B	√			√		
Rice Avenue	State Route 34	A	C	A	D		√				√
Rose Avenue	Channel Island Blvd.	A	B	A	C		√				√
Rose Avenue	Pleasant Valley Road	A	B	A	C		√				√
Rose Avenue	State Route 1	A	B	A	D		√				√
Rose Avenue	State Route 101 NB Off Ramps	A	A	A	A		√			√	
Rose Avenue	State Route 101 SB Off Ramps	B	C	A	A	√			√		
Rose Avenue	State Route 34	B	C	D	F			√			√
Rose Avenue	Wooley Road	A	B	A	D		√				√
State Route 1	Wooley Road	B	D	E	F			√			√
Santa Clara Avenue	Auto Center Drive	A	B	A	D		√				√
Ventura Road	Wooley Road	B	C	B	C		√			√	
Victoria Avenue	Wooley Road	A	A	D	A			√		√	

= Significant LOS Improvement
(LOS increase ≥ 2 levels or improves from LOS E)

= Significant LOS Degredation
(LOS decrease ≥ 2 levels or at LOS E)

Exhibit 32
Level of Service (LOS) Data Submitted by Caltrans and Local Agencies
(Continued)

City of Port Hueneme		Level-of-Service (LOS)				AM Δ			PM Δ		
		2008		2006							
		AM	PM	AM	PM	Degraded	No Change	Improved	Degraded	No Change	Improved
Street	**Intersection**										
Ventura Road	Pleasant Valley Road	A	B	A	A		√		√		
Ventura Road	Hueneme Road	A	A	B	A			√		√	

City of San Buenaventura (Ventura)		Level-of-Service (LOS)				AM Δ			PM Δ		
		2008		2006							
		AM	PM	AM	PM	Degraded	No Change	Improved	Degraded	No Change	Improved
STREET	**INTERSECTION**										
Harbor Boulevard	Monmouth Way/U.S. 101	A	B	A	B		√			√	
Harbor Boulevard	Olivas Park Drive (Spinnaker)	A	A	A	B		√				√
Johnson Drive	U.S. 101	C	C	D	D			√			√
Main Streeet	State Route 126	A	A	A	A		√			√	
Main Street	Donlon/U.S. 101	A	C	A	C		√			√	
Main Street	U.S. 101	D	B	E	C			√			√
Main Street	Telegraph Road/Thompson Boulevard	A	C	A	B		√		√		
Main Street	Telephone Road	A	D	A	C		√		√		
Olivas Park Drive	Telephone Road	A	A	A	D		√				√
Olivas Park Drive	Victoria Ave	B	C	*	*						
Seaward Avenue	Harbor Boulevard	A	A	A	B		√				√
Seaward Avenue	U.S. 101	A	A	A	A		√			√	
Seaward Avenue	Thompson Boulevard	A	A	A	A		√			√	
Telephone Road	U.S. 101	A	A	A	A		√			√	
Valentine Road	U.S. 101 S/B ramp	A	A	A	A		√			√	
Victoria Avenue	U.S. 101	A	B	B	B			√		√	
Victoria Avenue	State Route 126	B	C	C	C			√		√	
Victoria Avenue	Telegraph Road	B	B	C	D			√			√
Victoria Avenue	Telephone Road	A	A	A	B		√				√
Victoria Avenue	Valentine Road	B	C	A	B	√			√		
Wells Road	Telephone Road	B	A	C	C			√			√

City of Santa Paula		Level-of-Service (LOS)				AM Δ			PM Δ		
		2008		2004*							
		AM	PM	AM	PM	Degraded	No Change	Improved	Degraded	No Change	Improved
Street	**Intersection**										
Harvard Boulevard	10th Street (State Route 150)	C	C	D	F			√			√
*2006 data not available											

= Significant LOS Improvement
(LOS increase ≥ 2 levels or improves from LOS E)

= Significant LOS Degredation
(LOS decrease ≥ 2 levels or at LOS E)

Exhibit 32
Level of Service (LOS) Data Submitted by Caltrans and Local Agencies
(Continued)

City of Simi Valley		Level-of-Service (LOS)				AM Δ			PM Δ		
		2008		2006		Degraded	No Change	Improved	Degraded	No Change	Improved
Street	**Intersection**	AM	PM	AM	PM						
Viewline Drive	State Route 118 WB Ramps	A	A	A	A		√			√	
Madera Road	Viewline Drive	A	B	A	A		√		√		
Madera Road	State Route 118 EB Ramps	A	A	A	A		√			√	
Madera Road	Los Angeles Avenue	B	C	B	D		√				√
First Street	State Route 118 WB Ramps	A	A	A	A		√			√	
First Street	State Route 118 EB Ramps	A	A	A	A		√			√	
First Street	Los Angeles Avenue	A	B	A	C		√				√
Erringer Road	State Route 118 WB Ramps	A	B	A	B		√			√	
Erringer Road	State Route 118 EB Ramps	A	A	A	A		√			√	
Erringer Road	Los Angeles Avenue	A	B	B	C			√			√
Sycamore Drive	State Route 118 WB Ramps	A	A	A	A		√			√	
Sycamore Drive	State Route 118 EB Ramps	A	B	A	A		√		√		
Sycamore Drive	Los Angeles Avenue	B	B	B	C		√				√
Tapo Canyon	State Route 118 WB Ramps	A	A	A	A		√			√	
Tapo Canyon	State Route 118 EB Ramps	A	B	B	B			√		√	
Tapo Canyon	Los Angeles Avenue	A	B	B	B			√		√	
Stearns Street	State Route 118 WB Ramps	A	A	A	A		√			√	
Stearns Street	State Route 118 EB Ramps	A	A	A	A		√			√	
Stearns Street	Los Angeles Avenue	B	A	A	B	√					√
Yosemite Avenue	State Route 118 WB Ramps	A	A	A	A		√			√	
Yosemite Avenue	State Route 118 EB Ramps	A	A	A	A		√			√	
Yosemite Avenue	Los Angeles Avenue	D	A	C	C	√					√
Kuehner Drive	State Route 118 WB Ramps	A	A	A	A		√			√	
Kuehner Drive	State Route 118 EB Ramps	A	A	A	A		√			√	
Kuehner Drive	Los Angeles Avenue	A	A	A	A		√			√	

County of Ventura		Level-of-Service (LOS)				AM Δ			PM Δ		
		2008		2004*		Degraded	No Change	Improved	Degraded	No Change	Improved
Street	**Intersection**	AM	PM	AM	PM						
Central Avenue	State Route 232	A	A	A	B		√				√
Central Avenue	Santa Clara Avenue	A	A	A	A		√			√	
Hueneme Road	State Route 1 NB	A	A	A	A		√			√	
Hueneme Road	State Route 1 SB	A	A	A	A		√			√	
Los Posas Road	State Route 1 NB	A	A	A	A		√			√	
Los Posas Road	State Route 1 SB	A	A	A	A		√			√	
Los Posas Road	State Route 34	A	B	A	A		√		√		
Old Telegraph Road	State Route 126	A	A	A	A		√			√	
Pleasant Valley Road	State Route 34	A	C	A	B		√		√		
Rice Avenue	Channel Islands Boulevard	A	A	A	A		√			√	
Santa Clara Avenue	State Route 118	A	B	A	A		√		√		
Santa Rosa Road	Moorpark Road	D	D								
Victoria Avenue	Gonzales Road	A	C	A	B		√		√		

= Significant LOS Improvement
(LOS increase ≥ 2 levels or improves from LOS E)

= Significant LOS Degredation
(LOS decrease ≥ 2 levels or at LOS E)

Exhibit 32
Level of Service (LOS) Data Submitted by Caltrans and Local Agencies
(Continued)

City of Thousand Oaks		Level-of-Service (LOS)				AM Δ			PM Δ		
		2008		2006							
		AM	PM	AM	PM	Degraded	No Change	Improved	Degraded	No Change	Improved
Street	**Intersection**										
Agoura Road	Westlake Boulevard	A	A	A	A		√			√	
Avenida De Los Arboles	Erbes Road	A	A	B	B			√			√
Avenida De Los Arboles	Lynn Road	B	A	C	B			√			√
Avenida De Los Arboles	Moorpark Road	A	A	B	B			√			√
Avenida De Los Arboles	State Route 23 NB	A	A	A	A		√			√	
Avenida De Los Arboles	State Route 23 SB	A	A	A	A		√			√	
Borchard Road	Reino Road	A	A	A	A		√			√	
Borchard Road	U.S. 101 SB	A	A	A	A		√			√	
Borchard Road	Wendy Drive	A	A	A	A		√			√	
Erbes Road	Olsen Road	A	B	B	B			√		√	
Erbes Road	Sunset Hills Boulevard	A	A	A	A		√			√	
Erbes Road	Thousand Oaks Boulevard	A	A	A	A		√			√	
Hampshire Road	U.S. 101 NB	A	C	A	B		√		√		
Hampshire Road	U.S. 101 SB	A	A	A	A		√			√	
Hampshire Road	Thousand Oaks Boulevard	B	B	A	B	√				√	
Hillcrest Drive	Lynn Road	A	B	C	D			√			√
Hillcrest Drive	Moorpark Road	A	B	A	B		√			√	
Hillcrest Drive	Rancho Conejo Boulevard	A	B	A	B		√			√	
Hillcrest Drive	Ventu Park Road	B	A	B	A		√			√	
Hillcrest Drive	Wilbur Road	A	A	A	A		√			√	
Janss Road	Lynn Road	A	A	C	D			√			√
Janss Road	Moorpark Road	A	C	B	E			√			√
Janss Road	State Route 23 NB	A	A	A	A		√			√	
Janss Road	State Route 23 SB	A	A	A	A		√			√	
Lynn Road	Reino Road	A	A	A	A		√			√	
Lynn Road	U.S. 101 NB	B	C	B	C		√			√	
Lynn Road	U.S. 101 SB	A	B	A	B		√			√	
Lynn Road	Ventu Park Road	A	A	A	A		√			√	
Lynn Road	Wendy Drive	A	A	A	A		√			√	
Moorpark Road	Olsen Road	A	A	C	C			√			√
Moorpark Road	U.S. 101 NB	A	A	A	A		√			√	
Moorpark Road	U.S. 101 SB	A	A	A	A		√			√	
Moorpark Road	Thousand Oaks Boulevard	A	A	A	A		√			√	
Moorpark Road	Wilbur Road	A	A	A	A		√			√	
Olsen Road	State Route 23 SB	A	A	D	B			√			√
Olsen Road	State Route 23 NB	B	A	D	C			√			√
Olsen Road	Sunset Hills Boulevard	B	A	B	A		√			√	
Rancho Conejo Boulevard	U.S. 101 NB	C	B	B	D	√					√
Westlake Boulevard	U.S. 101 NB	A	A	B	D			√			√
Westlake Boulevard	U.S. 101 SB	A	A	A	A		√			√	
Sunset Hills Boulevard	U.S. 23 NB	A	A	A	A		√			√	
Sunset Hills Boulevard	U.S. 23 SB	A	A	A	A		√			√	
Thousand Oaks Boulevard	Westlake Boulevard	A	B	A	B		√			√	

= Significant LOS Improvement
(LOS increase ≥ 2 levels or improves from LOS E)

Exhibit 33

Average Daily Vehicles on State Highways by Route: 2000 through 2007

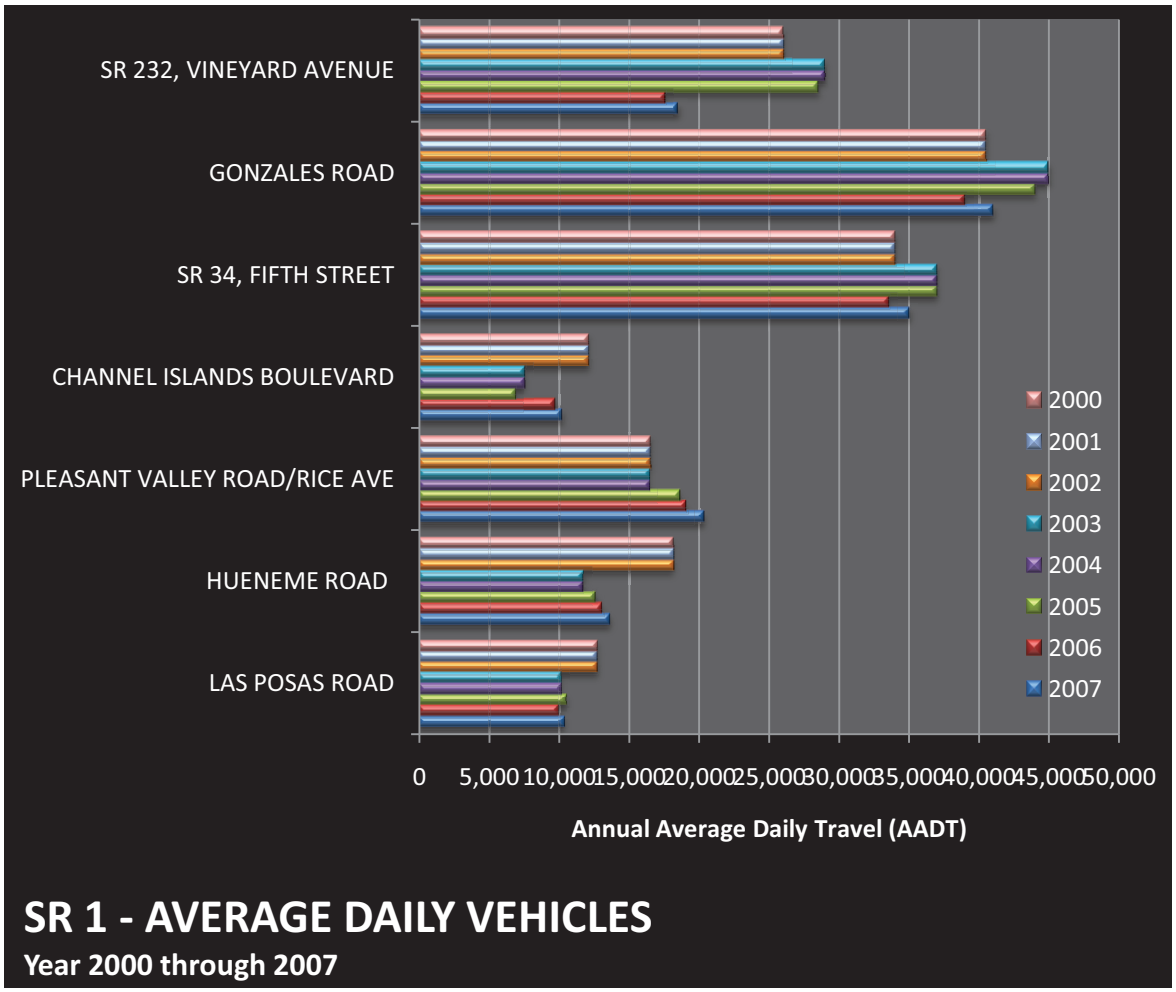


Exhibit 33 (Continued)

