

## DEFICIENCY PLAN SYSTEM LEVEL OF SERVICE IMPROVEMENTS

### 1993 Ventura County APCD Deficiency Plan Programs, Actions, and Improvements List Summaries

#### 1. *Improved Roadway Bicycle Facilities and Paths*

This measure is designed to ensure improved safety and convenience for bicyclists. The following actions are recommended:

- Widening shoulders or curb side pavement.
- Re-striping lanes and/or removal of on-street parking to create a wider outside (right) lane for bicycles, thus reducing bicycle and automobile conflicts.
- Installing, marking and/or modifying sensitivity of detection loops at intersections to trigger light changes and allow bicycles to clear the intersection.
- Completing and expanding Class I bicycle paths and Class II bicycle lanes that are in the circulation elements of general plans.

#### 2. *Transit and Bicycle Integration*

This measure is designed to encourage communities in association with Ventura County transit operators to become involved with increasing the number of bus routes and rail services available to bicyclists. This measure should be implemented on a multi-city basis or locally, if local governments operate their own transit service. Increased numbers of bicycle lockers (for regular users) at transit transfer centers and other intersection points should be considered. Bicycle racks on buses are also encouraged as another example of transit and bicycle integration.

#### 3. *Bicycle Lockers and Racks at Park-and-Ride Lots*

This measure is designed to make Park-and-Ride lots more accessible to bicyclists through bicycle lockers (for regular users) and racks (for occasional users). Communities should also consider establishing "Bike-and-Ride" lots: areas along major transit routes designated for bicycle storage only, separate

from automobile parking lots. This measure could be implemented on a local basis.

4. *Bicycle Facilities and Showers at Existing Commercial/Industrial Developments*

This measure is designed to ensure that existing commercial and industrial developments require the inclusion of bicycle storage facilities. Existing developments employing more than 100 employees should be required to provide showering and changing rooms.

5. *Pedestrian Signal Installation at Major Arterials*

This measure is intended to encourage more walk trips. Pedestrian signals should be added on major arterials to enhance safety. This measure should be implemented locally.

6. *Improvement of Bus Services During Peak Periods*

This measure is directed at improvements to both the public and private transit system services. Cities, counties and employers will be required to (1) work with the relevant transit districts and private operators to identify appropriate routes for reducing headways, extending service, improving transfers, and coordinating project design and services to new development, and (2) contribute financially toward both capital and operating costs of service improvements. Emphasis should focus on service that will reduce peak period automobile trips (e.g., express and commuter bus). Service expansion should also support local and regional trip reduction efforts.

7. *Local Expansion of Rail Transit Service*

This measure is directed at expanding rail transit service beyond the existing Metrolink and Amtrak rail services. Cities and the county will need to work with local, regional, state and federal transportation agencies to define projects and establish institutional arrangements to construct and operate services and fund operating costs.

8. *Incentive and Alternative Transit Pricing Strategies*

This measure is designed to provide pricing incentives and alternative fare structures to encourage ridership. These incentives and strategies include subsidies from alternative revenue sources to reduce fares, zonal fares, and peak hour fares. Communities can work with neighboring cities and transit agencies to identify and subsidize appropriate incentive programs.

9. *Direct Employer Transit Fare Subsidies*

This measure is intended for those programs considered for implementation at employment sites in the form of direct employer subsidy of employee transit fares, usually with some monthly or yearly ceiling. This program could be implemented locally for a city or county's own employees, or a city or county can condition new development to include such programs as a part of the city or county's development approval process.

10. *Signal Preemption by Transit Vehicles*

This measure is designed so transit vehicles could be equipped with preemption devices that hold or trigger a green light in order to avoid delays at intersections. Since implementation of this measure could be highly disruptive to traffic flow in an optimally timed, signalized corridor, and thus increase emissions, affected local governments should work closely with transit agencies to implement signal preemption only where most appropriate. This measure should be implemented on a system-wide or corridor basis.

11. *Child Care Facilities at Employment and Transit Centers*

The intent of this measure is to have local jurisdictions provide financial incentives to encourage the location of child care facilities near employment sites, transit centers, and Park-and-Ride lots. The intent is to shorten or eliminate the automobile portion of the commute trip.

