Saticoy Active Transportation Plan

April 2021

SATICOY
Active Transportation Plan

Exhibit 1

Acknowledgements

Thank you to the residents, community leaders, community-based organizations, agencies, and other stakeholders who have helped shape this Plan. We appreciate your vision, insights, and commitment to improving mobility and access for all residents.

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Executive Summary

The 2021 Saticoy Active Transportation Plan ("Plan") represents a consolidated vision for walking and biking for the community of Saticoy. The vision builds upon the goals and policies outlined in the 2040 Ventura County General Plan and the 2015 Saticoy Area Plan as well as the stakeholder's desires to move away from the auto-centric, inequitable approach of the past, and toward a sustainable, multi-modal transportation system that serves all residents, regardless of age, ability, identity, or income.

VISION: Saticoy will be a walking and biking-friendly community that provides safe, comfortable, convenient and healthy mobility for people of all ages and abilities.

GOALS & OBJECTIVES

The 2040 General Plan provides goals, policies and programs for the entire County including goals for active transportation. The 2015 Saticoy Area Plan (SAP) prescribes specific built environment improvements as well as policies and programs that help align transportation and land use for the community of Saticoy. These two planning documents help build the foundation for the Plan. Chapter 2 of the Plan, highlights how influential goals and policies from the General Plan and the SAP were incorporated into the main goals of the Plan.

While the previous planning documents provide a foundation, the Plan is guided by an Equity Framework which prioritizes equity and the needs of vulnerable residents, providing an opportunity for local residents to help shape their active transportation future. Equity, in this planning process, means that community members who have historically been left out of transportation investments and decisions will be prioritized, engaged, and included.

Collectively, the various strategies and components of the Plan assist the County of Ventura and the community of Saticoy to meet the goals of this Plan.

1. Improve Safety & Health

2. Improve Access & Comfort

3. Enhance Transportation Affordability

4. Commit to Maintain & Expand the Network

Goal 1: Safety & Health

A. Reduce bicycle and pedestrian collisions through safe and comfortable facilities
B. Promote an active lifestyle that includes walking and biking
C. Reduce air pollution, asthma rates, and greenhouse gas emissions

Goal 2: Access & Comfort

A. Increase access to jobs, education, retail, parks, libraries, schools, recreational centers, transit, and other neighborhood destinations
B. Address barriers so that vulnerable populations can take part in the improvements
C. Support public transit service
D. Prioritize the needs and trip patterns of vulnerable populations
E. Prioritize universal design standards

Goal 3: Affordability

A. Reduce the overall household transportation costs for all residents, both anticipated and existing
B. Reduce long-term transportation costs by reducing the need for vehicle ownership

Goal 4: Maintain & Expand the Network

A. Integrate bicycle and pedestrian network and facility needs into all Saticoy planning documents and capital improvement projects

OUR COMMUNITY

There is great potential to expand the role and use of active transportation in Saticoy. A small town with a long history, Saticoy—like much of the Pacific Coast—was once home to part of the Chumash civilization. In the late 1800s, the Santa Clarita Rail Line began operations, and eventually, included a stop in Saticoy. Around the original train depot developed Old Town Saticoy, a compact, grid network of streets that is still present today. Although the train no longer stops in Saticoy, the legacy of development around a railroad station remains visible today. Saticoy's historic buildings, public services, and a compact layout make it unique among unincorporated communities in Ventura County.

Over the decades, much of the farmland between Saticoy and the City of Buenaventura (Ventura) developed into residences. However, years of disinvestment and outdated policies have taken their toll on Saticoy. Vacant buildings; disconnected, auto-oriented streets lacking basic pedestrian amenities such as sidewalks and street lighting; a dearth of job opportunities; and inadequate access to affordable housing have greatly affected our community. The Saticoy Area Plan identified a number of these issues and provided a path forward taking into account both land use and transportation. This Plan works in concert with previous planning efforts, help provide the tools to realize the potential of Saticoy.

COMMUNITY PRIORITIES

Community and stakeholder participation played a central role in shaping the project, from a Community Advisory Committee (CAC), community-wide events including an interactive Art Installation and Walking Tour, to an online public input map and community survey. During this planning process, community members expressed support for:

- Sidewalks, crossing facilities, and bikeways to greatly improve the

Thank you to all of the people who helped shape this Plan, and who are committed to improving walking and biking in our community. Photo taken at Saticoy Library on Los Angeles Avenue

experience of walking and biking in Saticoy.

- Traffic calming and intervention measures to reduce speeding.
- Improving regional connections to as many destinations like schools and grocery stores that are outside of Saticoy.

Similarly, community members also shared many concerns that guided the recommendations in this Plan, including:

- That speeding vehicles make walking and biking hazardous in and around the community.
- Highway 118 is a major barrier that makes accessing destinations outside of Saticoy difficult by walking and biking.
- The lack of a complete sidewalk network and adequate street lighting make it difficult and at times dangerous to walk in the community.

OUR COMMUNITY APPROACH

The Plan was created through extensive collaboration between staff from the County of Ventura, City of Ventura, and Ventura County Transportation Commission and Community Advisory Committee (CAC) members, multiple community organizations, and more importantly, the residents of Saticoy. Using this feedback and analysis of existing conditions, collisions, and demographic data, the Plan lays out an ambitious active transportation system and introduces a comprehensive collection of programs and policies.

Altogether, the recommendations for our streets envision approximately 6 miles of bikeways and sidewalks, and represent an investment in multimodal, equitable transportation in our community. The street recommendations provide new, low-stress connections to Saticoy Park, the library, local businesses and to the City of Ventura which helps ensure that people can more comfortably and safely access everyday needs. The following pages provide a snapshot of the bicycle and pedestrian recommendations in the Plan.

Bicycle rider on Los Angeles Avenue between Azahar Street and Violeta Street.

The recommended programs work to address key community concerns, and include continuing Safe Routes to School (SRTS) efforts; leveraging community support for beautification efforts, cleanups, and plantings; safety campaigns; and training for roadway users, so that all of our community members can be responsible for safe travel behaviors. Collectively the policies, programs, projects, and recommendations in this Plan will create an environment that enhances active transportation in Saticoy, and makes walking and biking a safe, healthy, and enjoyable means of transportation and recreation.

Bicycle Facility Types

CLASS I
Shared-Use Path

- Paths completely separated from motor vehicle traffic used by people walking and biking.
- Comfortable for people of all ages and abilities.
- Typically located immediately adjacent and parallel to a roadway or in its own independent right-of-way, such as within a park or along a body of water.

CLASS II
Bicycle Lane

- A dedicated lane for bicycle travel adjacent to traffic.
- A painted white line separates the bicycle lane from motor vehicle traffic.

CLASS IIB
Buffered Bicycle Lane

- A dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer.
- The buffer provides additional comfort for users by providing space from motor vehicles or parked cars.

CLASS III
Bicycle Route

- A signed bike routes that people biking share with motor vehicles.
- Can include pavement markings.
- Comfortable facility for more confident bicyclists.
- Recommended when space for a bike lane may not be feasible.

CLASS IIIB
Neighborhood Greenway

- Calm, local streets where bicyclists have priority but share roadway space with motor vehicles.
- Shared roadway bicycle markings on the pavement as well as traffic calming features such as speed humps and traffic diverters to keep these streets more comfortable for bicyclists.
- Comfortable facility for bicyclists with wider range of abilities.

CLASS IV
Separated Bikeway

- An on-street bikeway separated from motor vehicle traffic by a curb, median, planters, parking delineators, or other physical barrier.