Average Daily Vehicles on State Highways by Route: 2000 through 2007

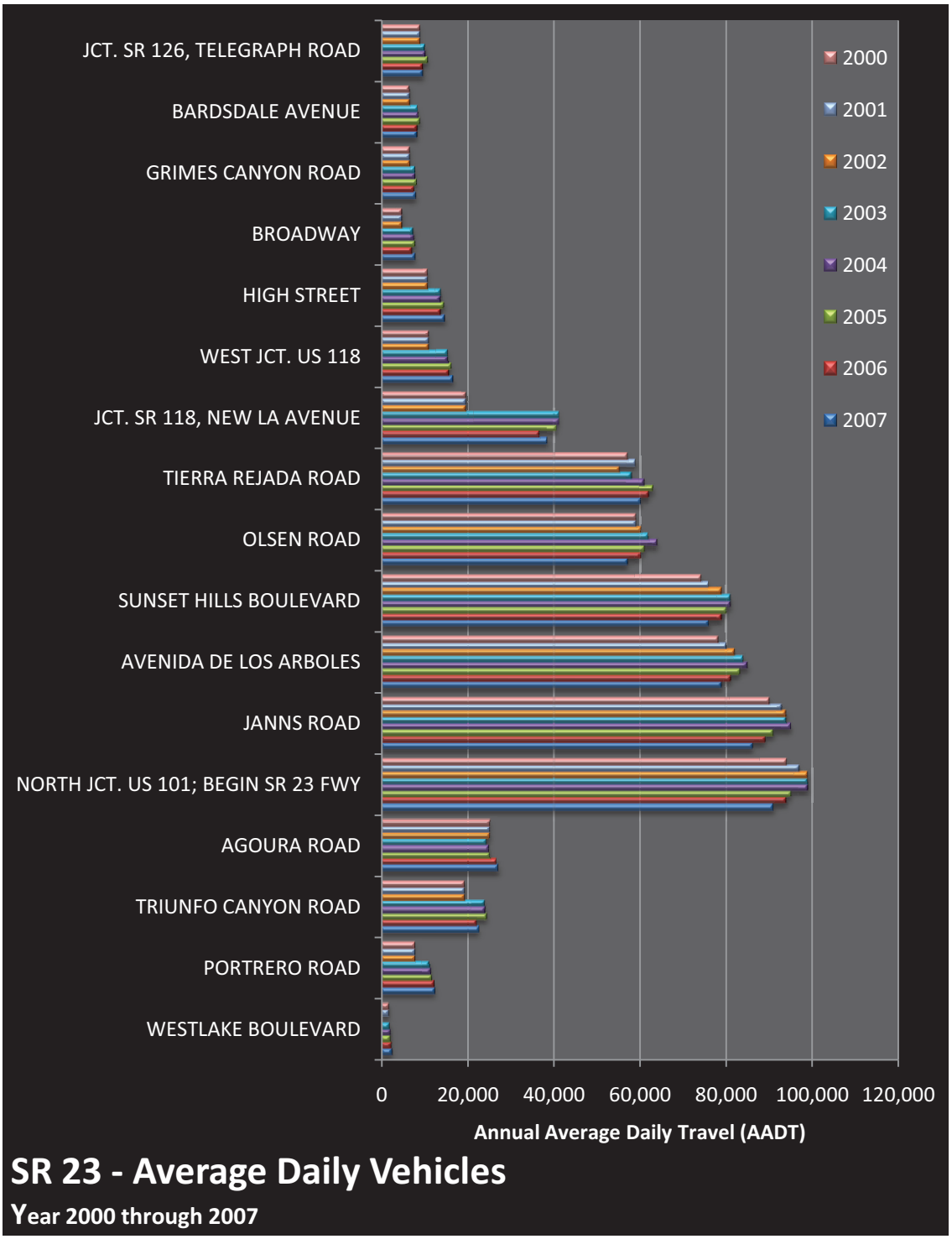


Exhibit 33 (Continued)

Average Daily Vehicles on State Highways by Route: 2000 through 2007

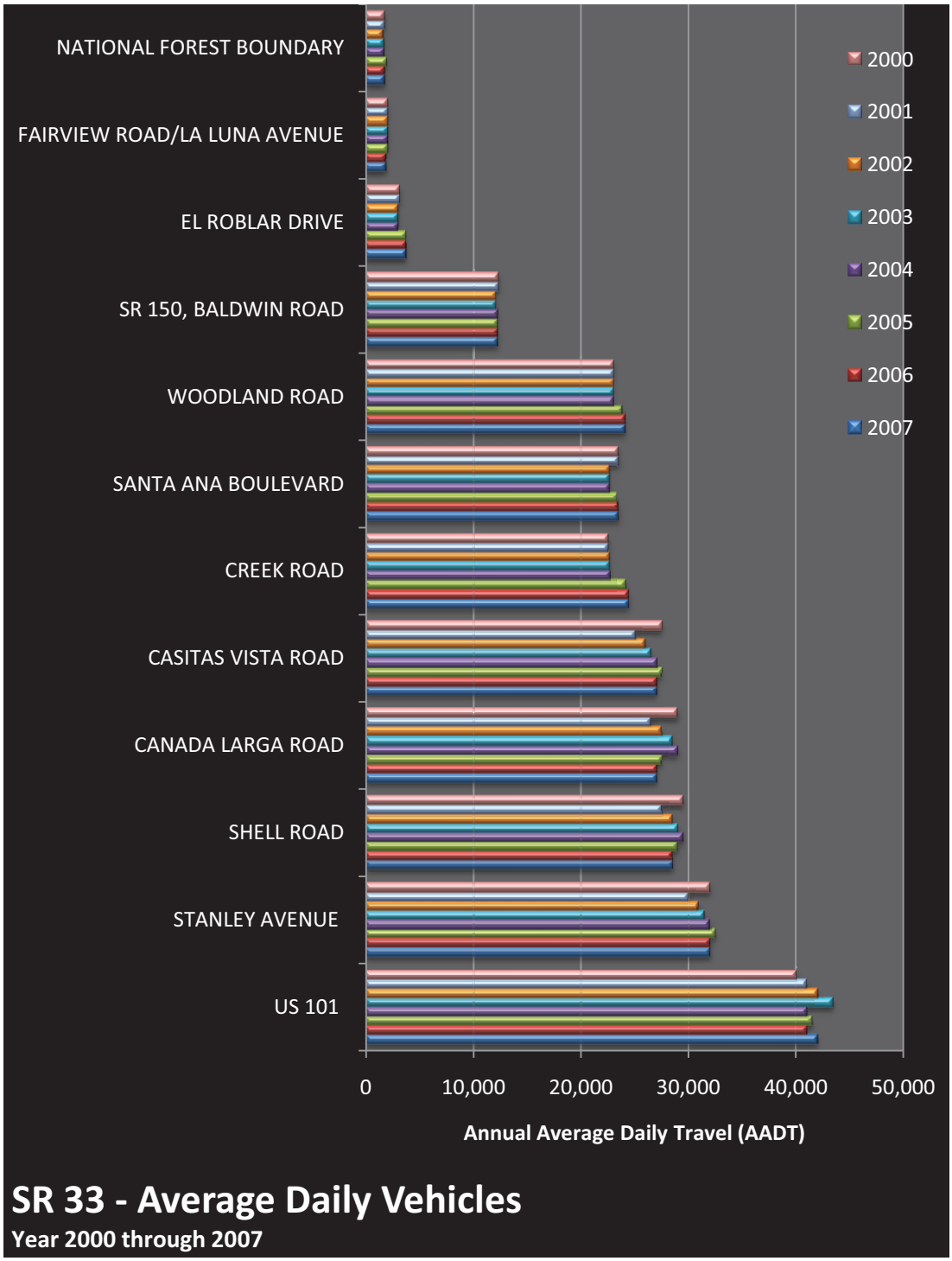


Exhibit 33 (Continued)

Average Daily Vehicles on State Highways by Route: 2000 through 2007

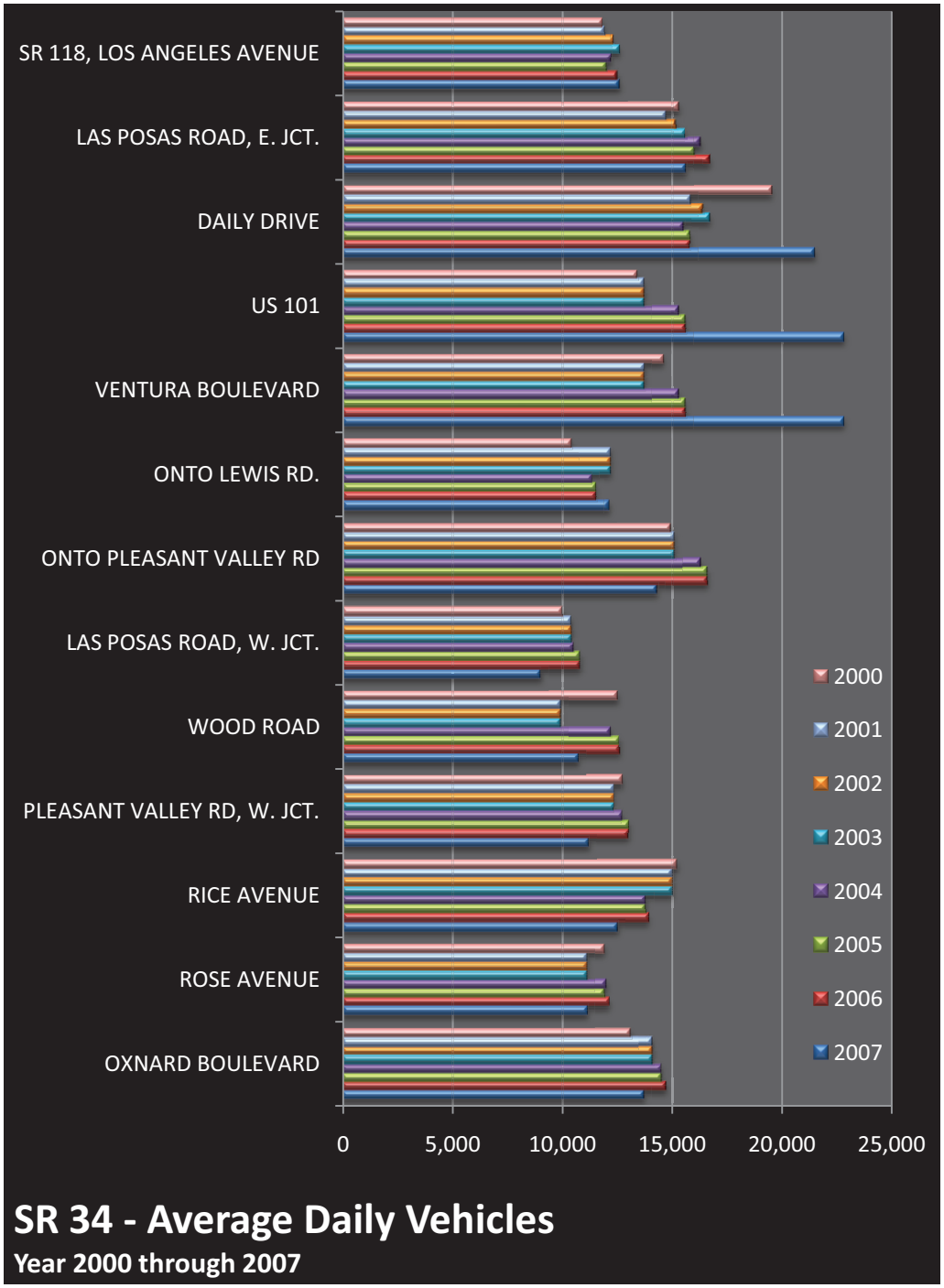


Exhibit 33 (Continued)