12. *Enhanced Development Design Criteria at Employment Sites, Transit Centers and Park-and-Ride Lots*

This measure is designed to reduce trips that could be eliminated if certain retail services were provided (e.g., automated bank teller machines, dry cleaners, post offices, restaurants) at employment sites, transit centers, and Park-and-Ride lots. Jurisdictions could offer incentives and/or work with transit operators to encourage retail development near transit stops. Retail activity near transit centers or Park-and-Ride lots would also enhance safety and thus increase patronage.

This measure is also designed to improve and expand upon current requirements and practices to make walking a more integral part of the transportation system. City and county zoning ordinances should be revised to ensure safe, convenient and direct pathways for pedestrians between

residences, shopping, and work sites. A preferable approach is to locate entrances and building fronts along street sidewalks, with parking spaces at the sides and rear of buildings. The Oxnard Auto Mall is a good example of an area where pedestrian improvements are needed to encourage walking, while providing safe and convenient access.

13. *Traffic Signal System Improvements To Relieve Intersection Congestion*

Jurisdictions are encouraged to improve signal timing and coordination to smooth traffic flow and increase speeds during the peak periods. Signalization improvements should be coordinated with any programs to improve signalization and preemption advantages for transit vehicles. This measure could be implemented on a system-wide basis.

14. *Telecommunications Enhancement through the Establishment of Satellite and Neighborhood Work Centers*

A Satellite Work Center concerns telecommuting that is established when a company decentralizes part of its operation to a remote location. A Neighborhood Center involves the lease of space to a number of different companies. The center is equipped with telecommunications and computing capabilities and supplies to support services common to all tenants such as clerical, photocopying, facsimile transmission and teleconferences. The program could be implemented locally.

15. *Ramp Meter Installation at Selected Freeway Locations to Include Bypass Lanes and Carpools*

Consider strategic freeway locations that must include bypass lanes for buses and carpools. The program will require Caltrans concur with the ramp meter installations.

16. *Noontime Shuttle Service from Selected Employment Centers to Major Retail or Tourism Areas*

Provide shuttle service program from selected employment centers to reduce the number of single occupant vehicles traveling to major retail and tourism areas. The program could be implemented locally.

## BIBLIOGRAPHY FOR DEFICIENCY PLAN LIST

Bay Area Air Quality Management District, "*Programs, Actions and Improvements for Inclusion in Congestion Management Program - Deficiency Plans*," November 4, 1992.

California Air Resources Board, "*Transportation Control Measure Action Lists for Congestion Management Deficiency Plans: A Guide for Air Districts*," September 1992.

Monterey Bay Unified Air Pollution Control District, "*Deficiency Plan List*," October 14, 1992.

Figure 5-1

<b>FIXED-ROUTE &amp; GENERAL PUBLIC DIAL-A-RIDE TRANSIT OPERATORS (FY1999/2000)</b>							
<b>Name</b>	<b>South Coast Area Transit (SCAT) &amp; Paratransit</b>	<b>Simi Valley Transit</b>	<b>Moorpark City Transit</b>	<b>Thousand Oaks Transit (TOT)</b>	<b>Camarillo Transit System</b>	<b>Ojai Trolley</b>	<b>VISTA Intercity &amp; Dial-a-Ride</b>
<b>Contact</b>	(805) 487-4222 (805) 643-3158	(805) 583-6456	(805) 529-6864	(805) 499-2443	(805) 388-5356	(805) 646-5581	(805) 642-1591
<b>Description Service Type</b>	Local/ Commuter/ Regional	Local	Local	Local	Local	Local	Local/ Intercity
<b>Hours</b>	6AM-8PM*	5AM-7:45PM	7:15AM-4:30PM	6:30AM-6:30PM	8AM-4:30PM;	7:15AM-5:30PM	5:30AM-11:00 PM
<b>Days</b>	All week	Mon-Sat	Mon-Fri	Mon-Fri	Mon-Fri; Sat	All week	Mon-Sat
<b>Routes</b>	14	4	2	4	1	2	6
<b>Fare</b>	\$0.50-\$1.00	\$.35-\$1.00	\$1.00	\$0.25-\$1.00	\$0.50-\$2.00	\$0.25	\$0.75-\$2.00
<b>Pass?</b>	Yes	Yes	No	Yes	No	No	Yes
<b>Annual Passengers</b>	3,684,000	445,000	18,600	150,000	42,000	20,000	458,900
<b>Total Fleet Size</b>	56	19	3	12	4	4	25