Recommended Bicycle Network

Pedestrian Facility Types

Sidewalks & Paths

- Completely separated from motor vehicle traffic.
- Used by people walking or using mobility devices such as wheelchairs.
- Sidewalks are typically located immediately adjacent and parallel to a roadway. Shared-use paths can be located in their own independent right-of-way, such as within a park or along a body of water.

Crossing Facilities

- Make crossing the street at intersections and midblock safer and more comfortable.
- High-visibility crosswalk markings are more visible to approaching vehicles and have been shown to improve yielding behavior.
- Advance yield markings, or "shark teeth," warn drivers they are approaching a crosswalk.

Curb Treatments

- Curb ramps allow users of all abilities to make the transition from the street to the sidewalk. They are required by the Americans with Disabilities Act (ADA) at all crosswalks, including those that are unmarked.
- Curb extensions create safer and shorter crossings for pedestrians. They can help slow vehicle traffic by visually narrowing the roadway. They also increase the available space for street furniture, plantings, and street trees.

Beacons & Signals

- Beacons and signals both indicate to drivers that someone may be crossing the street.
- Make crossing the street safer and more comfortable.
- Pedestrian countdown signals create a more predictable crossing environment and give adequate warning to pedestrians attempting to cross a roadway.
- Leading pedestrian intervals allow a pedestrian to begin crossing the street before the traffic signal turns green.

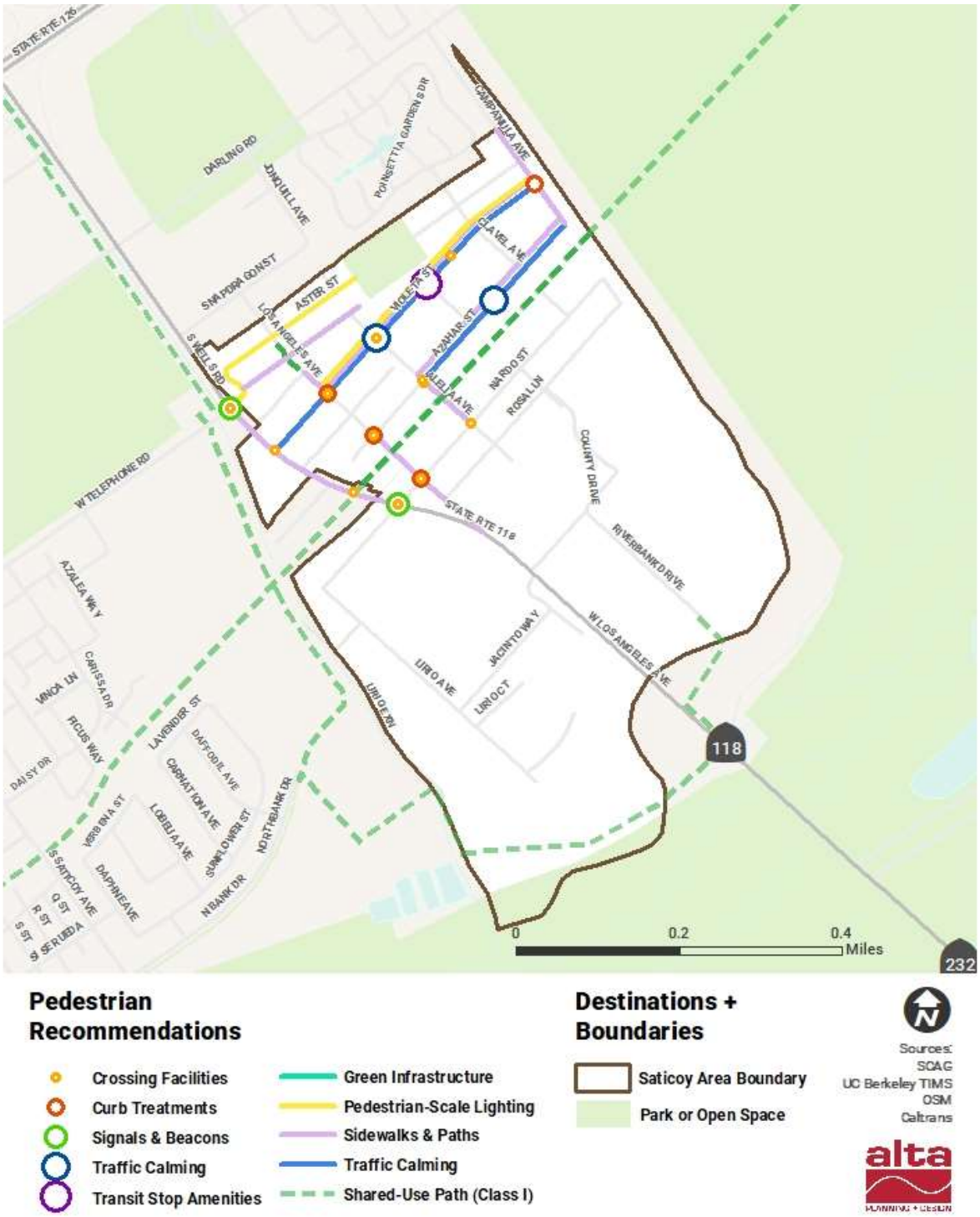
Traffic Calming

- Encourage drivers to travel at slower speeds.
- Some treatments alter the configuration of a roadway, while others change how drivers perceive and respond to a street.
- Can be used at targeted locations such as a dangerous intersection, or along corridors.

Pedestrian-scale Lighting

- Improves visibility for people walking, as opposed to street lights intended to light the roadway.
- Additional care and emphasis on pedestrian lighting should be taken at and near crosswalks.