Average Daily Vehicles on State Highways by Route: 2000 through 2007

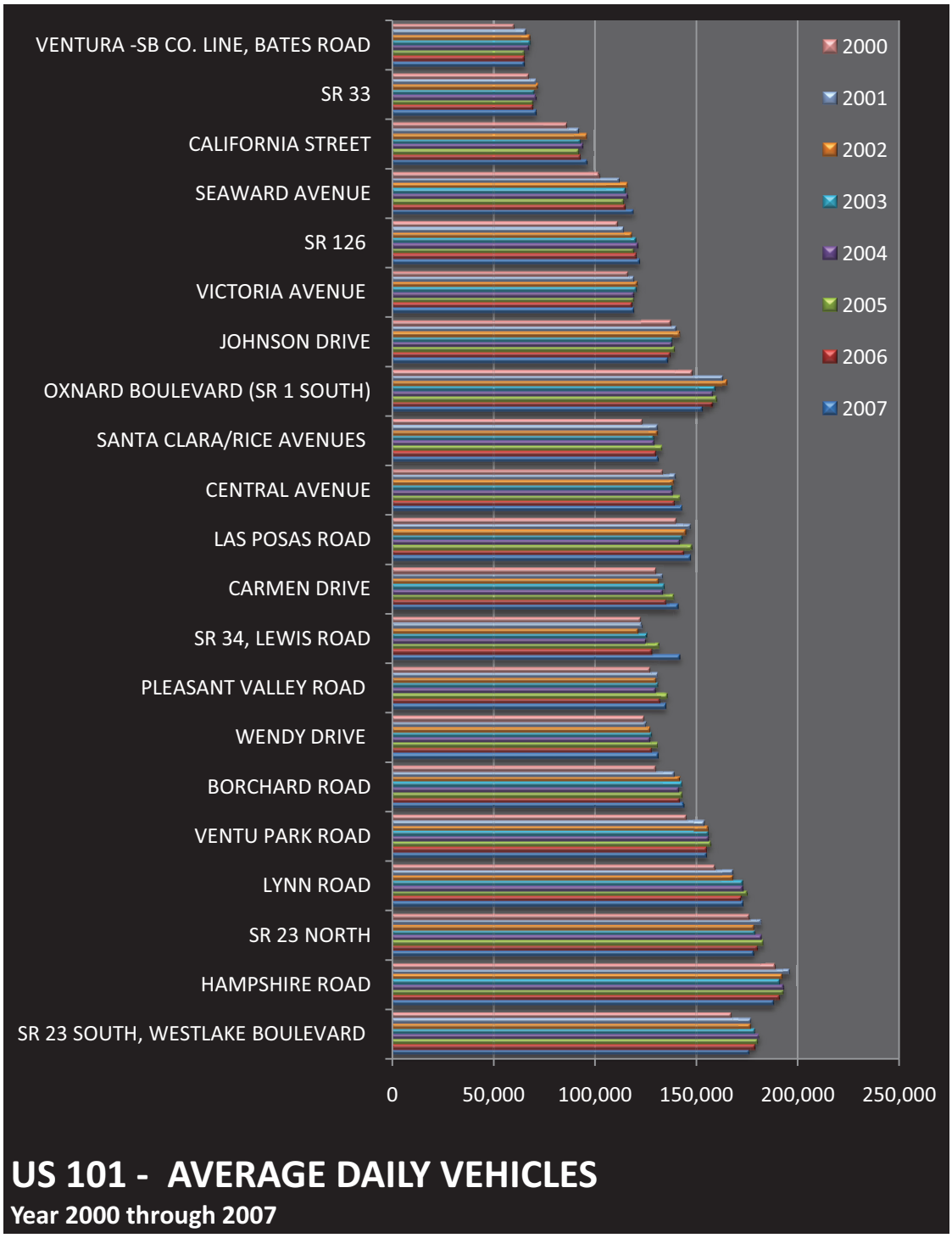


Exhibit 33 (Continued)

Average Daily Vehicles on State Highways by Route: 2000 through 2007

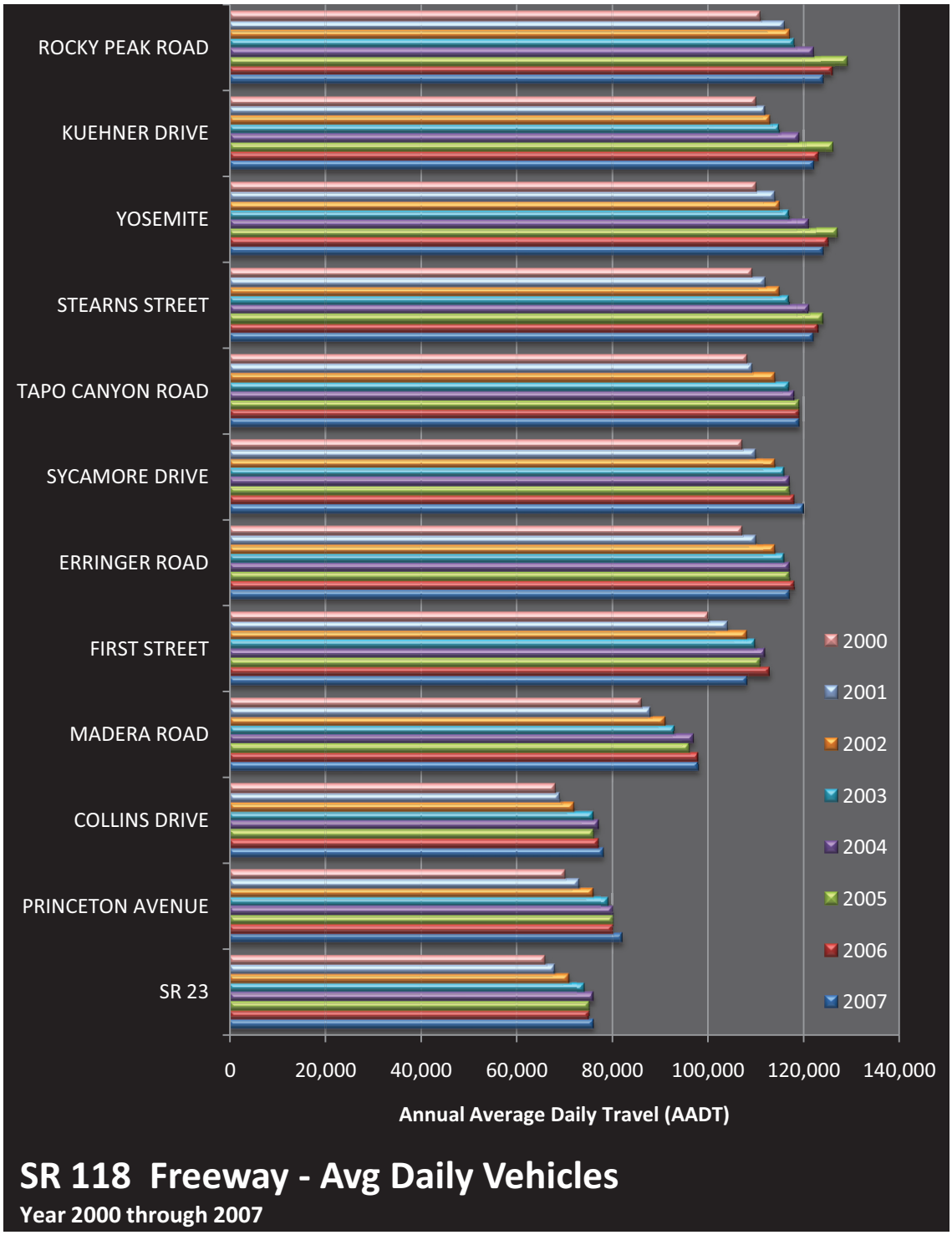


Exhibit 33 (Continued)

Average Daily Vehicles on State Highways by Route: 2000 through 2007

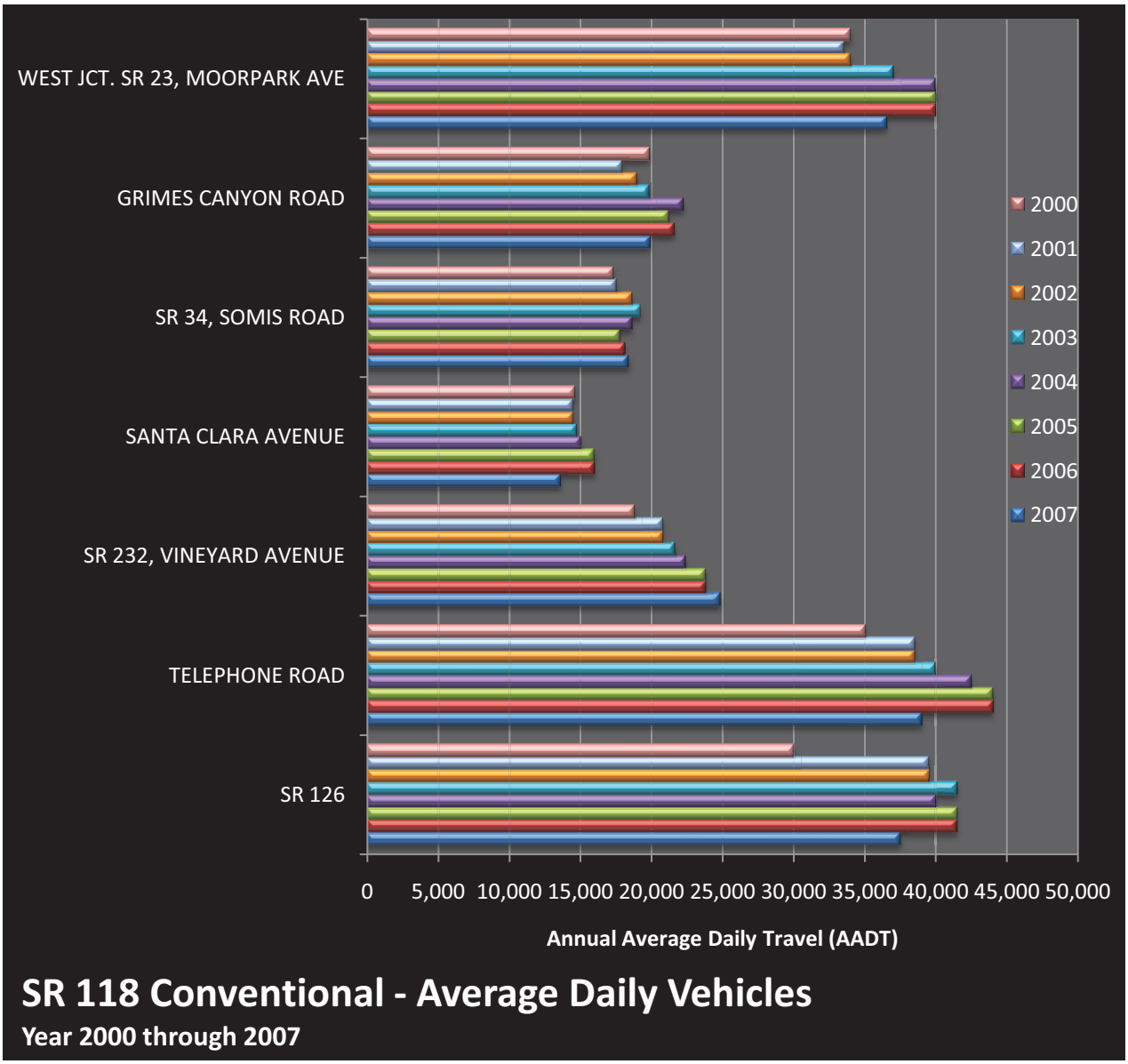


Exhibit 33 (Continued)

Average Daily Vehicles on State Highways by Route: 2000 through 2007

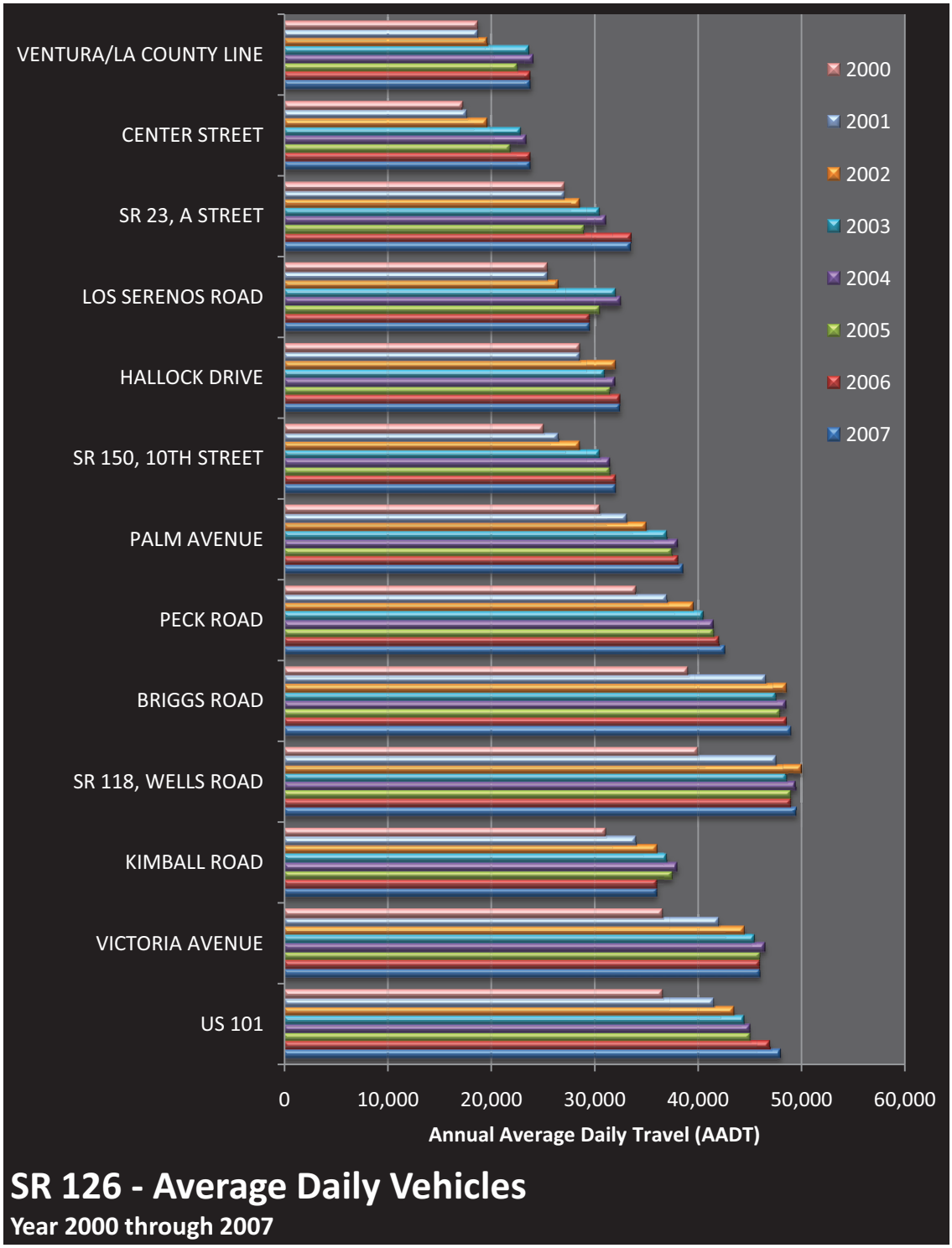


Exhibit 33 (Continued)