Figure 5-2

FY 94/95

**REGIONAL/INTERCITY TRANSIT OPERATORS IN VENTURA COUNTY**

Operators Name	Los Angeles Dept. of Transportation (LADOT) Commuter Express	L A County Metropolitan Transportation Authority	Santa Barbara Clean Air Bus	Great* American Stagellne	AMTRAK** San Diegan Train & Thruway Connecting Bus	Greyhound Lines, Inc.***	Metrolink Commuter Rail	VISTA Inter-City Service
Contact	(818) 781-5890	(818) 781-5890/ (213) 626-4455	(805) 687-3818	(805)499-4316	1-800-872-7245	(805)653-0164	(800)438-1112	(805)654-2052
Description Service Type	Commuter-oriented; goes on past Ventura County border.	Goes on past Ventura County border	Commute service From Ventura to Santa Barbara	Service primarily to LAX	Long-distance intercity travel	Long-distance bus service	Commuter Service from Oxnard to LA via rail	Inter-City bus service
Hours	5:25AM-7:44PM	5:30AM-9:15PM 6AM-9PM	One round trip daily	3:30AM-1:00AM	(See below)	All day	5:11 am-7:30 am 5:36 pm-7:40 pm	6 am - 7 pm
Days	Mon-Fri	Mon-Fri: Sat-Sun	Mon-Fri	All week	All week	All week	Mon - Fri	Mon-Fri
Routes	#419, #423	#158, #161, #243, #245	1	1	(See below)	5	1	4
Fare--	\$1.10-\$2.70	\$1.10	(Monthly \$70)	\$1.00 - \$34.00	(Distance-based)	(Distance-based)	(Distance-based)	\$.50 - \$1.00
Pass?	Yes	Yes	Yes	NA	NA	NA	Yes	Yes

**Comments**

\*Fares are distance-based; children under 5 are free; service focus is to/from LAX, but intercity service provided with some limitations during 8:30-11:30AM and 8:20PM-1:10AM.

Re: Train: One route with two daily runs in both north and south directions; some restrictions on boarding depending on train direction. Hours are 7:50AM-10:00PM.

e: Bus: Four routes; hours are all day. Service available for passengers going to/from Amtrak trains only; no local service.

\*Limited service provided to several communities along Highways 1, 101, 118, and 126.

Figure 5-3

<b>TRANSIT SERVICE SUMMARY OF RIDERSHIP AND FUNDING</b>					
<b>SOURCE OF OPERATING FUNDS (FY 96/97)</b>					
<b>SERVICE</b>	<b>FTA</b>	<b>TDA/LTF</b>	<b>LOCAL</b>	<b>FARES</b>	<b>TOTAL</b>
<b>SCAT (1)</b>	2,197,300	2,582,700	0	1,650,000	6,430,000
<b>Simi Valley (2)</b>	926,000	0	591,100	335,900	1,852,000
<b>Camarillo (3)</b>	0	198,000	0	29,000	227,000
<b>Thousand Oaks (4)</b>	0	404,000	0	64,000	468,000
<b>Moorpark (5)</b>	0	82,000	0	11,000	93,000
<b>Ojai Trolley (6)</b>	55,000	32,000	28,000	15,000	130,000
<b>VISTA 126 (Express &amp; DAR) (7)</b>	492,880	123,220	0	108,900	725,000
<b>VISTA 101(7)</b>	206,200	51,550	0	42,250	300,000
<b>VISTA East (7)</b>	186,720	46,680	0	16,600	250,000
<b>VISTA Central (7)</b>	193,380	48,345	0	18,275	260,000
<b>TOTAL</b>	<b>4,257,480</b>	<b>3,568,495</b>	<b>618,100</b>	<b>2,290,925</b>	<b>10,735,000</b>
(1) Data provided by SCAT. (2) Data provided by Simi Valley Transit (3) Data Provided by City of Camarillo. (4) Data Provided by City of Thousand Oaks. (5) Data Provided by City of Moorpark (6) Data Provided by City of Ojai. Ojai uses Section 18 Rural Transit Funds. (7) Data Provided by VCTC.					