Recommended Pedestrian Projects



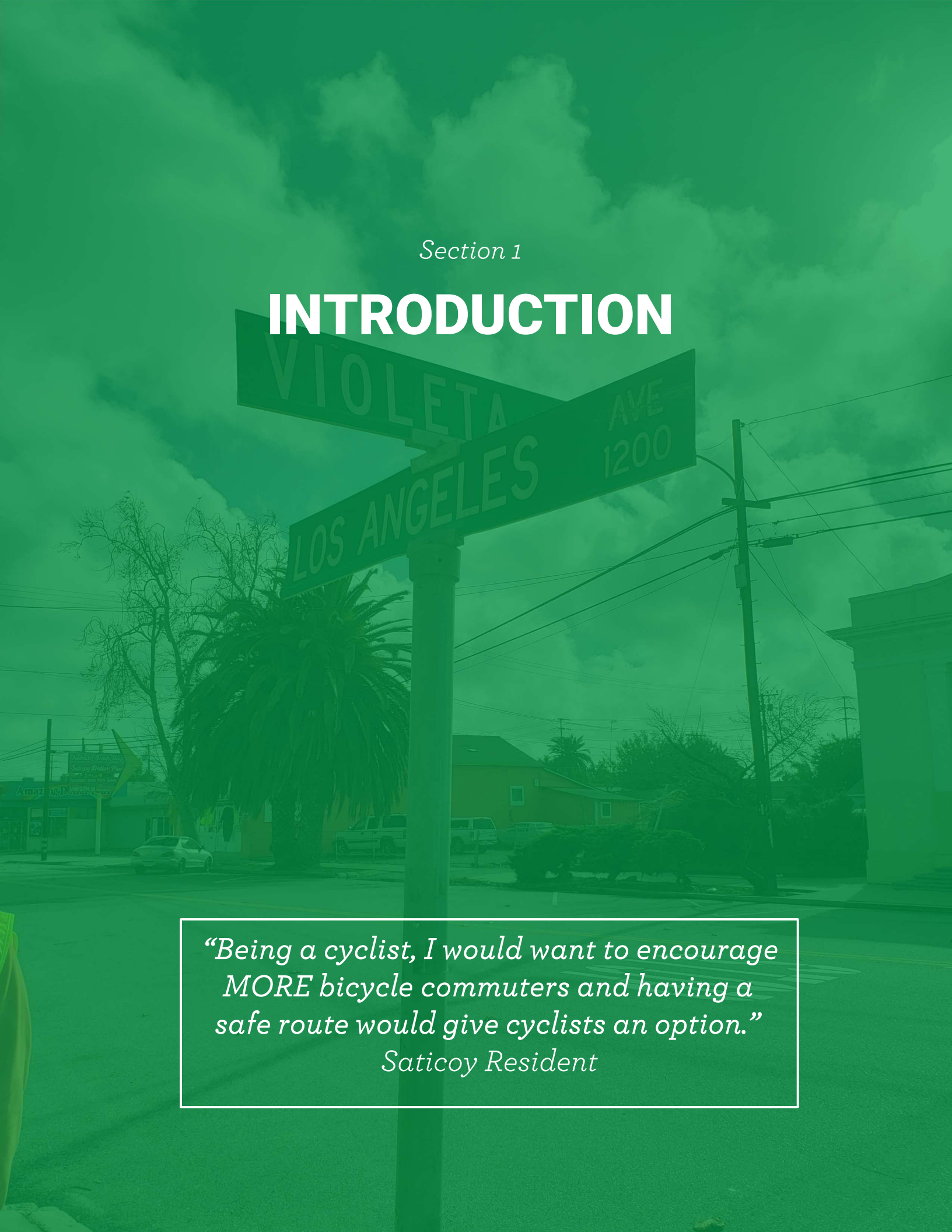
MAKING THIS VISION A REALITY

The County will work to secure funding for high-priority projects and programs, with the goal of building the recommended network by 2040. As the County and its partners work to implement the Plan, we will continue to engage with our residents and, most importantly, follow the Equity Framework.

This Plan sets the County and its partners on track to a build a comprehensive walking and biking network by 2040. Photo taken at Saticoy Library on Los Angeles Avenue.

Section 1

INTRODUCTION



> *"Being a cyclist, I would want to encourage MORE bicycle commuters and having a safe route would give cyclists an option."*
> *Saticoy Resident*

1. Introduction

THE NEED FOR AN ACTIVE TRANSPORTATION PLAN

Our community aims to build an active transportation network that improves mobility options for all of our residents. Photo taken on Azahar Street between Los Angeles Avenue and Alelia Avenue.

Saticoy is committed to improving the quality of life for residents and visitors by ensuring walking and biking are convenient, comfortable, and healthy modes of transportation and recreation. This Active Transportation Plan creates a consolidated long-term vision for improving walking and biking in Saticoy that builds upon previous planning work including, but not limited to, the 2040 General Plan for Ventura County and the 2015 Saticoy Area Plan. The Plan incorporates critical elements of those planning documents as well as stakeholder input to develop recommendations to achieve the vision. The Plan can also serve as a critical tool for County staff to seek funding to implement a balanced transportation system that encourages biking and walking. The ultimate goal is to shift more automobile trips to walking and biking trips as a part of daily life. Chapter 1, focuses on the overall need and potential benefits of an Active Transportation Plan and its implementation. The remaining chapters provide the tools and recommendations to help achieve the vision outlined in this Plan.

BENEFITS OF WALKING, BIKING, AND BEING ACTIVE

Collision Reduction

Conflicts between people walking, biking, and driving can result not just from poor behavior, but from insufficient or ineffective design. Encouraging development that supports biking and walking

Providing safe and accessible facilities is a priority in our community. Photo taken along Highway 118 just north of Saticoy.

can enhance safety and comfort for all users. Bike lanes and physical barriers between bicyclists and motor vehicle traffic have been shown to increase individuals' use of bicycle infrastructure.[1] Shaded sidewalks with landscaped buffers separated from vehicle traffic, curb ramps, high-visibility crossings, and rest areas similarly create comfortable experiences for people walking. However, existing transportation network in Saticoy lacks this infrastructure, like many communities, they are often designed primarily for safe and efficient motor vehicle travel. Most roadways poorly protect bicyclists and pedestrians, making them more vulnerable to injury, in some cases, fatally. Non-motorists are more likely to suffer injuries or fatalities in a collision and are about 1.5 times more likely than motorists to be fatally injured when getting around.[2] Saticoy has had no pedestrian or bicyclist fatalities since 2014.

There are many ways to improve safety for bicyclists and pedestrians while maintaining an efficient transportation system for motor vehicle travel. Successful bicycle and pedestrian improvements on existing facilities tend to focus on reducing traffic volumes and speed[3] and increasing the separation from vehicles.[4] Additional methods include the design of smarter multi-modal streets, reduced vehicle/bike or vehicle/pedestrian conflict zones, enhanced visibility, and requiring new facility design standards that consider bike/pedestrian safety as a top priority.

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[1] Hoffman et al. *Bicycle commuter injury prevention: it is time to focus on the environment*. 2010.; Pucher et al., *Infrastructure, programs, and policies to increase bicycling: An international review*. 2010.
[2] Beck et al. *Motor vehicle crash injury rates by mode of travel, United States: using exposure-based methods to quantify differences*. 2007; Centers for Disease Control and Prevention. *Motor Vehicle Crash Deaths in Metropolitan Areas — United States, 2009. Morbidity and Mortality Weekly Report*. 2012.
[3] Harris et al. *The Bicyclists' Injuries and the Cycling Environment study: a protocol to tackle methodological issues facing studies of bicycling safety*. 2011; Miranda -Moreno et al. *The link between built environment, pedestrian activity and pedestrian-vehicle collision occurrence at signalized intersections*. 2011.
[4] Lusk et al. *Risk of injury for bicycling on cycle tracks versus in the street.* 2011.

Enforcement programs can help reduce dangerous travel behavior by all roadway users, but they have also adversely impacted marginalized community members throughout the U.S.

This Plan outlines an active transportation network and programmatic changes to help the Saticoy area experience reduced collisions, improve traffic safety, and protect the historically marginalized members of the Saticoy community.

Public Health Improvements

Physical inactivity is now widely understood to play a significant role in the most common chronic diseases in the United States, including heart disease, stroke, and diabetes. Each year, approximately 280,000 adults in the United States experience shorter life spans due to obesity-related illnesses. A 2004 study published in the American Journal of Preventive Medicine by Frank et al. reported that for each additional 60 minutes spent in a car daily, one's chance of becoming obese increases by six percent. A 2019 report by the Outdoor Foundation found that Americans are spending less time outdoors: Nearly half of the U.S. population doesn't participate in any outdoor recreation at all, and only 17.9% went outside at least once a week in 2018. The result? One billion fewer hikes, climbs, rides, and other outdoor excursions in 2018 than in 2008. The report also found an alarming impact on youth: Children took part in 15% fewer outdoor activities in 2018 than they did six years before.[5] However, walking and biking is highly impacted

Walking helps to improve mental health, foster social connections, and lower the risk of chronic diseases. Photo taken along Highway 118/Wells Road between Nardo Street and Violeta Street.

[5] Outdoor Foundation. *2019 Outdoor Participation Report*. 29 January 2019. https://outdoorindustry.org/resource/2019-outdoor-participation-report/?utm_source=media&utm_medium=press-release&utm_campaign=participation

by people's ability to access safe places to do so. Studies demonstrate disparities in the quantity and quality of park spaces between low-income and affluent communities. Saticoy residents do have access to Saticoy Park but there are still issues of accessing larger parks and other recreational areas by active transportation. Recommendations include the construction of the Santa Paula Branch Line to provide not only better connections to the surrounding community but to provide another recreational opportunity.