Average Daily Vehicles on State Highways by Route: 2000 through 2007

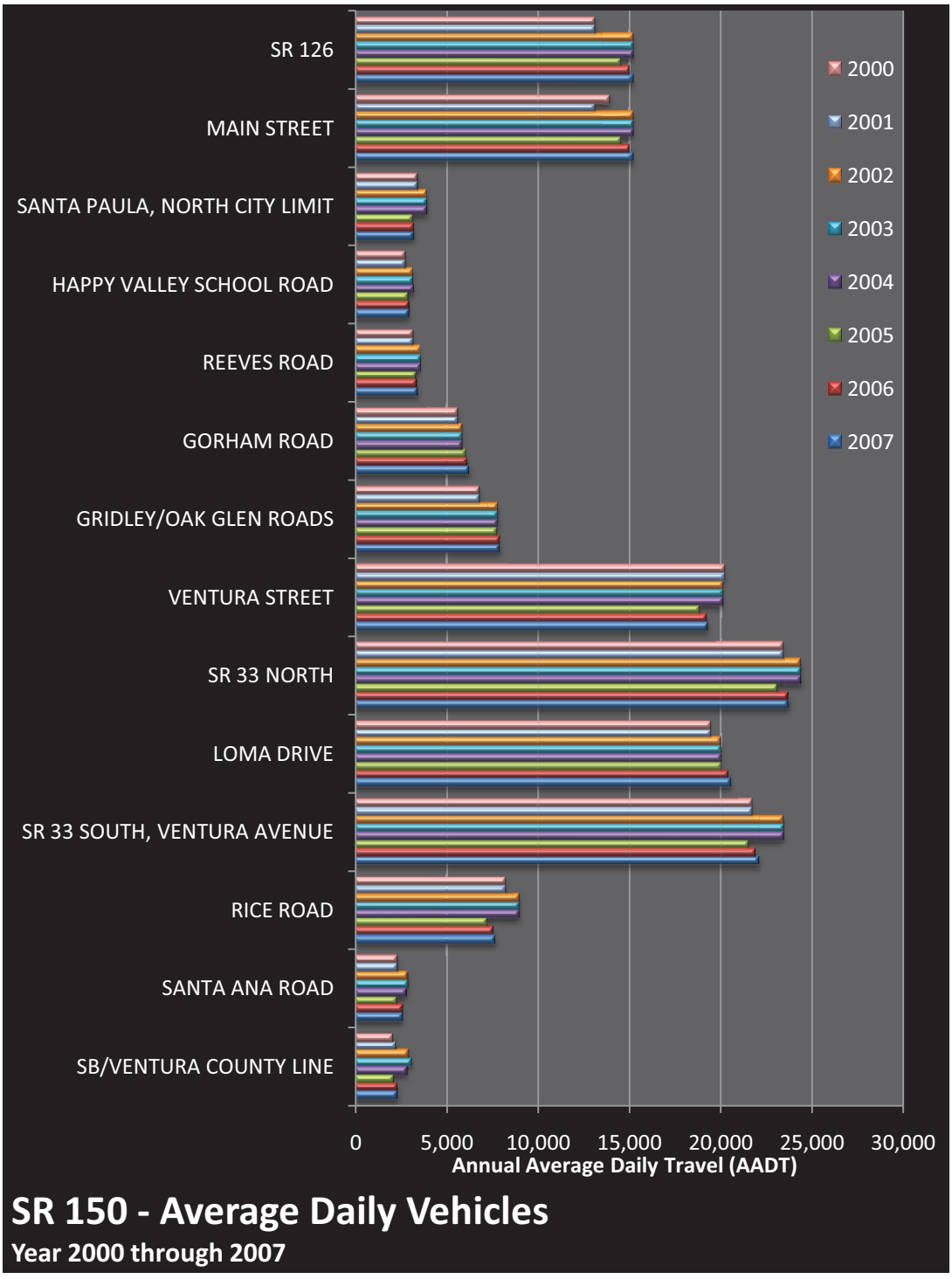
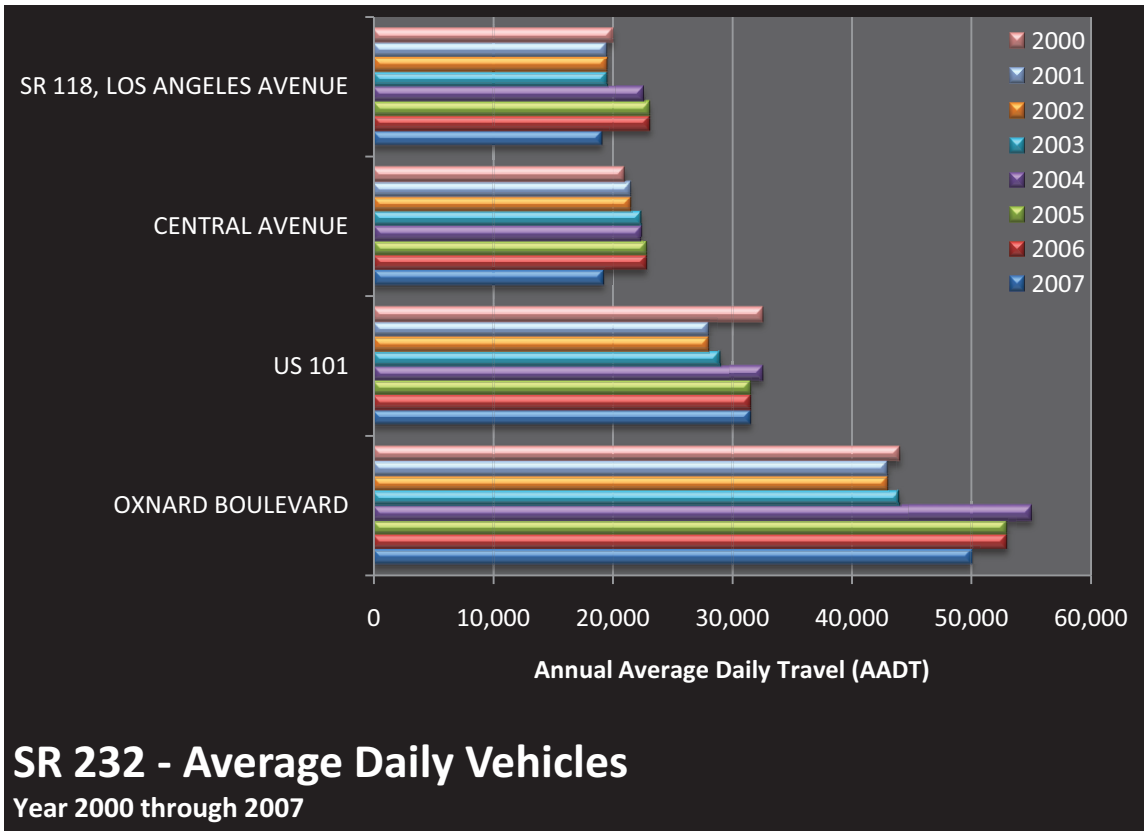


Exhibit 33 (Continued)

Average Daily Vehicles on State Highways by Route: 2000 through 2007



6.4 Public Transit Performance Measure Evaluation

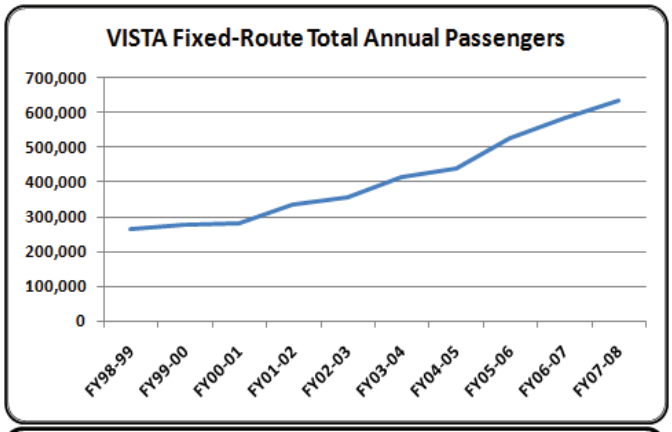
As part of the 2009 CMP update process, public transit agencies were asked to submit performance data described in section 6.2. The data is used to analyze the trends of each system individually over time.

Because measuring the performance measures of transit systems is new to the VCTC CMP, transit agencies were asked to submit data that was readily available. It is recommended that the data be required for all transit agencies for the next update.

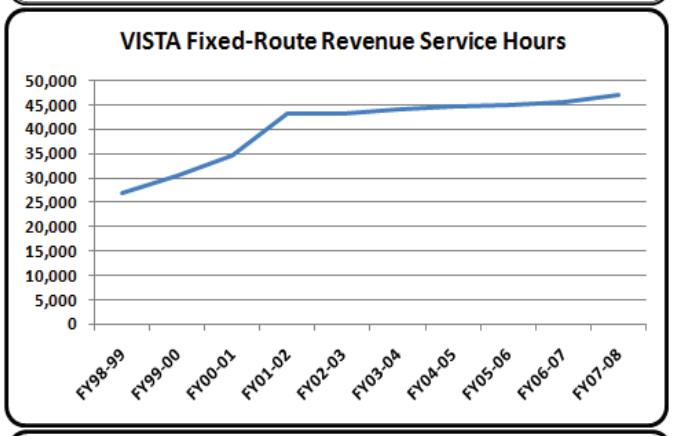
The performance evaluation and data provided by transit agencies is summarized in the tables starting on the next page.

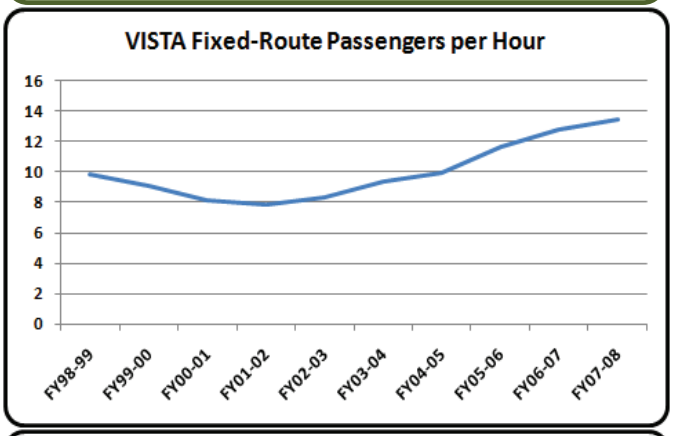
Fixed-Route Performance Evaluation

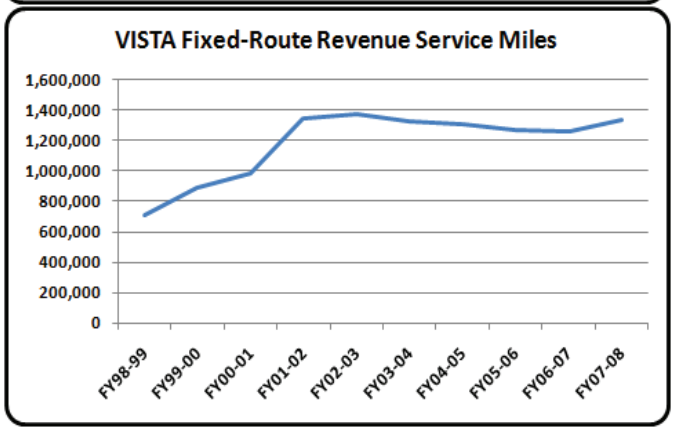
	VISTA Fixed-Route									
Performance Measures	FY98/99	FY99/00	FY00/01	FY01/02	FY02/03	FY03/04	FY04/05	FY05/06	FY06/07	FY07/08
Revenue Service Miles	712,435.00	894,591.00	991,856.00	1,345,436.00	1,377,471.00	1,329,657.00	1,311,612.60	1,270,332.40	1,265,650.60	1,341,099.23
Revenue Service Hours	27,034.87	30,664.15	34,774.63	43,310.95	43,238.76	44,147.02	44,760.93	45,213.59	45,611.00	47,191.36
Total Passengers	265,968.00	277,435.00	281,006.00	338,287.00	356,413.00	413,274.00	442,092.00	525,373.00	584,652.00	634,965.00
Passengers Per Hour	9.84	9.05	8.08	7.81	8.24	9.36	9.88	11.62	12.82	13.46
Passengers Per Mile	0.37	0.31	0.28	0.25	0.26	0.31	0.34	0.41	0.46	0.47

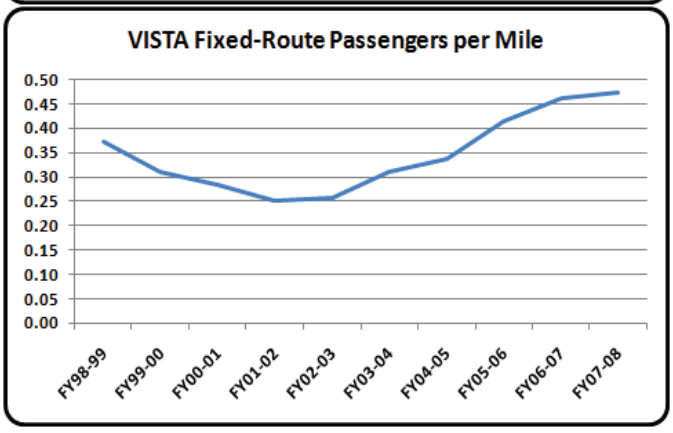


Performance Summary: Ridership on the VISTA fixed-route system continues to grow by an annual average of 41,000 additional passengers each year since FY2001/02. Passengers per mile and passengers per hour have also increased each year since FY 2001/02, indicating that VISTA is becoming more efficient. Overall revenue service miles and revenue service hours have not changed significantly in the past six years.