**DRAFT MODEL TDM FACILITIES ORDINANCE**

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY OF \_\_\_\_\_  
(COUNTY OF VENTURA) ADOPTING TRIP REDUCTION AND TRAVEL  
DEMAND MEASURES IN ACCORDANCE WITH STATE GOVERNMENT  
CODE SECTIONS 65089 AND 65089.3**

WHEREAS, the Legislature has adopted legislation requiring the preparation and implementation of a Congestion Management Program ("CMP") in every county that includes an urbanized area; and

WHEREAS, the Ventura County Transportation Commission ("VCTC") is responsible for the preparation of the CMP in Ventura County and must determine annually whether the County and cities within the county are conforming to the CMP, including the requirement to adopt and implement a TDM ordinance to improve both congestion and air quality (CA Gov't Code Sec. 65089.3(a)(2)); and

WHEREAS, the State Clean Air Act requires ozone non-attainment areas such as Ventura County to attain a 1.5 average vehicle occupancy during the commute period by the year 1999, and no net increase in motor vehicle emissions after 1997; and

WHEREAS, in order to use the existing and planned transportation infrastructure more efficiently, maintain or improve traffic levels of service, and lower motor vehicle emissions, it is the policy of the City of \_\_\_\_\_ (County of Ventura) to minimize the number of peak period vehicle trips generated by additional development, promote the use of alternative transportation, improve air quality and participate in regional and countywide efforts to improve transportation demand management;

NOW THEREFORE, the City Council of the City of \_\_\_\_\_  
(Board of Supervisors of the County of Ventura) does ordain as follows:

**SECTION 1. PURPOSE AND INTENT**

The Ventura County Transportation Commission (VCTC) is responsible for the preparation of the CMP for Ventura County. Among the state-mandated elements of the CMP is a Trip Reduction and Travel Demand Management Element that promotes alternative transportation methods, such as carpools, vanpools, transit, bicycles, walking and park-and-

ride lots, improvement in the balance between jobs and housing, and other strategies, including flexible work hours, telecommuting and parking management programs (CA Gov't Code Sec. 65089(b)(7)). The goals and policies of the CMP also support the increased use of low and no emission vehicles. The VCTC must also determine annually whether the County and cities within the county are conforming to the CMP, including the requirement to adopt and implement a TDM ordinance to improve both congestion and air quality (CA Gov't Code Sec. 65089.3(a)(2)).

This ordinance is intended to promote trip reduction and travel demand measures in the City of \_\_\_\_\_ (County of Ventura) and meet the TDM Facilities Ordinance adoption requirement as set out in the Ventura County Congestion Management Program. The requirements of Ventura County Air Pollution Control District ("District") Rule 210 are separate from this ordinance, and administrated by the District. This ordinance sets forth the minimum requirements for meeting CMP. Employers are encouraged to offer or provide additional inducements to use alternatives to single-occupant vehicles to their employees necessary to meet Rule 210 requirements.

## SECTION 2. DEFINITIONS

The following words or phrases shall have the following meanings when used in this ordinance:

- A. "Alternative Transportation" means the use of modes of transportation other than the single passenger motor vehicle, including but not limited to Carpools, Vanpools, Buspools, public transit, walking and bicycling.
- B. "Applicable Development" means any development project that is determined to meet or exceed the project size threshold criteria contained in Section 3 of this ordinance.
- C. "Buspool" means a Vehicle with more than sixteen seating positions used and maintained primarily for carrying commuters to and from work.
- D. "Carpool" means a Vehicle occupied by two or more persons aged 16 years or older commuting to or from work and/or school.
- E. "The California Environmental Quality Act (CEQA)," a statute that requires all jurisdictions in the State of California to evaluate the extent of environmental degradation posed by proposed development.
- F. "Developer" shall mean the builder who is responsible for the planning, design and construction of an applicable development project. A developer may be responsible for implementing the provisions of this Ordinance as determined

by the property owner.