Creating infrastructure that encourages biking and walking—while improving access to parks or active recreation opportunities for all residents—is a key strategy to fighting obesity and inactivity.

Better yet, it has been shown to have substantial benefits on public health with relatively minimal public investment. Biking and walking can help improve mental health, facilitate social connections, encourage activity among older adults, foster healthy habits among youth, lower risk of chronic diseases, and improve air quality. While the community Saticoy does not suffer from some of the air quality issues as some urban areas an understanding of how air quality effects people is important in understanding the impacts of active transportation. These overall impacts of poor air quality are part of the reason why the Ventura County, the Southern California Association of Governments and the State of California have made its improvement a priority.

The World Health Organization identified atmospheric particulate matter (PM) with a diameter of less than 2.5 micrometers (PM2.5), ozone (O3), and oxides of nitrogen (NOx), all of which are related to automobile emissions, as the primary pollutants of concern for environmental and human health.[6] These pollutants have both short- and long-term effects on respiratory health, cardiovascular health, cancer, reproductive health, and premature mortality in humans.[7] Further, there is increasing evidence that links these emissions to increased systematic inflammation and diabetes risk.[8] Nitrogen dioxide from motor vehicles was found to cause 60% of pediatric asthma

[6] World Health Organization. *Review of Evidence on Health Aspects of Air Pollution: REVIHAAP Project.* Copenhagen, Denmark: WHO Regional Office for Europe; 2013.
[7] U.S. Environmental Protection Agency. *Provisional Assessment of Recent Studies on Health Effects of Particulate Matter Exposure.* Washington DC 2012.
[8] Jerrett M, Brook R, White LF, et al. Ambient ozone and incident diabetes: A prospective analysis in a large cohort of African American women. *Environment International.* 2017;102:42-47.

cases in urban areas worldwide.[9] Poor air quality particularly impacts vulnerable populations such as older adults, youth, and people with respiratory ailments.

Reducing our reliance on motor vehicles and increasing the use of active transportation will help break the cycle of air pollution and the corresponding negative health impacts. Altogether, the Plan will identify interventions that support safe walking, biking, and recreation opportunities as effective strategies for addressing public health concerns in our community.

Environmental Benefits

Fossil-fuel driven transportation generates the largest share of greenhouse gas (GHG) emissions of any economic sector in the United States, amounting to almost 30% of all GHG emissions and surpassing those generated from electricity production and industry.[10]

Transportation generates the largest share of greenhouse gas (GHG) emissions of any economic sector in the United States: 30%.

Biking and walking cause no direct air or water pollution, require minimal land use impacts, and emit negligible noise and light pollution. Bicyclists and pedestrians occupy less space than cars and help reduce demand for road space and parking, freeing up land for public space, buildings, food production, and housing. Replacing driving trips with biking or walking trips reduces emissions associated with mobility, translating into less carbon dioxide, nitrogen oxides, hydrocarbons, and other pollutants in the air. While the community of Saticoy is only a small portion of these emissions, all contributions matter and all reductions help.

Implementation of this Plan not only reduces our contribution to climate change, but will also enhance our resilience to it. Creating viable alternatives to private vehicles reduces pressure on road infrastructure and provides options for people to remain mobile when other transportation

[9] Pattanun A, Brauer M, Hystad P, Anenberg S. Global, national, and urban burdens of pediatric asthma incidence attributable to ambient NO2 pollution: estimates from global datasets. *The Lancet Planetary Health*. 2019.
[10] United States Environmental Protection Agency. *Sources of Greenhouse Gas Emissions*. Accessed May 28, 2019, https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions.

modes are disrupted by climate events. It will also improve the health of residents who are vulnerable to asthma or other chronic respiratory diseases associated with air pollution.

Equity

Many people in our community, including children, older adults, people with physical disabilities, low-income community members, and those who do not own or have access to a vehicle rely on walking, biking, and transit to get where they need to go on a daily basis. When age and physical abilities are not a barrier, costs associated with car ownership can still significantly inhibit mobility in car-centric environments. A study cited by the Victoria Transport Policy Institute found that households in automobile-dependent communities devote 50% more of their income to transportation (more than $8,500 annually) than households in communities with better conditions for walking and biking (less than $5,500 annually). Indeed, transportation typically accounts for a household's second-largest expenditure behind housing. For low or under-resourced households, however, this high cost of driving can consume a high portion of peoples' incomes and make them transportation burdened. Unsurprisingly, people with low incomes have the highest rates of walking and bicycling to work, with the greatest number of bicycling trips taken by people of color.[11] The community of Saticoy has a low median house income and per capita income compared other parts of the Ventura County and the State as a whole, additional information in chapter 3. Thus putting a specific impetuous on providing low-cost alternatives to driving.

When affordable housing is not located near opportunities for work or school, low-income residents endure longer commutes and incur greater transportation costs. Longer travel distances mean less time spent with family, less time to exercise and rest, and less time for obligations like picking up children from childcare, visiting the doctor, or grocery shopping. Impeding access to these and other basic necessities can have health consequences and exacerbate health inequities.[12]

[11] Safe Routes to School National Partnership. *At the Intersection of Active Transportation and Equity.* 2015.
[12] PolicyLink Prevention Institute Convergence Partnership. *Healthy, Equitable Transportation Policy: Recommendations and Research.* 2009.

Active transportation options increase mobility for vulnerable populations, enabling safe, affordable access to economic and social opportunities.

Environmental factors and infrastructure deficiencies also disproportionally affect low-income and minority communities. For example, inadequate walking and biking infrastructure (e.g., missing or broken sidewalks, limited street lighting, lack of marked crosswalks and traffic islands, substandard or no bike lanes, etc.) and perceived safety issues create barriers to walking and biking. All of these issues are present in Saticoy currently.

Bicyclists and pedestrians in low-income communities and communities of color have higher injury and fatality rates. In the United States, Latinx and African American bicyclist/pedestrian fatality rates are double that of White Americans.[13] Children[14] and older adults[15] are especially vulnerable sub-populations whose tendencies to walk and bike are particularly impacted by vehicle traffic speed and volume, as well as available or missing infrastructure that creates safe or unsafe environments. Further, when these populations choose to walk or bike, often times, they are faced with health risks associated with greater air and noise pollution, as many sources of air pollutants are located near these communities,[16] and people with low incomes and people of color are more likely to live near major roads, highways, or truck routes.[17] The community of Saticoy is predominately Latinx and is bordered by Highway 118, which is a truck route, so it experiences these very issues at a local level.

[13] Safe Routes to School. 2015.
[14] Wong et al. *GIS measured environmental correlates of active school transport: A systematic review of 14 studies*. 2011; Rothman et al. *Walking and child pedestrian injury: a systematic review of built environment correlates of safe walking*. 2014; Rothman et al. *Motor Vehicle-Pedestrian Collisions and Walking to School: The Role of the Built Environment*. 2014.
[15] Lusk et al. *Risk of injury for bicycling on cycle tracks versus in the street*. 2011; Moran et al. *Understanding the relationships between the physical environment and physical activity in older adults: a systematic review of qualitative studies*. 2014; Yen et al. *How design of places promotes or inhibits mobility of older adults: realist synthesis of 20 years of research*. 2014.
[16] Miranda et al. *Race/Ethnicity, Residential Segregation, and Exposure to Ambient Air Pollution: The Multi-Ethnic Study of Atherosclerosis.* 2014.
[17] Bae et al. *The exposure of disadvantaged populations in freeway air-pollution sheds: a case study of the Seattle and Portland regions.* 2007.