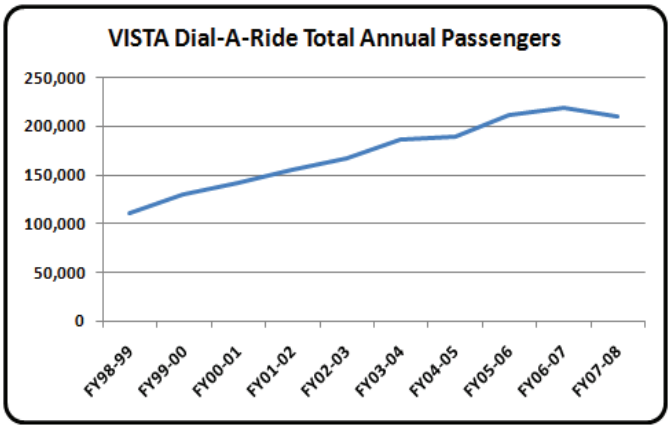




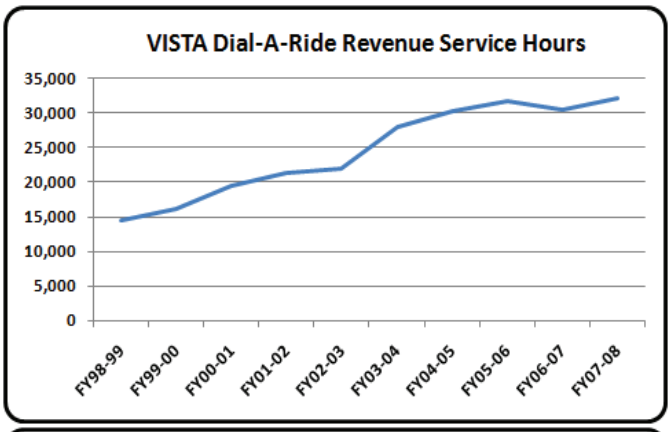


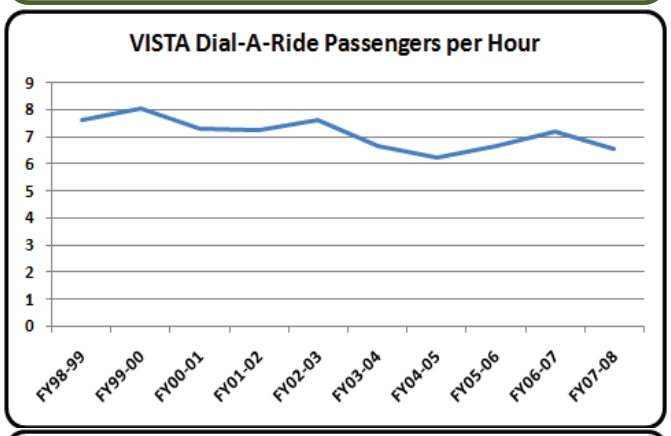
VISTA Dial-A-Ride Performance Evaluation

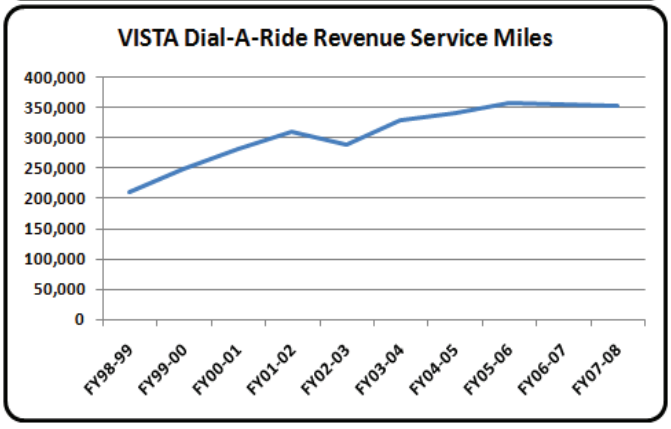
	VISTA Dial-A-Ride									
Performance Measures	FY98-99	FY99-00	FY00-01	FY01-02	FY02-03	FY03-04	FY04-05	FY05-06	FY06-07	FY07-08
Vehicle Service Miles	210,138.00	248,020.00	281,514.00	308,311.00	288,227.00	327,712.00	339,179.50	356,464.00	353,046.00	352,085.50
Vehicle Service Hours	14,372.00	16,045.75	19,421.50	21,343.98	21,882.50	27,960.25	30,273.00	31,556.25	30,414.00	32,075.75
Total Passengers	110,157.00	129,478.00	142,102.00	155,219.00	167,535.00	186,302.00	189,376.00	210,990.00	219,184.00	210,277.00
Passengers Per Hour	7.66	8.07	7.32	7.27	7.66	6.66	6.26	6.69	7.21	6.56
Passengers Per Mile	0.52	0.52	0.50	0.50	0.58	0.57	0.56	0.59	0.62	0.60

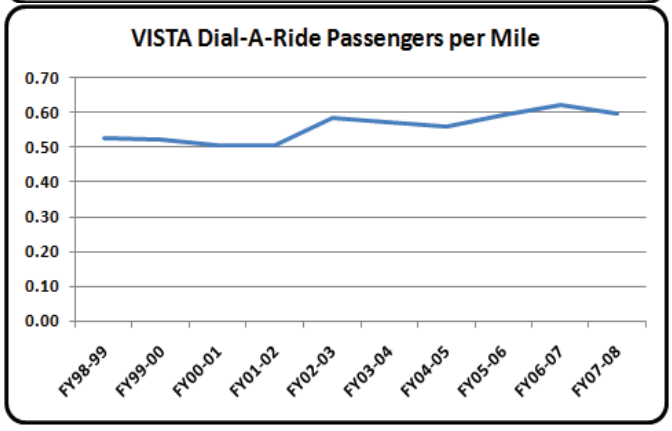


Performance Summary: Ridership on the two VISTA Dial-A-Rides almost doubled in 10 years to 210,277 passengers in FY2007/08; however, there was a slight decrease in ridership for the first time in FY2007/08. As service hours have increased to an all time high of 32,000 in FY2007/08, passengers/hour has dropped from a high of 8.07 to 6.56, the second lowest in 10 years. Conversely, the number of passengers/mile in the past two years (0.62 to 0.60) is the highest in 10 years.



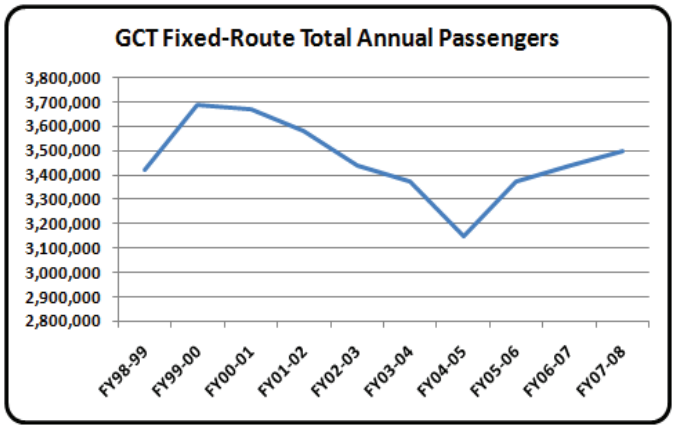




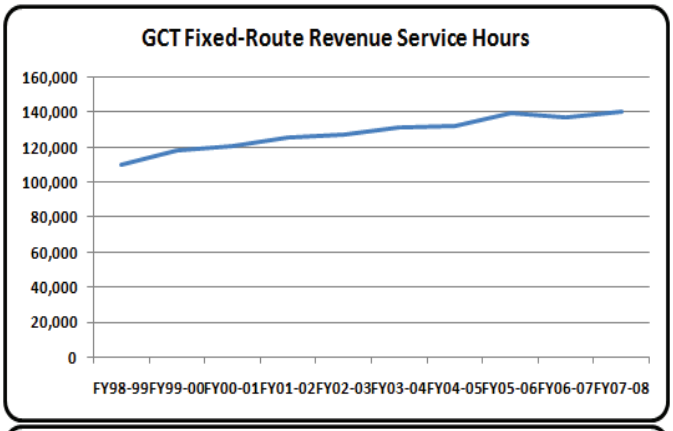


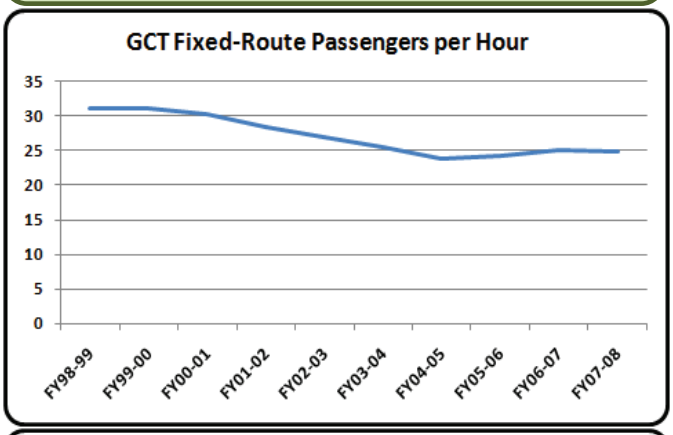
Performance Evaluation

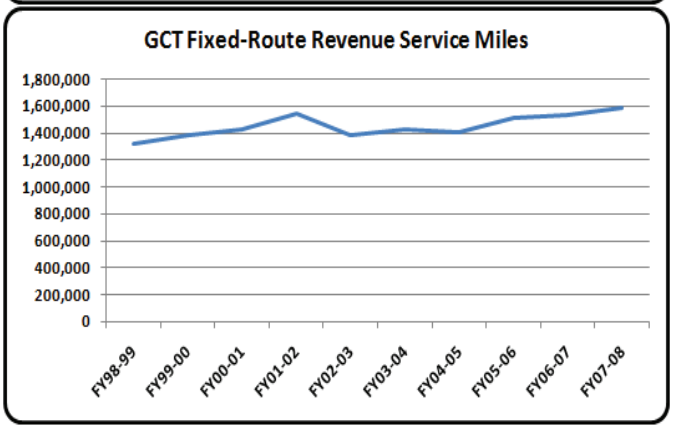
Gold Coast Transit Fixed-Route Performance Measures										
Performance Measures	FY98-99	FY99-00	FY00-01	FY01-02	FY02-03	FY03-04	FY04-05	FY05-06	FY06-07	FY07-08
Revenue Service Miles	1,321,390.00	1,389,984.00	1,422,774.00	1,540,478.00	1,385,231.00	1,422,696.00	1,407,495.00	1,513,508.00	1,534,611.00	1,586,587.00
Revenue Service Hours	110,376.00	118,753.00	120,975.00	126,005.00	127,372.00	131,563.00	131,642.00	138,854.00	136,848.00	140,057.00
Total Passengers	3,417,749.00	3,687,845.00	3,669,452.00	3,579,671.00	3,435,333.00	3,372,170.00	3,145,890.00	3,369,704.00	3,438,989.00	3,495,875.00
Passengers Per Hour	30.96	31.05	30.33	28.41	26.97	25.63	23.90	24.27	25.13	24.96
Passengers Per Mile	2.59	2.65	2.58	2.32	2.48	2.37	2.24	2.23	2.24	2.20

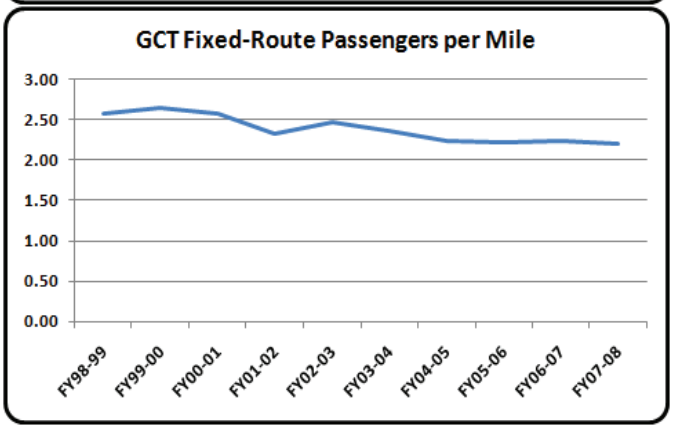


Performance Summary: Ridership on the fixed-route system decreased by an average of 3% per year from FY00/01 through FY04/05; however, ridership has been increasing annually since FY2005/06. The number of passengers per hour has improved to about 25 passengers after dropping to 23.9 in FY2004/05 from a high of 31.05 in FY99/00.