- G. "Development" means the construction or addition of new building square footage. Additions to buildings which existed prior to the adoption of this ordinance and which exceed the thresholds defined in Section 3 shall comply with the applicable requirements but shall not be added cumulatively with existing square footage; existing square footage shall be exempt from these requirements. All calculations shall be based on gross square footage.
- H. "Employee Parking Area" means the portion of total required parking at a development used by onsite employees. For information purposes, based upon information developed by the Institute of Transportation Engineers (ITE), broad employee parking needs could be calculated as follows:

<u>Type of Use</u>	<u>Percent of Total Required Parking Devoted to Employees</u>
Commercial	30%
Office/Professional	85%
Industrial/Manufacturing	95%

- I. "Neighborhood Work Center" means a location in a community where facilities are provided either by public or private means for shared employee work activities.
- J. "Preferential Parking" means parking spaces designated or assigned, through use of a sign or painted space markings, for carpool and vanpool vehicles carrying commute passengers on a regular basis that are provided in a location more convenient to a place of employment than parking spaces provided for single occupant vehicles.
- K. "Property Owner" means the legal owner of a Development who serves as the lessor to a tenant. The Property Owner shall be responsible for complying with the provisions of the ordinance either directly or by delegating such responsibility as appropriate to a tenant and/or his agent.
- L. "Public Transit" means transit services provided by public agencies for the general public on a regular basis by vehicles, such as buses or trains, usually on a fare-paying basis.
- M. "Tenant" means the lessee of facility space at an applicable development project.

- N. "Transportation Demand Management (TDM)" means the alteration of travel behavior -- usually on the part of commuters -- through programs of incentives, services, and policies. TDM addresses alternatives to single occupant vehicles such as carpooling and vanpooling, and changes in work schedules that move trips out of the peak period or eliminate them altogether (as is the case in telecommuting or compressed work weeks).
- O. "Trip Reduction" means reduction in the number of work-related trips made by single occupant vehicles.
- P. "Vanpool" means a group of at least seven commuters traveling to work in a Vehicle designed for carrying more than six but less than 16 persons, including the driver, which is maintained and used primarily for work-related transportation of adults for the purpose of ridesharing.
- Q. "Vehicle" means a device by which any person or property may be propelled, moved, or drawn upon a highway, excepting a device moved exclusively by human power, used exclusively upon stationary rails or tracks, or buses used for public or private transit. Examples include, but are not limited to passenger cars, motorcycles, vans, recreational vehicles and pickup trucks.
- R. "Ventura County Air Pollution Control District" (APCD) is the authority created by the California Sate Legislature to meet federal standards and otherwise improve air quality in the Ventura County portion of the South Central Coast Air Basin.

**SECTION 3. TRANSPORTATION DEMAND AND TRIP REDUCTION MEASURES**

**A. APPLICABILITY OF REQUIREMENTS**

Prior to approval of any development project, the applicant shall make provision for, as a minimum, all the following applicable transportation demand management and trip reduction measures.

This ordinance shall not apply to projects for which a development application has been deemed "complete" by the City (County) pursuant to Government Code Section 65943, or for which a Notice of Preparation for a Draft Environmental Impact Report (DEIR) has been circulated or for which an application for a building permit has been received, prior to the effective date of this ordinance.

All facilities and improvements constructed or otherwise required shall be maintained in a state of good repair.

**B. NON-RESIDENTIAL DEVELOPMENT STANDARDS**

(1) Non-Residential development serving 50 employees or more shall provide the following to the satisfaction of the City [County]:

A. A bulletin board, display case, or kiosk displaying transportation information located where the greatest number of employees are likely to see it. Information in the area shall include, but is not limited to, the following:

- o Current maps, routes and schedules for public transit routes serving the site;
- o Ridesharing promotional material supplied by commuter-oriented organizations;
- o Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency, Dial-A-Route, and local transit operators;
- o Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information;
- o A listing of facilities and services available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.

(2) Non-Residential development serving 100 employees or more shall comply with Section 3.B(1) above and shall provide all of the following measures to the satisfaction of the City [County]:

A. Not less than 10% of employee parking area shall be located as close as is practical to the employee entrance(s), and shall be reserved for use by potential carpool/vanpool vehicles, without displacing handicapped and customer parking needs. This preferential carpool/vanpool parking area shall be identified on the site plan upon application for building permit, to the satisfaction of City [County]. A statement that preferential carpool/vanpool spaces for employees are available and description of the method for obtaining such spaces must be included on the required transportation information board. Spaces will be signed/striped as demand warrants; provided that at all times at least one space for projects of 50,000 square feet to 100,000 square feet and two spaces for projects over 100,000 square feet will be signed/striped for carpool/vanpool vehicles.