For older adults, youth, people of color, people with disabilities, and people with low wealth, not having safe, sufficient infrastructure to access destinations by foot or bike means increased vulnerability to traffic related injury and fatalities as well as indirect health implications.[18] Active transportation plans that improve biking and walking provide an opportunity to improve mobility for vulnerable populations who might not own or are unable to operate a motor vehicle, enabling safe, affordable access to economic and social opportunities that are known to predict health later in life.

The Plan will enhance the accessibility of pedestrian and bicycle networks in our community, making daily transportation and physical activity more viable for children, older adults, people of color, and people with physical disabilities. The Plan will be designed to create opportunities for affordable, safe, and convenient transportation for all people, especially those who may not have access to a motor vehicle or who have limited income.

Quality of Life

The design, land use patterns, and transportation systems that comprise the built environment profoundly impact one's experience of being in a community. Creating conditions in which walking, biking, and using other active modes are accepted and encouraged increases a community's livability and sense of connectedness, and by extension, residents' quality of life. This Plan works to increase the quality of life for all residents in the Saticoy community.

Economic Benefits

Active transportation is economically advantageous to individuals and communities. Replacing automobile trips with walking or biking can reduce vehicle maintenance and fuel costs. These savings are accompanied by potential reductions in health care costs, as regular physical activity can minimize health complications associated with an inactive lifestyle. In 2009, the Centers for Disease Control and Prevention (CDC) estimated that the direct medical costs of physical inactivity to the country totaled more than $147 billion.[19]

According to the Bureau of Labor Statistics, in 2017, households spent 13% of their earnings on transportation—the second highest household expenditure after housing.[20] Increasing

[18] Policy Link Prevention Institute. 2009.
[19] Center for Disease Control and Prevention. *Adult Obesity Causes & Consequences*. Last modified August 29, 2017, https://www.cdc.gov/obesity/adult/causes.html.
[20] Bureau of Labor Statistics. *Consumer Expenditures—2017*. Published September 11, 2018, https://www.bls.gov/news.release/cesan.nr0.htm.

opportunities for non-automobile travel can reduce spending on transportation, which may allow for households to increase spending on health-promoting activities such as healthcare, education, and nutritious food.

Furthermore, active transportation facilities require significantly less capital to construct and maintain than roadway or highway projects. Active transportation investments allow jurisdictions to do more with fewer taxpayer dollars. And in many cases, such projects result in higher spending at local businesses.[21] This Plan sets Saticoy on track to help residents spend less on transportation, and our community to do more with our existing resources.

[21] New York City Department of Transportation. *The Economic Benefits of Sustainable Streets*. 2013.

Section 2

THE VISION

"We need to invest in Saticoy to improve the conditions of the community. It will give the community hope, an opportunity to be healthier and safer."
Saticoy Resident

2. The Vision

EQUITY FRAMEWORK

This Plan is guided by an Equity Framework, which asks:

- Who are the most vulnerable groups in the community?
- What outcomes do the most vulnerable residents want to see come from this planning effort?
- How can implementation of the Plan work towards these outcomes?

Equity in this Plan means that community members who have historically been left out of transportation investments and decisions will be prioritized, engaged, and included.

The Plan identified vulnerable user groups as well as a vision and supporting goals that we believe will advance equity: safety and health, access and comfort, affordability, and an enhanced network. The Plan also defined future actions and ways to measure progress on these four goals.

Building on Existing Plans

The Plan builds upon previous planning efforts completed by the County of Ventura. The 2040 General Plan and the 2015 Saticoy Area Plan encompass overarching transportation goals, policies and programs that provided guidance when developing the Plan. All of the goals and objectives are consistent and compliant with the General Plan and SAP, although specific actions proposed to achieve those goals may be new and need adoption. While the 2040 General Plan and the SAP are the two primary documents that were used to develop the Plan goals, a number of other local, regional and state

This Plan works to improve transportation for all residents of our community, especially those who have historically been excluded from transportation decisions and investments. Photo taken at Saticoy Library on Los Angeles Avenue.

documents were reviewed to guide and develop the Plan. Those documents and additional information from all the planning documents can be found in Appendix D.

Focusing on Vulnerable Residents

Some groups of people experience greater vulnerabilities and disparities in Saticoy 's transportation system—at times as a result of the system itself. The more groups a person identifies with, the greater the disparity. These groups include:

- Black, Indigenous, Latinx, and other People of color
- People identifying as women, queer, and transgender
- People of no- and low-income/under-resourced
- People with limited English proficiency
- People with disabilities
- Children and older adults
- Single parents
- People who do not own cars or do not drive

The goals, policies, and recommendations of this Plan will work to serve and improve transportation for all residents of our community, particularly those who identify with any of these groups.

This Plan aims to serve existing residents and reduce disparities in access to affordable, safe, and comfortable transportation.

Serving Current Residents

Improvements to the public realm can increase the risk of displacement of existing residents. Too often, public projects are designed to attract new development and appeal to future hypothetical tenants, rather than serving the people who have historically called the community home before the project began. As housing costs continue to rise across Southern California, existing households (especially renters and working-class families) face the very real threats of unaffordable housing options and displacement. When forced to move, households potentially lose contact with the community they rely on and are connected to.

The project recommendations have been shaped by—and designed for—the existing residents of Saticoy. Consistent with the Equity Framework, this Plan supports current residents' right to remain in their community as this Plan is implemented and improvements to our active transportation network are realized. Recommendations in this Plan will guide the County in prioritizing the needs of existing residents and identify ways to not only improve their safety, comfort and health, but to enhance community access to public resources and create a healthier, more sustainable, and more inclusive community.

The Equity Framework not only guides the recommendations in this Plan, but will continue to guide the County during implementation.

VISION

Saticoy will be a walking and biking-friendly community that provides safe, comfortable, convenient and healthy mobility for people of all ages and abilities.

GOALS, OBJECTIVES, AND ACTIONS

The goals, objectives and actions for the Plan were developed using previous planning initiatives, the equity framework and stakeholder input. The four main goals helped consolidate important goals for 2040 General Plan and 2015 SAP. The information below illustrates which goals were used from the respective planning documents and how the Plan has been developed to advance the key policies and mobility goals from the 2040 General Plan and 2015 SAP. Additional information from these two plans as well as other important planning documents are in Chapter 3 and Appendix D.

The 2040 General Plan provided three major transportation goals that help develop the main goals of the Plan. These goals are:

- To facilitate the safe, efficient, and cost-effective movement of all users, including bicyclists, pedestrians, public transportation riders, children, older people, and disabled people, as well as motorists through the provision of an integrated multimodal system. (CTM-2)
- To develop an accessible and interconnected bicycle network that addresses resident and visitor needs for commuting, daily activities, and recreation. (CTM-3)
- To ensure that land use and transportation planning efforts in the County are cohesive, mutually supportive, and reduce Vehicle Miles Traveled (VMT) per capita within the unincorporated areas of the County. (CTM-4)

The 2015 SAP included mobility goals and policies that also helped inform the main goals of the Plan. In addition to these goals and policies, the SAP provides roadway plates and classifications developed specifically for the community of Saticoy. These plates and classifications will be used for implementation of project recommendations from this Plan. Information about the SAP as well as roadway classifications can be found in Appendix D. Below are three major mobility goals from the SAP that shaped the development of the Plan's goals.

- An adequate, safe, and inter-connected mobility network to serve Saticoy residents, visitors and businesses. (MOB Goal 1)
- A local mobility network that supports existing and future development, planned land use, and economic revitalization within Saticoy. (MOB Goal 2)
- A multimodal network that provides alternate modes of transportation for pedestrians, bicyclists and transit users. (MOB Goal 3)

This Plan is focused on active transportation providing an opportunity for additional actions and detailed recommendations to help achieve the goals. All of the goals and objectives are grounded and compliant with the General Plan and SAP but there are specific actions that are not in previous planning documents, those are labeled with an asterisks (*) and would need to be considered and adopted by resolution or ordinance.