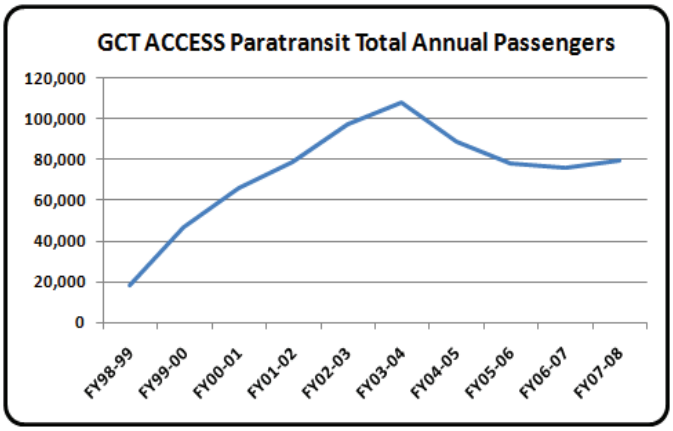




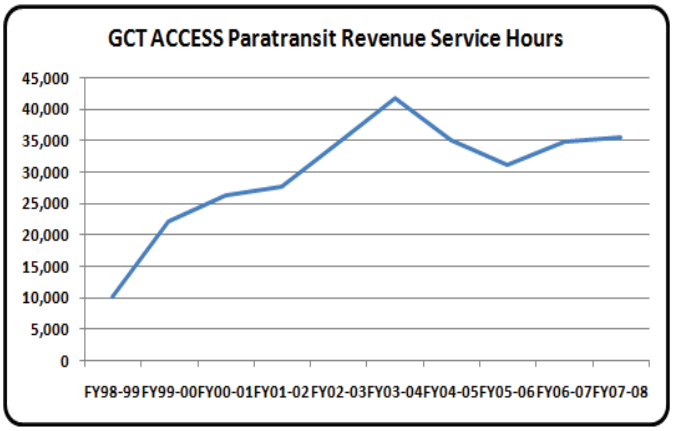


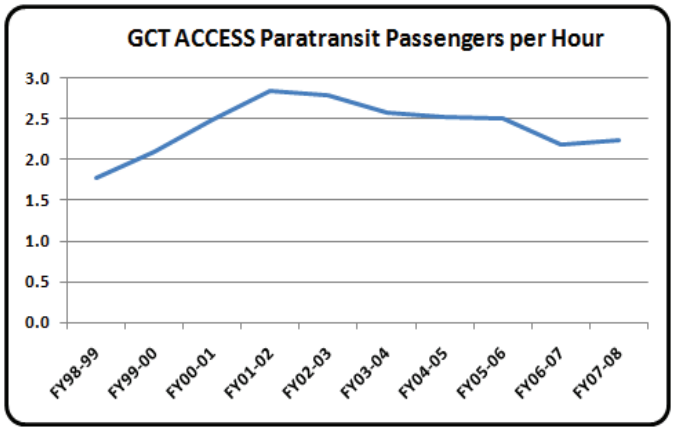
Performance Evaluation

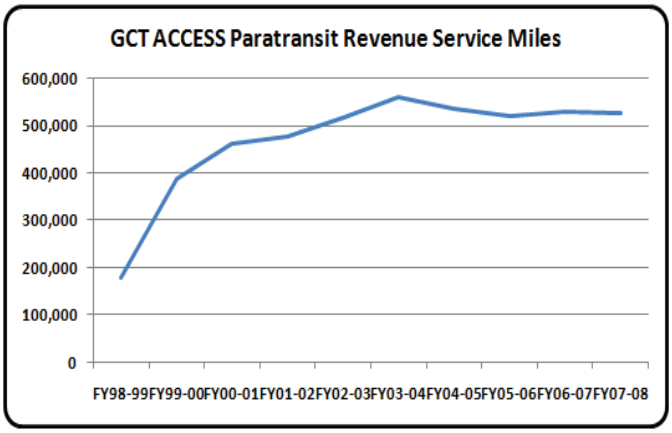
Gold Coast Transit ACCESS Paratransit Service Performance Measures										
Performance Measures	FY98-99	FY99-00	FY00-01	FY01-02	FY02-03	FY03-04	FY04-05	FY05-06	FY06-07	FY07-08
Revenue Service Miles	180,284.00	386,982.00	460,322.00	477,175.00	517,113.00	559,329.00	536,215.00	519,447.00	528,249.00	525,352.00
Revenue Service Hours	10,256.00	22,314.00	26,433.00	27,840.00	34,680.00	41,810.00	35,189.00	31,230.00	34,923.00	35,636.00
Total Passengers	18,217.00	46,898.00	65,966.00	79,128.00	96,986.00	108,024.00	88,563.00	77,982.00	76,054.00	79,686.00
Passengers Per Hour	1.78	2.10	2.50	2.84	2.80	2.58	2.52	2.50	2.18	2.24
Passengers Per Mile	0.10	0.12	0.14	0.17	0.19	0.19	0.17	0.15	0.14	0.15

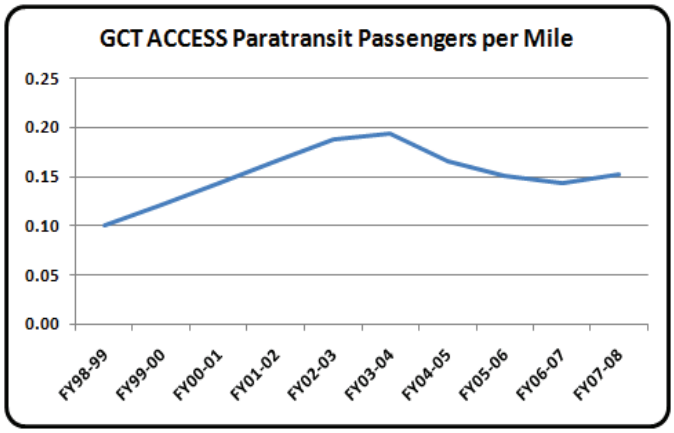


Performance Summary: Ridership on the ACCESS Paratransit grew annually between FY 1998/99 and FY2003/04, from 18,217 to 108,024 passengers; however, ridership dropped to 76,054 passengers in FY0206/07. Ridership appears to be on the rise again increasing to 79,686 in FY2007/08. Passengers per hour and mile improved in FY2007/08 from the drop in FY2006/07.



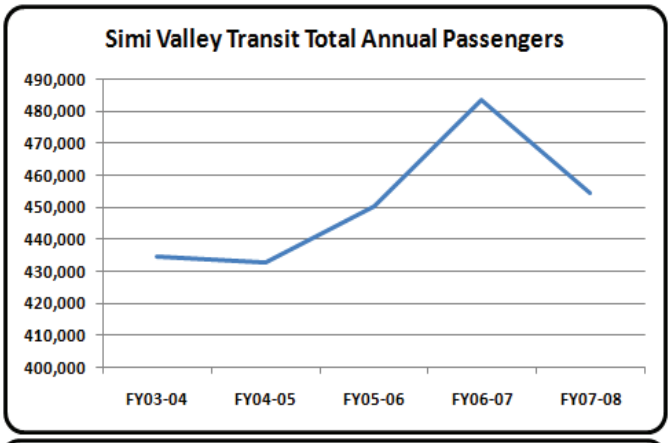




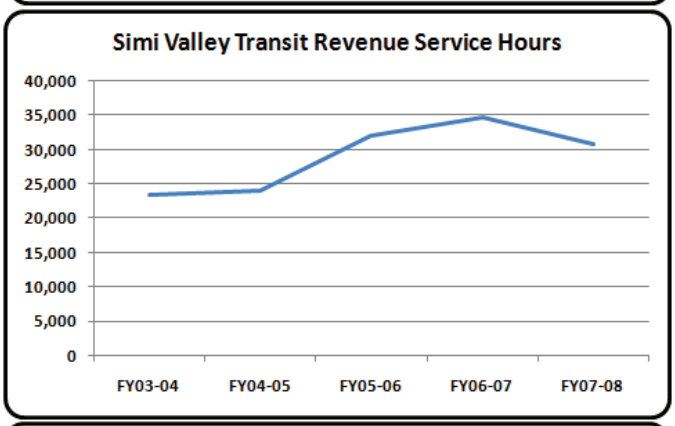


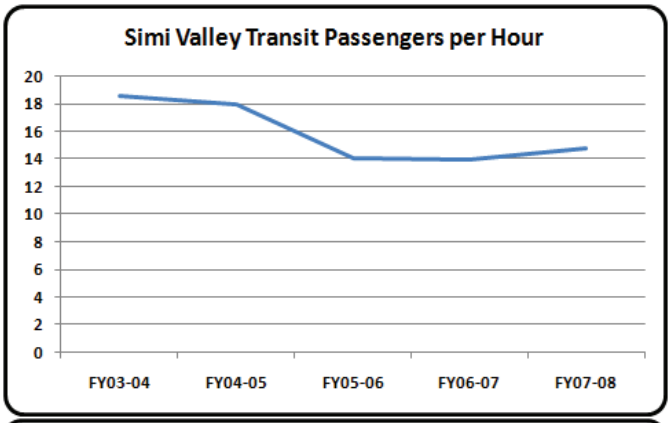
Simi Valley Transit Fixed-Route Performance Evaluation

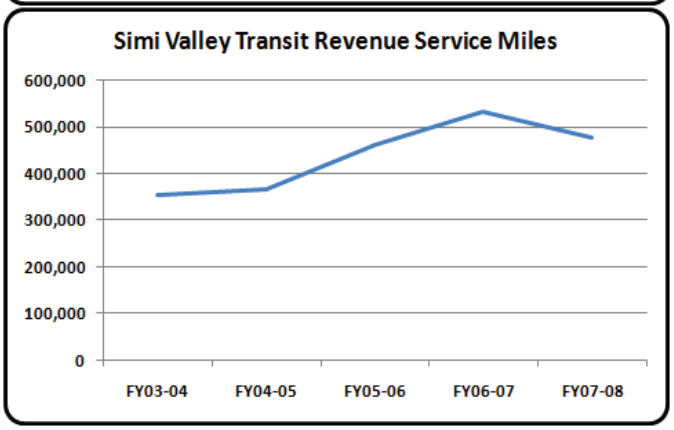
Simi Vally Transit					
Performance Measures	FY03-04	FY04-05	FY05-06	FY06-07	FY07-08
Revenue Service Miles	353,999.00	367,787.00	462,579.00	532,228.00	477,005.00
Revenue Service Hours	23,449.00	24,114.00	31,950.00	34,700.00	30,768.00
Total Passengers	434,422.00	432,714.00	450,106.00	483,653.00	454,440.00
Passengers Per Hour	18.53	17.94	14.09	13.94	14.77
Passengers Per Mile	1.23	1.18	0.97	0.91	0.95

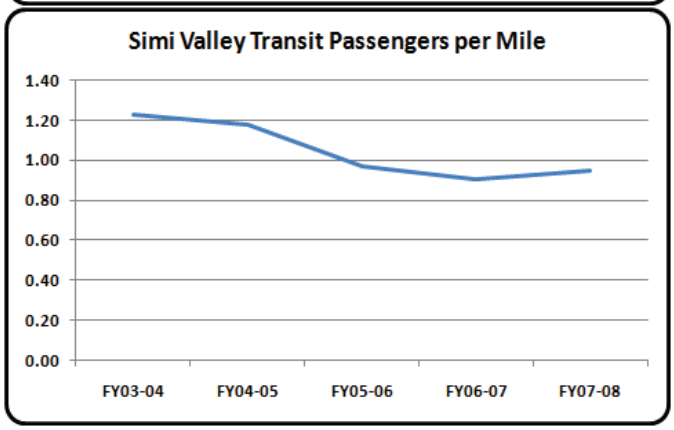


Performance Summary: Ridership significantly increased from 432,714 passengers in FY2004/05 to 483,653 passengers in FY2006/07, a 12% increase. The ridership increase coincides with the increase in service hours (44%) and miles (45%) during the same period. There was a 6% decrease in ridership in FY2007/08 that coincides with the decrease in service hours (11%) and miles (10%). Passengers per hour increased to 14.77 in FY2007/08, an improvement over the previous two fiscal years.



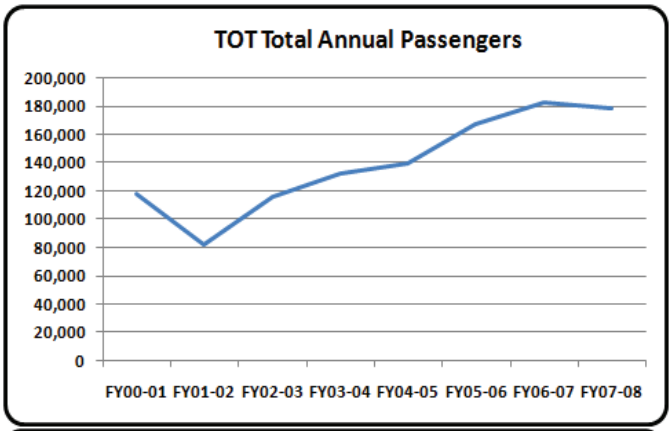




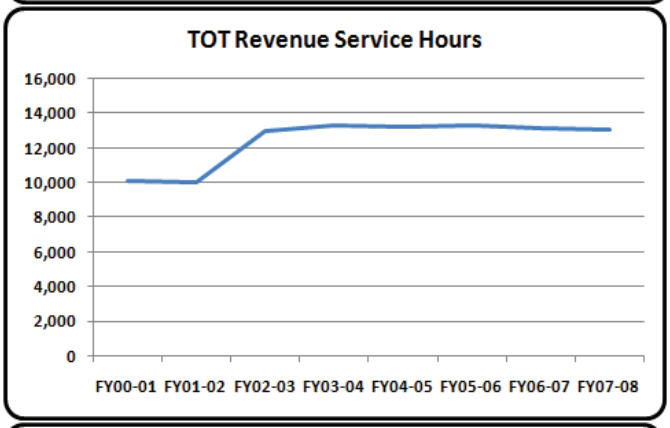


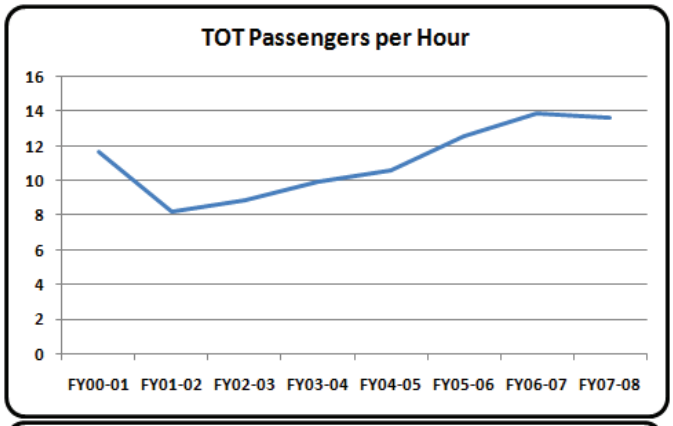
Performance Evaluation

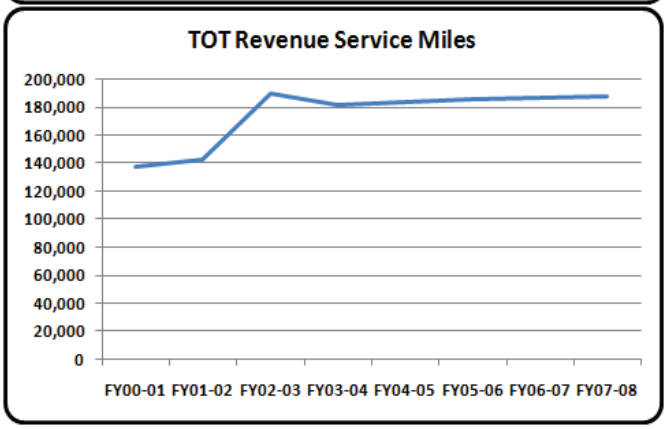
Thousand Oaks Transit Fixed-Route								
Performance Measures	FY00-01	FY01-02	FY02-03	FY03-04	FY04-05	FY05-06	FY06-07	FY07-08
Revenue Service Miles	137,976.00	142,871.00	189,802.00	181,296.00	183,484.00	185,452.00	186,389.00	187,971.00
Revenue Service Hours	10,092.00	10,011.00	13,030.00	13,301.00	13,250.00	13,342.00	13,193.00	13,075.00
Total Passengers	117,800.00	82,192.00	115,664.00	132,438.00	140,123.00	166,931.00	182,833.00	178,502.00
Passengers Per Hour	11.67	8.21	8.88	9.96	10.58	12.51	13.86	13.65
Passengers Per Mile	0.85	0.58	0.61	0.73	0.76	0.90	0.98	0.95