B. Preferential parking spaces reserved for vanpools must be accessible to vanpool vehicles. When located within a parking structure, a minimum vertical

interior clearance of 7'2" shall be provided for those spaces and accessways to be used by such vehicles. Adequate turning radii and parking space dimensions (minimum 9' x 19') shall also be included in vanpool parking areas.

- C. Bicycle racks or other secure bicycle parking shall be provided near building entrances to accommodate 4 bicycles per the first 50,000 square feet of non-residential development and 1 bicycle per each additional 50,000 square feet of non-residential development. Calculations which result in a fraction of 0.5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the City [county].
- D. Safe and convenient access from the external circulation system to bicycle parking facilities onsite.

(3) Non-Residential development serving 150 employees or more shall comply with sections 3.B(1) and 3.B(2) above, and shall provide all of the following measures to the satisfaction of the City [County]:

- A. A safe and convenient zone in which vanpool and carpool vehicles may deliver or board their passengers. Passenger loading areas should be located as close as possible to the building entrance and should be designated in a manner that does not impede vehicular circulation in the parking area.
- B. Sidewalks or other designated pathways following, to the greatest extent feasible, direct and safe routes from the external pedestrian circulation system to each, and between each, building in the development.
- C. If determined necessary by the City[County] to mitigate the project impact, bus stop improvements must be provided. The City [County] will consult with the local bus service providers in determining appropriate improvements (i.e. bus pullouts, bus pads, shelters, etc.). When locating bus stops and/or planning building entrances, entrances should be designed to provide safe and efficient access to nearby transit stations/stops.
- D. Development design shall incorporate, to the extent feasible, showers, changing rooms, lockers, etc. for employees who bicycle, jog or walk to work.
- E. Development design shall incorporate lunchrooms, cafeterias, eating establishments and other facilities which will reduce the need for mid-day driving.

**C. RESIDENTIAL DEVELOPMENT STANDARDS**

**(1) Residential development of one hundred (100) dwelling units or more shall provide the following to the satisfaction of the City (County):**

- A. Safe, convenient and direct pedestrian and bicycle access from the internal circulation system to adjacent collector and/or arterial roadways.**
- B. If determined necessary by the City (County), bus stop improvements must be provided. The City (County) will consult with the local bus service providers in determining appropriate improvements.**

**(2) Residential development of five hundred (500) dwelling units or more shall comply with Section 3.C(1) above, and shall provide the following measure to the satisfaction of the City (County):**

- A. Development design shall, to the greatest extent possible and as appropriate based on adjacent land use and markets, incorporate services such as dry cleaners, eating establishments, child care facilities, grocery markets, neighborhood work centers and other facilities which will reduce home-based vehicle trips and vehicle miles traveled.**

**SECTION 4. REVIEW OF TRANSIT IMPACTS**

**Prior to approval of any development project for which an Environmental Impact Report (EIR) will be prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) or based on a local determination, regional and municipal fixed-route transit operators providing service to the project shall be identified and consulted with to provide input. Projects for which a Notice of Preparation (NOP) for a Draft EIR has been circulated pursuant to the provisions of CEQA prior to the effective date shall be exempted from its provisions. Pursuant to the provisions of CEQA, transit operators shall be sent a NOP for all contemplated EIRs and shall, as part of the NOP process, be given opportunity to comment on the impacts of the project, to identify recommended transit service or capital improvements which may be required as a result of the project, and to recommend mitigation measures which minimize automobile trips on the CMP network. Impacts and recommended mitigation measures identified by the transit operator shall be evaluated in the Draft Environmental Impact Report prepared for the project. Related mitigation measures adopted shall be monitored through the mitigation monitoring requirements of CEQA.**

Phased development projects, development projects subject to a development agreement, or development projects requiring subsequent approvals, need not repeat this process as long as no significant changes are made to the project. It shall remain the discretion of the lead agency to determine when a project is substantially the same and therefore covered by a previously certified EIR.

**SECTION 5. MONITORING**

A. [THE ORDINANCE SHALL INCORPORATE APPROPRIATE PROVISIONS FOR MONITORING PROJECT COMPLIANCE WITH THE STANDARDS REQUIRED HEREIN. THE SELECTION OF MONITORING METHODS IS LEFT TO THE DISCRETION OF THE CITY [COUNTY]. EXAMPLES OF RECOMMENDED MONITORING INCLUDE SITE MONITORING PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY OR BUSINESS LICENSE.]