Goal 1: Safety & Health

This Plan will empower residents to live a more active lifestyle by providing a network of safe and comfortable walking routes and bikeways for everyone to enjoy. This goal was developed from General Plan goals CTM-2, CTM-3, CTM-4 and SAP goals MOB Goal 1, MOB Goal 2 and MOB Goal 3.

Asking the Right Questions	How Do We Measure Progress?
• Will the Plan help reduce crashes and fatalities while increasing opportunities for physical activity among vulnerable populations?	• Reduce the number of severe and fatal collisions by 2040 • Increase percentage of K-12 students receiving bicycling education

Asking the Right Questions	How Do We Measure Progress?
• Does the Plan help reduce air pollution, asthma rates, and greenhouse gas emissions, particularly within vulnerable populations?	• Increase outreach and education events throughout the County, particularly in disadvantaged neighborhoods • Increase walk/bike mode share • Increase air quality monitoring in the community of Saticoy to assess trends in air quality

Objective		Action
A.	Reduce bicycle and pedestrian collisions through safe and comfortable facilities	1. Work with Caltrans to improve crossing opportunities for pedestrians and bicyclists on Highway 118, to reduce crossing conflicts and exposure time. 2. Evaluate data on bicyclist and pedestrian stops by local law enforcement. Determine if stops disproportionately impact a specific group of residents (e.g., based on race, gender, age, or other identity). * 3. Adopt design guidelines that promote safety through incorporating separation between bicyclists/pedestrians and drivers. Refer to national and state best practices. 4. Continue to implement transportation project recommendations per the Saticoy Area Plan. 5. For infrastructure not explicitly addressed by SAP such as bulb-outs and protected intersections, implement per national best practices to improve safety and reduce collisions throughout Saticoy. 6. Fund safety education programs for people walking, driving and biking that encourage safe behaviors.

**Represents new action not listed in 2040 General Plan or 2015 Saticoy Area Plan*

Objective		Action
B.	Promote an active lifestyle that includes biking and walking	1. Fund programs that incorporate biking and walking into curriculum at district schools. Seek an Office of Traffic Safety Grant or other funding source to advance educational activities related to pedestrian and bicycle safety. * 2. Provide more opportunities for outdoor recreation via parks, "recreation-friendly streets," and joint-use agreements with school facilities. * 3. Develop a countywide bicycle map for public use. 4. Establish a bicycle-friendly business program to encourage biking and walking by employees and customers. *
C.	Reduce air pollution, asthma rates, and greenhouse gas emissions	1. Build an active transportation network that encourages residents to choose modes of transportation other than driving by providing low-stress facilities, robust pedestrian networks, and first/last mile access to transit. 2. Achieve a reduction in vehicle miles traveled as residents, workers, and visitors meet daily needs by walking, bicycling, and using transit.

**Represents new action not listed in 2040 General Plan or 2015 Saticoy Area Plan*

Goal 2: Access & Comfort

This Plan will support increased access to neighborhood destinations such as grocery stores, libraries, recreation centers, and transit stops. Pedestrian and bicycle facilities will be accessible and comfortable for people of all ages and abilities to use. Saticoy is a small community that must access the City of Ventura and other areas of Ventura County for school, work, groceries and other daily activities. To provide access to these locations for all ages and abilities, improvements to the regional active transportation network will be essential. For example, a shared-use path, the Santa Paula Branch Line (SPBL) can provide a low-stress active transportation facility that can help

people of all ages and abilities to walk or bike to key destinations throughout the region. Additionally, crossings improvements along Highway 118, a California Department of Transportation (Caltrans) controlled highway, will help facilitate safer and more comfortable travel for the community of Saticoy. This goal was developed from General Plan goals CTM-2, CTM-3, CTM-4 and SAP goals MOB Goal 1, MOB Goal 2, MOB Goal 3.

Asking the Right Questions	How Do We Measure Progress?
• Does the Plan prioritize the needs and trip patterns of vulnerable users? • Does the Plan remove barriers so that vulnerable populations can take part in or enjoy the improvements? • Does the Plan support and not impede public transit service? • Does the Plan consider universal design principles that serve all users, including those with physical disabilities?	• Increase the share of people walking and bicycling to work by 2040 • Increase the share of students walking or bicycling to school by 2040 • Implement a Complete Streets policy • Develop Safe Routes to School (SRTS) Program for schools that Saticoy residents attend such as Douglas Penfield School and ATLAS School *(The County has completed SRTS Plans for 12 of 47 in Ventura County)* • Implement a Vision Zero program • Complete recommended projects in this Plan by 2040

Objective		Action	
A.	Increase access to jobs, education, retail, parks and libraries, schools, recreational centers, transit, and other	1.	Implement the recommended active transportation network to safely and comfortably connect residential neighborhoods with destinations like employment centers, grocery stores, community centers, schools, and shopping areas.

**Represents new action not listed in 2040 General Plan or 2015 Saticoy Area Plan*

Objective		Action
	neighborhood destinations	2. Implement regional bikeways including the Santa Paula Branch Line and the Santa Clara Loop Trail to provide safe active transportation options for all ages and abilities. 3. Increase bicycle parking at neighborhood destinations like schools, medical centers, grocery stores, and government offices. * 4. Establish a transportation impact fee ordinance to leverage funding for installation of new bicycle and pedestrian facilities. * *(The General Plan calls for the development of a transportation impact fee but this would specifically direct a portion of those funds for bicycle and pedestrian projects)* 5. Evaluate all streets during pavement resurfacing to determine if pedestrian or bicycle facilities can be provided (e.g. bike lanes, wider curb lanes or shoulders) when the roadway is re-striped. * 6. Install wayfinding signage, informational kiosks, and other amenities at key destinations to help guide and support bicyclists and pedestrians. 7. Ensure street furniture supports people walking and biking. Allocate benches, shade, and hydration amenities in areas with moderate to high volumes of people walking and biking. *
B.	Remove barriers so that vulnerable populations can take part in the improvements	1. Seek funding to provide opportunities for walking/biking supplies giveaways. * 2. Provide free basic bicycle maintenance training and bicycle tool lending at libraries to empower residents to fix bicycle issues for minimal cost. * 3. Provide bike parking, fix-it stations, and hydration stations at community center or library. *
C.	Support public transit service	1. Design bikeways on transit streets using best practices that do not impact transit reliability or bicycle/pedestrian movement (e.g. floating bus islands,

**Represents new action not listed in 2040 General Plan or 2015 Saticoy Area Plan*

Objective		Action
		bus/bike lanes). Best practices can be found in design guidelines such as the Urban Street Design Guide (2013), produced by the National Association of City Transportation Officials' (NACTO). 2. Work with Gold Coast Transit to improve bicycle and pedestrian access (first/last mile connections) to transit stations and the comfort of transit stops and onboard transit vehicles, especially during peak commute hours, and to provide secure bike parking, benches, and covered waiting areas at stations and stops. 3. Work with Gold Coast Transit to require and install rear wheel guards on all agency buses. * 4. Install more secure, long-term bicycle parking at major transit hubs.
D.	Prioritize the needs and trip patterns of vulnerable populations	1. Increase the overall mileage of the sidewalk and low-stress bicycle network in low-income neighborhoods. * 2. Prioritize the construction of facilities that connect existing active transportation networks within Old Town Saticoy. * 3. Develop Safe Routes to School Plans for the K-12 schools that residents of Saticoy attend such as Douglas Penfield School and ATLAS School. Work with the schools and school districts to identify specific improvements for school-age pedestrians and bicyclists through focused studies. *(Schools that Saticoy residents attend were not included in the previous SRTS Plan completed by the County)*
E.	Prioritize universal design standards	1. Prioritize design that facilitates access, comfort, and ease for all users, including people with physical disabilities, strollers, food carts, etc. 2. Install or upgrade curb ramps to comply with current Americans with Disabilities Act standards per SAP discretionary development. 3. Repair potholes and pavement cracking, including those in crosswalks, during routine maintenance.