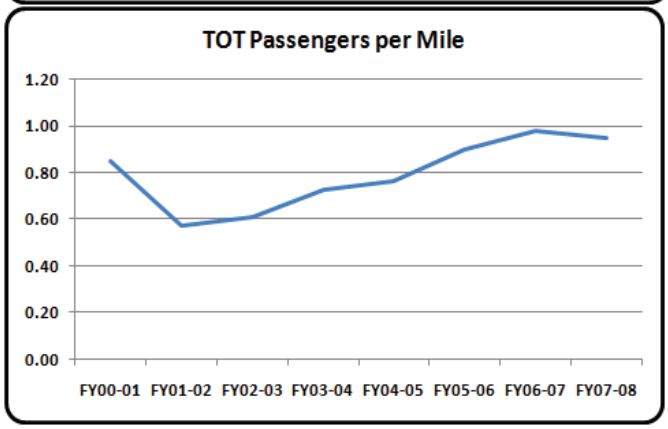


Performance Summary: Ridership increased by an annual average of 13,750 passengers annually between FY2001/02 and FY2006/07. Revenue service hours and revenue service miles have remained steady since FY2002/03 which has lead to significant gains in passengers per hour and passengers per mile since FY2001/02. There was a 2% decrease in ridership in FY2007/08 that coincides with the decrease in service hours (2%) and miles (1%) from the previous year.



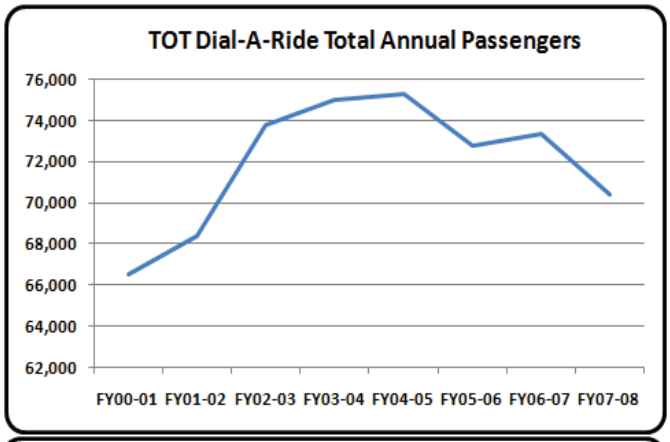




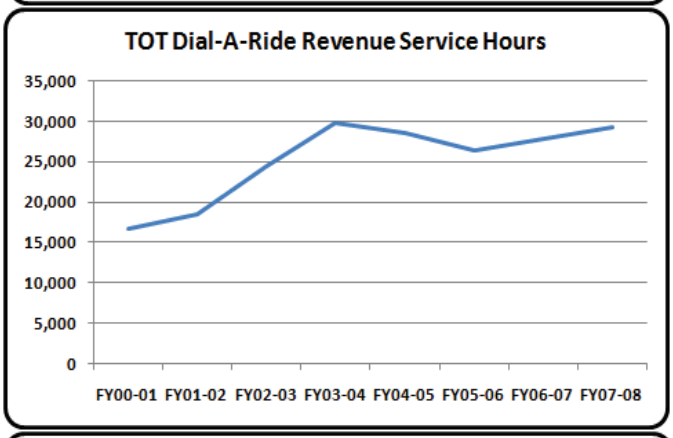


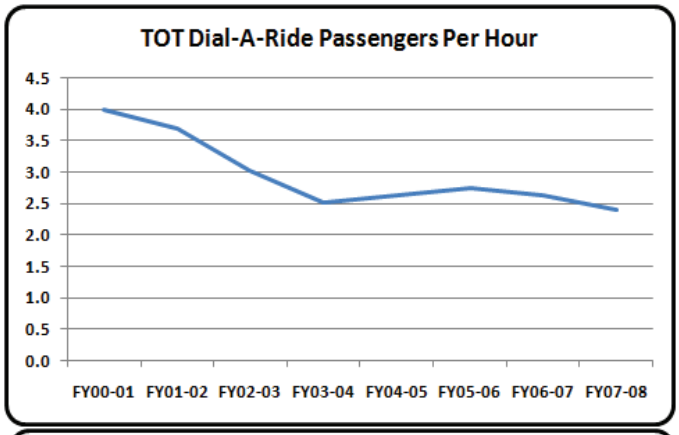
Performance Evaluation

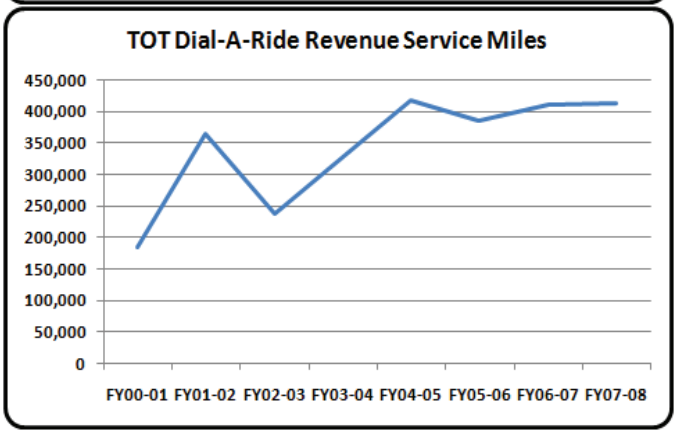
Thousand Oaks Transit Dial-A-Ride								
Performance Measures	FY00-01	FY01-02	FY02-03	FY03-04	FY04-05	FY05-06	FY06-07	FY07-08
Revenue Service Miles	185,428.90	365,546.00	237,399.10	329,044.80	417,976.50	385,147.00	410,423.00	412,374.00
Revenue Service Hours	16,656.00	18,489.00	24,406.00	29,793.70	28,508.70	26,418.10	27,761.50	29,271.40
Total Passengers	66,557.00	68,422.00	73,748.00	74,980.00	75,260.00	72,794.00	73,321.00	70,382.00
Passengers Per Hour	4.00	3.70	3.02	2.52	2.64	2.76	2.64	2.40
Passengers Per Mile	0.36	0.19	0.31	0.23	0.18	0.19	0.18	0.17

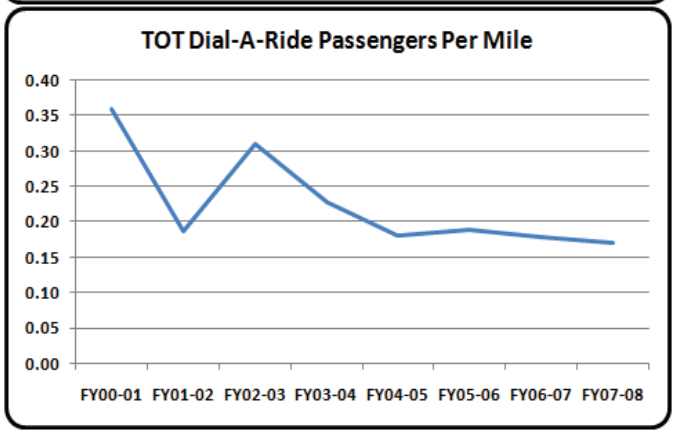


Performance Summary: Ridership increased by an annual average of 2,175 passengers between FY2000/01 and FY2004/05, and decreased by an annual average of 1,626 passengers between FY2004/05 and FY2007/08. Revenue service and miles have increased over time; however, passengers per hour and passengers per mile decrease between FY2005/06 and FY2007/08 due to the drop in ridership.



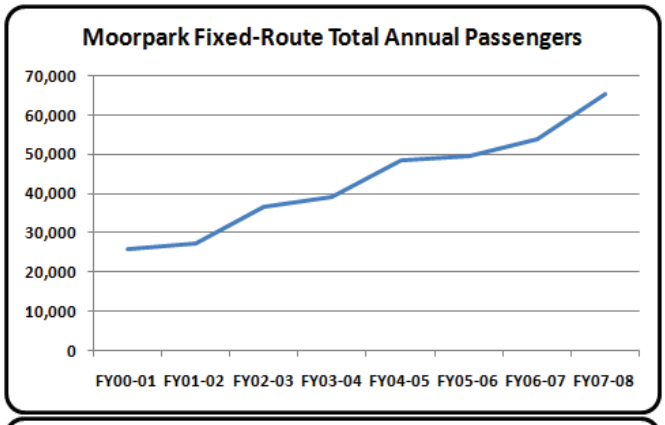




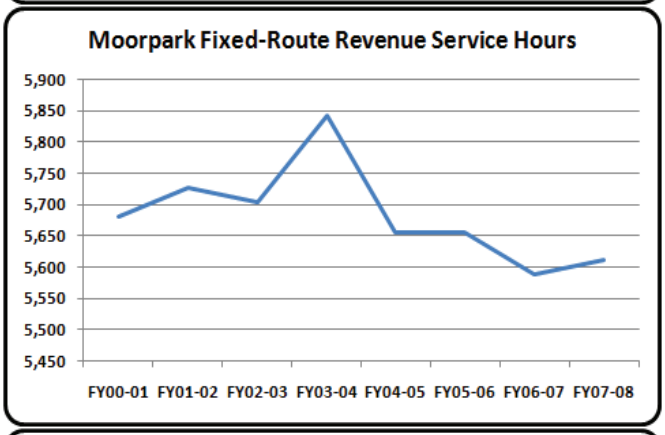


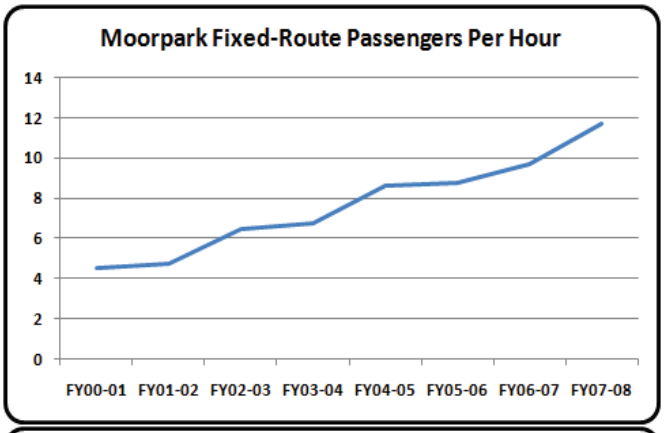
City of Moorpark Fixed-Route Performance Evaluation

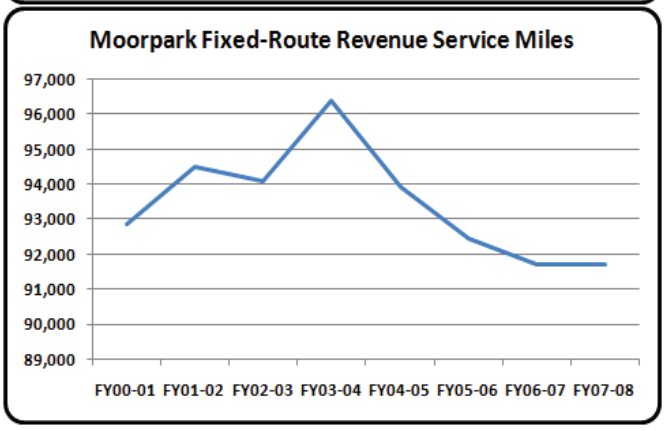
City of Moorpark Fixed-Route Transit								
Performance Measures	FY00-01	FY01-02	FY02-03	FY03-04	FY04-05	FY05-06	FY06-07	FY07-08
Revenue Service Miles	92,872.00	94,495.00	94,116.00	96,393.00	93,921.00	92,443.00	91,724.00	91,724.00
Revenue Service Hours	5,681.00	5,727.00	5,704.00	5,842.00	5,654.00	5,654.00	5,588.00	5,610.00
Total Passengers	25,776.00	27,312.00	36,716.00	39,313.00	48,632.00	49,592.00	53,951.00	65,539.00
Passengers Per Hour	4.54	4.77	6.44	6.73	8.60	8.77	9.65	11.68
Passengers Per Mile	0.28	0.29	0.39	0.41	0.52	0.54	0.59	0.71

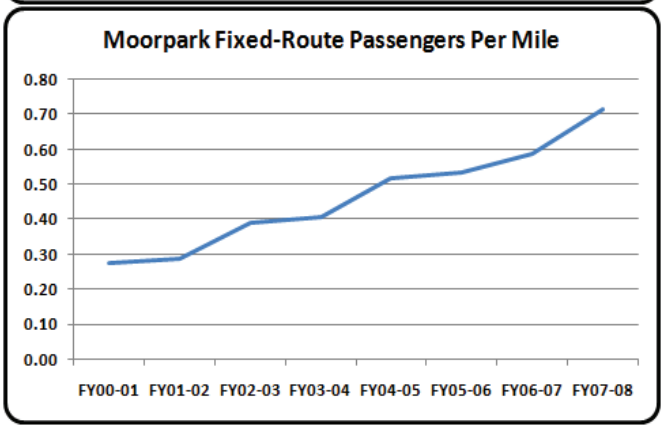


Performance Summary: Ridership on the City of Moorpark's fixed-route transit system increased 154% in eight years, from 25,776 passengers in FY2000/01 to 65,539 passengers in FY2007/08. Ridership grew even with the on-going reductions in service hours and miles. As a result, the number of passengers per hour has significantly increased from over 4 passengers per hour to almost 12 passengers per hour over the 8-year period.