**SECTION 6. ENFORCEMENT**

A. [THE ORDINANCE SHALL INCORPORATE APPROPRIATE PROVISIONS FOR ENFORCEMENT OF THE STANDARDS REQUIRED HEREIN. THE SELECTION OF ENFORCEMENT METHODS IS LEFT TO THE DISCRETION OF THE CITY [COUNTY]. EXAMPLES OF RECOMMENDED ENFORCEMENT METHODS INCLUDE REFERENCING EXISTING ENFORCEMENT AND COMPLIANCE PROVISIONS IN A JURISDICTIONS ZONING CODE.]

**SECTION 7.** This ordinance shall take effect upon the expiration of 30 days from the date of its publication.

**INTRODUCED AND FIRST READ** at a duly called meeting of the City Council [Board of Supervisors] held on \_\_\_\_\_.

**PASSED, APPROVED AND ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_ by the following vote:

**AYES:**

**NOES:**

\_\_\_\_\_  
**Mayor**  
**[Chairman, Board of Supervisors]**

**ATTEST:**  
\_\_\_\_\_

*[Countywide Bike Map Inserted Here]*

## APPENDIX VIII

## OVERVIEW OF CMP TRANSPORTATION DEMAND MANAGEMENT

## Overall

Base

a. ~~The APCD's Rule 210 will serve as the CMP-required trip reduction ordinance.~~

~~State law requires that local governments adopt a trip reduction ordinance as part of the CMP's TDM element. The APCD's Rule 210 is being implemented for all larger employers, and is well suited to serve as the required trip reduction ordinance.~~

b. Continue development of the County's TDM support network including APCD/Southern California Rideshare training workshops, Southern California Rideshare services, and employer ETC networks.

The implementation of TDM measures in the County will require efforts by private companies as well as by transportation agencies. The workshops, training programs, and technical assistance provided by the APCD, Southern California Rideshare and newly-formed TMAs are assisting private companies and other employers in developing effective TDM programs and activities. These efforts need to be continued so that ETCs in the County are working together and available information is being shared to the maximum possible extent.

c. Support Federal and State legislation that encourages alternatives to solo driving through changes in the tax code and other means.

Federal tax policy considers parking to be a tax-free benefit while any transit subsidy over \$15 per month and ridesharing incentives over a de minimis value are taxable. Personal income tax and other regulations are not set up to encourage making work commute trips using alternatives to driving alone, and in many instances, serve to discourage alternative methods of commuting to work.

d. Support the development of funding sources for TDM programs and activities.

Funding is severely limited in the County for TDM programs and activities. If a

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countywide sales tax measure is adopted in the future, funding for certain TDM-related activities should be obtained from sales tax revenues.

### Transit

#### Base

- a. **Develop express, commuter-oriented services, designed to serve work commute trips to support employer transportation programs, as additional resources become available.**

As described in Chapter 4, expanded commuter-oriented bus services are needed to serve employment centers in the County. Although certain improvements may be possible with existing transit funding levels, new funding will be necessary for the implementation of expanded peak period bus services.

- b. **Promote existing transit services.**

With marketing and promotional efforts in place to increase public awareness of available bus services, the use of existing bus services will be enhanced.

- c. **Develop coordinated service transfers and fares, including transit passes to support employer TDM programs.**

Since bus services in the County are provided by several operators, special attention should be directed to the coordination of schedules and fares, in order to encourage trips where more than one operator needs to be used. Also, a monthly bus pass program will provide employers with an important means of encouraging employees to use the bus for work commuting in addition to making riding the bus more convenient for regular users.

### Ridesharing Programs

#### Base

- a. **Encourage the development of ridesharing through public policies and as employers through ridesharing incentives, guaranteed ride home services, flexible work hours, and parking management strategies.**

There is only limited traffic congestion, and parking is generally available at no cost

## APPENDIX VIII

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for most commuters in Ventura County. In other areas, heavily congested freeways and high parking costs serve as major factors to discourage driving alone. In Ventura County, aggressive programs offering incentives for employees will be needed to encourage ridesharing and other alternatives to driving alone.