**Represents new action not listed in 2040 General Plan or 2015 Saticoy Area Plan*

Objective	Action
	4. Provide ample crossing time at signalized crossings, particularly those adjacent to destinations heavily used by people who move at slower rates, including children, older adults, and people with physical disabilities. *

**Represents new action not listed in 2040 General Plan or 2015 Saticoy Area Plan*

Goal 3: Affordability

This Plan will work to reduce the burden of transportation costs on households. This goal was developed from General Plan goals CTM-2, CTM-3, CTM-4 and SAP goals MOB Goal 1, MOB Goal 3.

Asking the Right Questions	How Do We Measure Progress?
• Does the Plan help reduce the burden of transportation costs? • Is implementation of the Plan likely to reduce transportation costs in the long run (e.g. by reducing the need for vehicle ownership or for parking in new developments)? • Does the Plan enhance affordability for existing residents?	• Build a complete network of low-stress bikeways • Connect all major transit stops and community destinations with bicycle and pedestrian facilities • Demonstrate a reduction in vehicular trips and an increase in walking and bicycling trips

Objective		Action
A.	Reduce the overall household transportation costs for all residents, both anticipated and existing	1. Build an active transportation network that provides low-stress bicycle and pedestrian facilities for Saticoy residents, particularly those living in low-income neighborhoods, and encourages the use of biking and walking as low-cost transportation options. * 2. Build facilities that provide first- and last- mile connections to bus stops. 3. Integrate bicycle facilities, pedestrian improvements, and coordinate bus stops with housing projects, particularly affordable housing. * 4. Develop an "Equity Scorecard" to assess new projects within the community to ensure priorities, goals, and desired outcomes related to equity are being met. *
B.	Reduce long-term transportation costs by reducing the need for vehicle ownership	1. Provide enhanced transportation demand management (TDM) options to include bike-share, fix-it stations, and hydration stations. *

**Represents new action not listed in 2040 General Plan or 2015 Saticoy Area Plan*

Goal 4: Maintain & Expand the Network

This Plan will help our community identify, develop, and maintain a complete and convenient bicycle and pedestrian network. An important part of expanding the active transportation network for the community of Saticoy will be creating safe and accessible regional connections. Highway 118, to the west, and the agricultural land, to the east, create barriers that affect regional accessibility to provide active transportation connections. The Plan proposes the implementation of the SPBL and the Santa Clara Loop Trail (SCLT). These active transportation facilities along with crossing improvements along Highway 118 can greatly increase the ability for all residents, visitors and commuters to complete trips by walking and biking. This goal was developed from General Plan goals CTM-2, CTM-3, CTM-4 and SAP goals MOB Goal 1, MOB Goal 2.

Asking the Right Questions	How Do We Measure Progress?
• Does the Plan adequately position our community for successful implementation? • Does the Plan ensure equitable distribution of proposed facilities?	• Implement the proposed bike lane, routes and bicycle boulevards • Implement pedestrian improvement projects • Maintain adequate pavement quality, striping, sign visibility and signal/beacon functionality on all bicycle and pedestrian facilities • Start tracking and begin publishing annual bicycle and pedestrian counts to SCAG's Active Transportation Database (ATDB)

Objective		Action
A.	Prioritize bicycle and pedestrian network and facility needs as part of the County of Ventura capital improvement planning process	1. Review the County's Capital Improvement Program (CIP) list on an annual basis to ensure that recommended projects from this Plan are incorporated at the earliest possible stage of both new capital projects and maintenance of existing facilities. * 2. Ensure that all traffic impact studies, analyses of proposed street changes, and development projects address impacts on bicycling and walking facilities. 3. Require new development, or reconstruction if applicable, to address the pedestrian and bicycle circulation element based upon the discretionary development regulations within the SAP. 4. Conduct regular pedestrian and bicycle counts before and after project implementation following SCAG's methodology. Upload counts to SCAG's ATDB. *

**Represents new action not listed in 2040 General Plan or 2015 Saticoy Area Plan*

Section 3

LOCAL BACKGROUND

"We need so much (infrastructure improvements), sometimes I don't know where to begin ."

Saticoy Resident

3. Local Background

HISTORICAL AND CURRENT CONTEXT

There is great potential to expand the role and use of active transportation in Saticoy. A small town with a long history, Saticoy—like much of the Pacific Coast—was once home to part of the Chumash civilization. In the late 1800s, the Santa Clarita Rail Line began operations, and eventually, included a stop in Saticoy. Around the original train depot developed Old Town Saticoy, a compact, grid network of streets that is still present today. With the help of the rail line, Saticoy became a center of the region's citrus, bean, and produce industries. Originally serving both passengers and freight, the rail line transitioned to solely freight in 1934. Although the train no longer stops in Saticoy, the legacy of development around a railroad station remains visible today. Saticoy's historic buildings, public services, and a compact layout make it unique among unincorporated communities in Ventura County.

Over the decades, much of the farmland between Saticoy and the City of Buenaventura (Ventura) developed into residences. The City's boundaries expanded to encompass new development and slowly grew to reach the western and northern edges of Saticoy. Hugged by the Santa Clara River to the south and farmland to the east, Saticoy remains a hub of industrial and commercial activity.

However, years of disinvestment and outdated policies have taken their toll on Saticoy. Vacant buildings; disconnected, auto-oriented streets lacking basic pedestrian amenities such as sidewalks and street lighting; a dearth of job opportunities; and inadequate access to affordable housing have greatly affected our community. As the Saticoy Area Plan found, many of our residents are under significant economic distress. To get a better picture of demographic and economic conditions in our community, the following Equity Analysis was conducted.

EQUITY ANALYSIS

The project team conducted an analysis using existing demographic information from the US Census Bureau. All data was obtained from the 2017 American Community Survey (ACS) Five-Year Estimates for the following indicators:

- **Age:** Individuals under the age of 18 and over the age of 65 comprise this indicator. These two age groups are displayed separately to better identify the differing needs of these populations.
- **Race:** This indicator measures the percentage of the population that identifies as non-white.

- **No Access to a Vehicle:** This indicator measures the percentage of households who do not have regular access to a vehicle.
- **Income:** This indicator measures the median household income.

Due to our community's small population size, there is a high margin of error for all of these data points. Thus, they should be considered an approximation of Saticoy's demographics and not an exact representation of existing conditions.

Additionally, the project team analyzed data from the California Office of Environmental Health Hazard Assessment's (OEHHA) CalEnviroScreen 3.0 tool, which identifies disadvantaged communities as compared to other places in California.