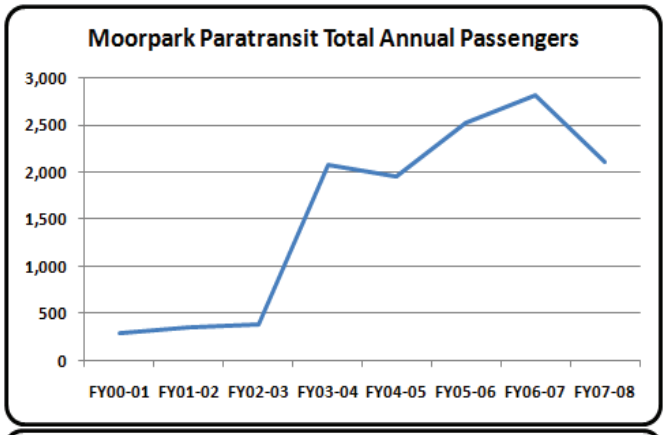




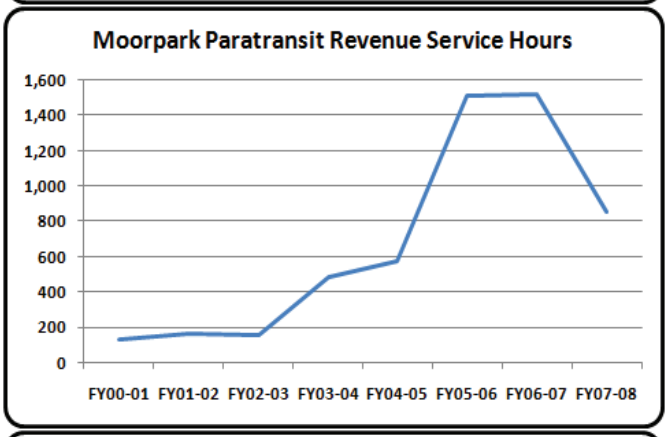


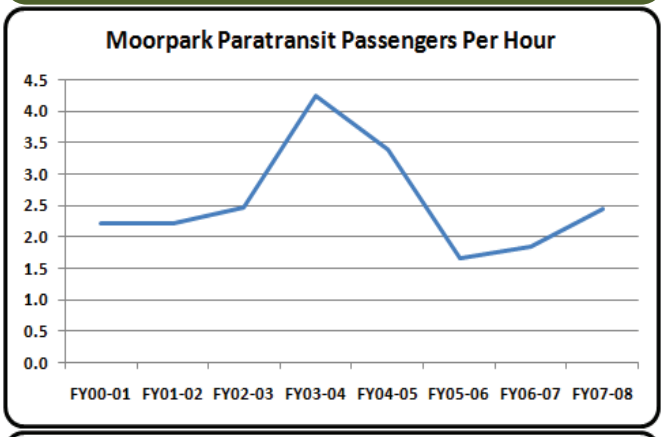
City of Moorpark Paratransit Performance Evaluation

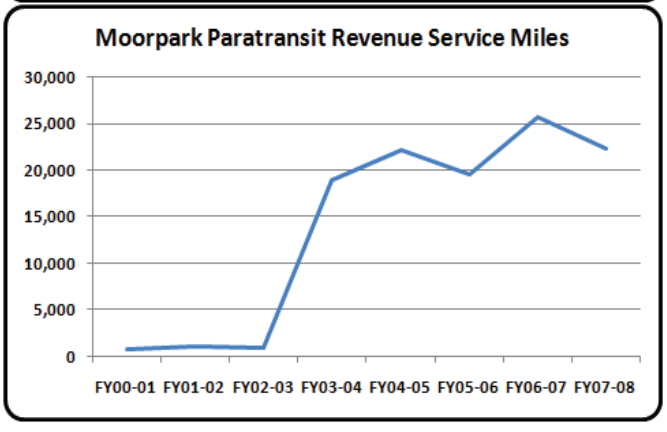
City of Moorpark Paratransit								
Performance Measures	FY00-01	FY01-02	FY02-03	FY03-04	FY04-05	FY05-06	FY06-07	FY07-08
Revenue Service Miles	872.00	1,166.00	1,099.00	18,833.00	22,141.00	19,456.00	25,635.00	22,341.00
Revenue Service Hours	136.00	167.00	158.00	489.00	575.00	1,508.00	1,517.00	859.00
Total Passengers	302.00	370.00	392.00	2,077.00	1,948.00	2,512.00	2,810.00	2,108.00
Passengers Per Hour	2.22	2.22	2.48	4.25	3.39	1.67	1.85	2.45
Passengers Per Mile	0.35	0.32	0.36	0.11	0.09	0.13	0.11	0.09

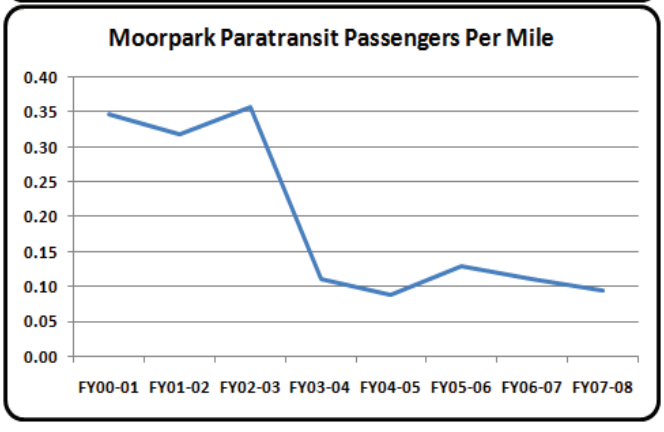


Performance Summary: There was a significant increase in ridership in FY2003/04, from 392 passengers in FY2002/03 to 2,077 passengers in FY2003/04. This coincides with the significant increase in service hours and service miles in FY2003/04. Ridership has varied since then but has remained above 2,000 annual passengers. The number of passengers per hour appears to be increasing, while passengers per mile are decreasing.



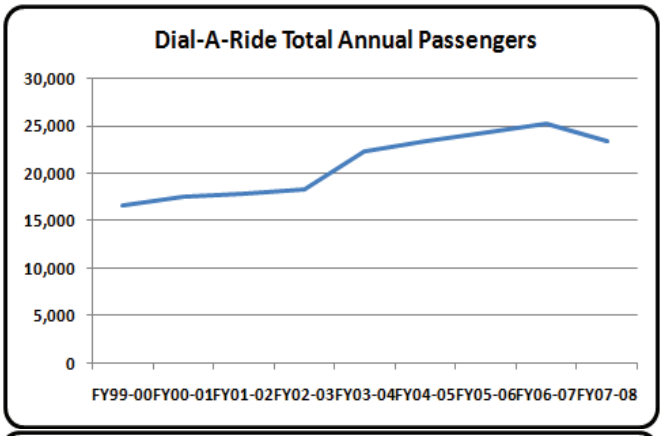




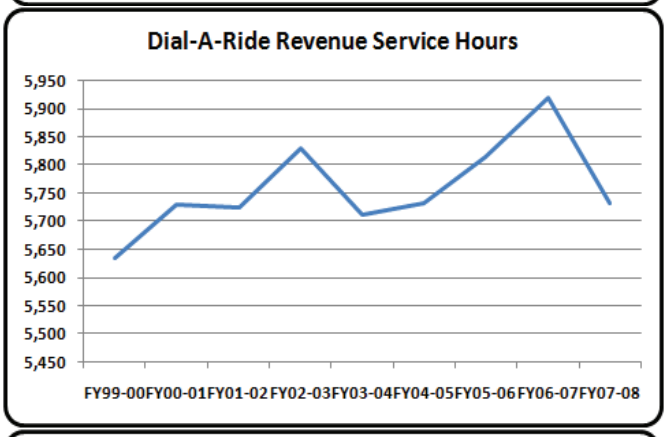


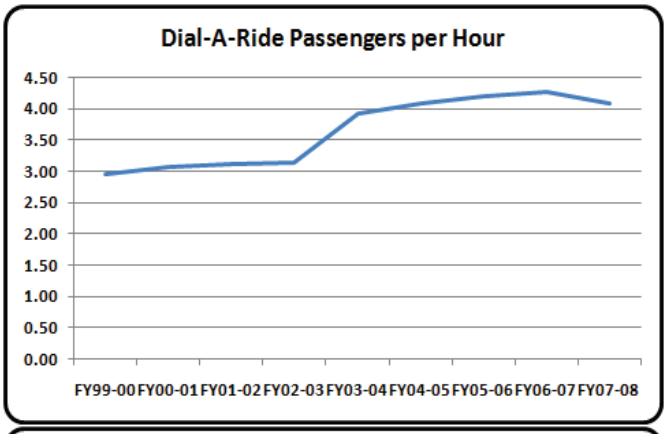
Oak Park/Agoura Hills Dial-A-Ride Performance Evaluation

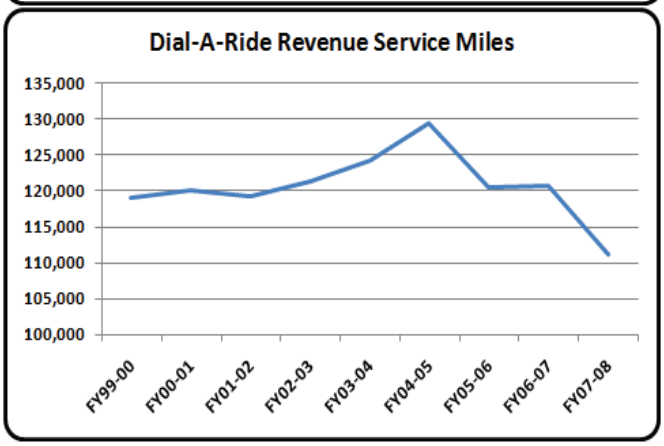
Oak Park/Agoura Hills Dial-A-Ride									
Performance Measures	FY99-00	FY00-01	FY01-02	FY02-03	FY03-04	FY04-05	FY05-06	FY06-07	FY07-08
Revenue Service Miles	119,208.77	120,211.58	119,300.00	121,439.70	124,363.22	129,468.10	120,523.71	120,662.87	111,231.07
Revenue Service Hours	5,634.50	5,730.33	5,724.14	5,830.09	5,710.87	5,732.25	5,814.62	5,918.84	5,732.38
Total Passengers	16,635.00	17,519.00	17,838.00	18,275.00	22,383.00	23,466.00	24,411.00	25,313.00	23,424.00
Passengers Per Hour	2.95	3.06	3.12	3.13	3.92	4.09	4.20	4.28	4.09
Passengers Per Mile	0.14	0.15	0.15	0.15	0.18	0.18	0.20	0.21	0.21

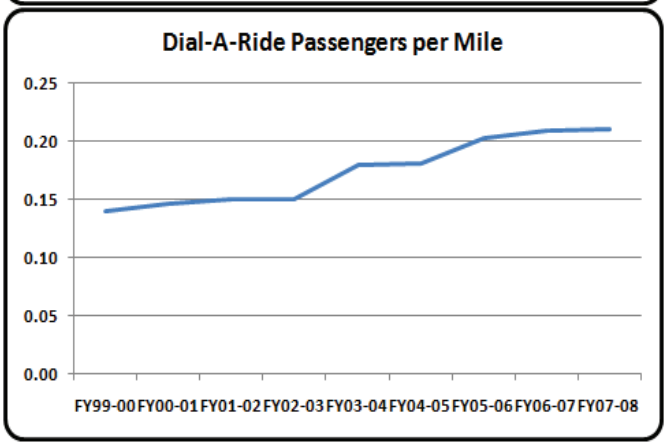


Performance Summary: Ridership increased annually over eight years from 16,635 passengers in FY1999/00 to 25,313 passengers in FY2006/07, a 52% increase in ridership. Ridership has occurred even with revenue service miles falling to 111,231, the lowest in nine years. Furthermore, passengers per mile have continually improved to a high of 0.21 passengers per hour in FY2007/08.



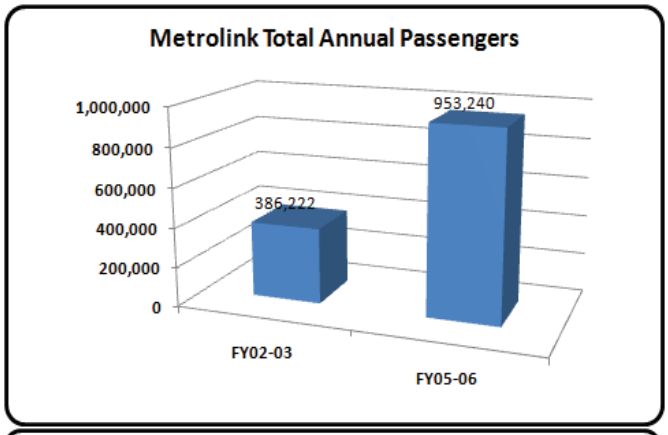






METROLINK Performance Evaluation

Metrolink Performance Measures		
Performance Measures	FY02-03	FY05-06
Revenue Service Miles	277,352	347,605
Revenue Service Hours	6,874	8,654
Total Passengers	386,222	953,240
Passengers Per Hour	56.19	110.15
Passengers Per Mile	1.39	2.74



Performance Summary: Metrolink ridership in Ventura County more than doubled (147%) in three years, from 386,222 passengers in FY2003 to 953,240 passengers in FY2006. Revenue hours and revenue miles increased by 25% and 26% respectively, and passengers per hour and passengers per mile almost doubled during the same period.