**b. Promote available TDM support services.**

The services being provided include rideshare matching services, workshops, and training programs, technical assistance, and the development of promotional materials. Support services for TDM-related activities are being provided in the County by the APCD, Southern California Rideshare, and the TMAs. Employers and public agencies responsible for TDM programs and activities should be encouraged to make use of the available support services.

**c. Provide and promote facilities and programs to encourage ridesharing in the County:**

- ramp metering and bypass lanes reserved for HOVs
- park and ride lots
- preferential parking

For the short term, facility improvements to encourage ridesharing should be limited to the development of park and ride lots at appropriate locations and to selected improvements designed to support parking management programs.

**Preferred**

**a. Provide and promote expanded facilities and programs, as appropriate, to encourage ridesharing in the County:**

- vanpool subsidies
- parking fees

In the future, additional programs which have been successful elsewhere in Southern California for increasing ridesharing for work commute trips may be appropriate for Ventura County.

## APPENDIX VIII

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### Bicycle and Pedestrian Facilities

#### Base

- a. **Construct additional bikeways in each jurisdiction.**

The County's level terrain and moderate weather is well suited for bicycling, and continued development of protected bicycle routes will encourage the use of bicycles for work commuting. Where possible and justified by potential usage, bicycle routes should be developed on their own rights-of-way so that the routes are as safe and convenient to use as possible.

In response to liability concerns associated with injuries to bicyclists using designated bicycle lanes, some cities are removing lanes during construction and/or resurfacing projects. This issue should be studied closely and bicycle lanes retained whenever feasible.

- b. **Develop and promote bicycle amenities at work sites and other locations, as appropriate, including**

- **bicycle storage lockers at work sites**
- **bicycle storage lockers at park and ride lots, commuter rail service stations, and transportation centers**
- **locker and shower facilities at work sites.**

Secure bicycle storage lockers as well as lockers and shower facilities for cyclists need to be developed at work sites to encourage commuting to work by bicycle. Bicycle storage lockers should also be provided at other locations where cyclists are able to change modes for longer trips, such as at park-and-ride lots that are served by bikeways, at the commuter rail stations planned for Moorpark and Simi Valley, and at Oxnard's multi-modal transportation center.

- c. **Develop and promote pedestrian facilities to encourage walking for work and other trip purposes.**

Walking and jogging to work may be encouraged by providing sidewalks and other walkways that safely cross or avoid streets and parking areas with heavy traffic volumes, by providing lockers and shower facilities for employees jogging to work, and by promoting walking and jogging for work commuting through employee wellness programs.

## APPENDIX VIII

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### Person Trip Reduction Strategies

#### Base

- a. **Encourage employers and public service providers to adopt measures to reduce person trips and vehicle miles traveled, at locations where these measures are appropriate.**

**Employers and public service providers should be encouraged to introduce programs which will serve to reduce the number of trips being made, such as the following.**

- **Telecommuting**
- **Teleconferencing**
- **Compressed work weeks**
- **Satellite work centers**
- **Satellite service centers**
- **Work site services including daycare, eating, and banking services**
- **Neighborhood work centers**

### Development Review Process

#### Base

- a. **Adopt County and cities ordinances for TDM-related amenities at new development sites.**

**County and city officials should ordinances aimed at reviewing proposed developments for opportunities to incorporate features which will serve to encourage alternatives to driving alone in automobiles for work commuting and other purposes. For example, the following elements may be appropriate for certain developments.**

- **Bicycle and pedestrian amenities**
- **Bus stops, benches, and shelters**
- **Circulation plan elements conducive to transit service routings, bicycle usage, and walking**
- **Provisions for satellite work stations**
- **Teleconferencing facilities**
- **Work site daycare, eating, banking and other services**
- **Adequate and preferential parking for carpools and vanpools**

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### **Preferred**

#### **a. Review parking requirements for proposed developments:**

- reduce parking requirements based on increased AVRs for work commute trips

The availability of parking has a tremendous impact on mode choice decisions made for work commuting and other purposes. While parking restrictions can serve to encourage shifts from driving alone, they can also be disruptive if the alternative means of transportation are not readily available or if the restrictions cause business to be diverted elsewhere. In the longer term as alternatives to driving alone are developed in the County, it will be appropriate to examine zoning and other requirements for parking in the County.