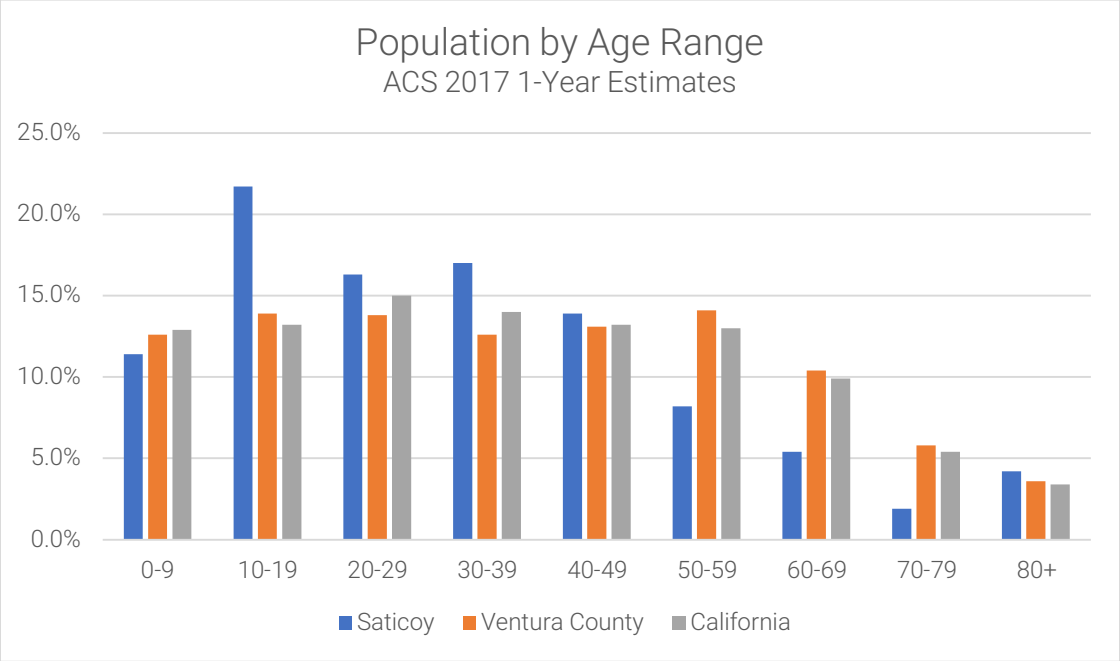
Demographics

Home to approximately one thousand residents, Saticoy represents less than 0.1% of Ventura County's total population of almost 850,000 people.

Age

When compared to the county population, Saticoy's population is overall younger with more residents between 10 and 39 years old, as shown in Figure 1. Approximately 30% of Saticoy residents are 18 years or younger. Conversely, 6.7% of residents are 65 years and older. The median age in Saticoy is 30.2 years, which is almost seven years younger than the median age of Ventura County (37.5 years).

Figure 1. Distribution of Ages



People of Color

Around 93% of the community identifies as non-white—more than four and a half times that of Ventura County. Most residents (91%) identify as Hispanic; only 42% of Ventura County residents, however, identify as Hispanic. Approximately 1% of our community identifies as black, and 1% as two or more races. Many residents (74%) are Spanish speakers; approximately 30% of residents speak only Spanish.

No Access to Vehicles

The ACS estimates that 2.7% of households do not have regular access to a vehicle (six total). While this seems low compared to Ventura County (4.4%), with the margin of error, the proportion of households in Saticoy without access to a vehicle could actually be as high as 6.7%.

Median Household Income

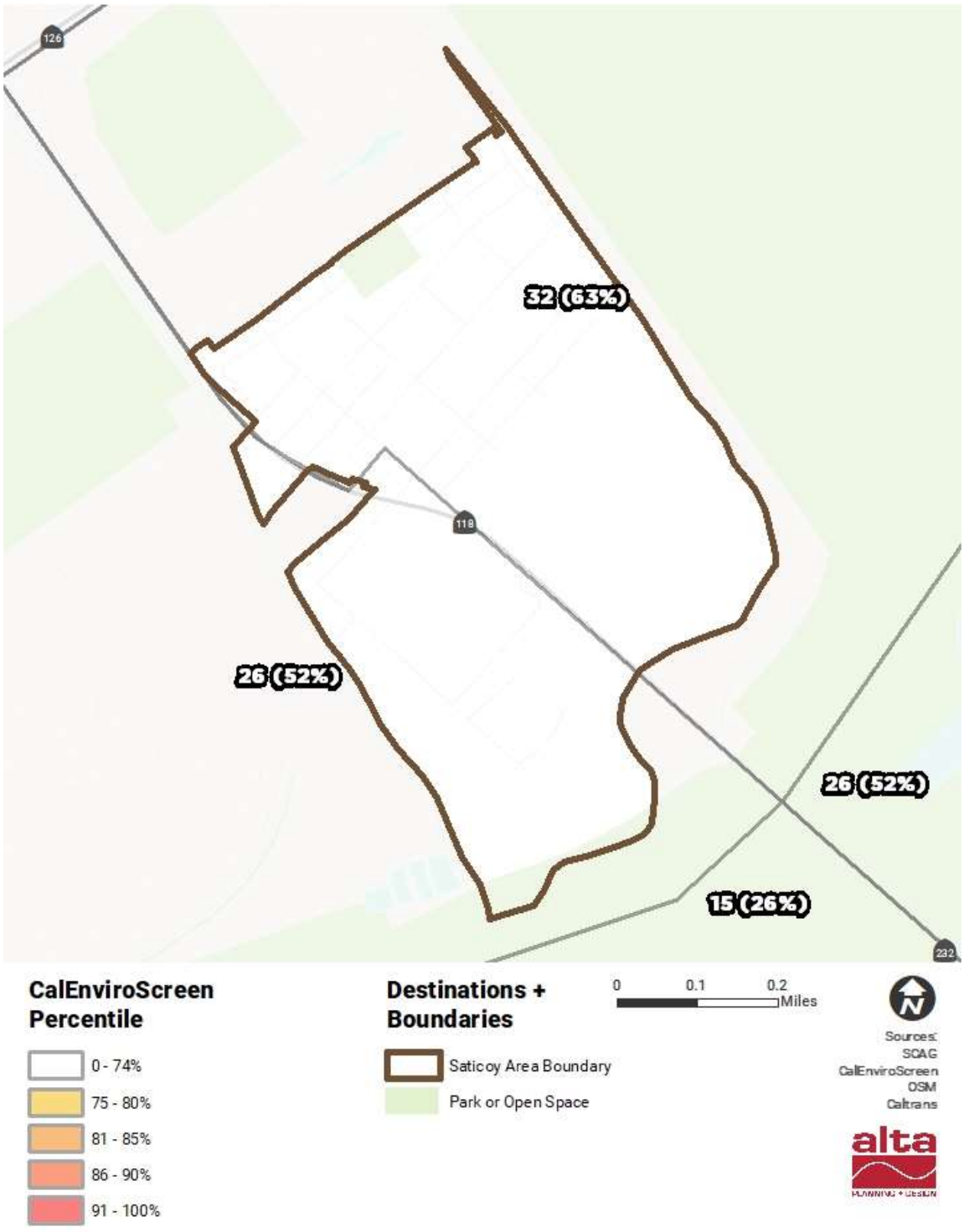
Median household income in Saticoy amounts to around $50,400, which is only 62% of the County's ($82,000), and 75% of the state's ($67,200). However, the average household size in Saticoy is significantly larger than the rest of the county or state; in Saticoy, there are 4.6 persons per household on average, which is about one and a half times greater than the average household size in Ventura County or the rest of California (3 persons per household). Thus, per capita income in our community is about 40% less than that of the county or the state ($14,000; $35,780; and $33,100, respectively).

CalEnviroScreen 3.0

The OEHHA developed the CalEnviroScreen tool to help identify communities that are disproportionately burdened by multiple sources of pollution. It combines pollution data (such as ozone concentrations and drinking water contaminants) with population indicators (such as birth weight and educational attainment).

This is also a tool used in California's Active Transportation Program (ATP) grant application scoring. Communities that score in the most burdened 25% of the state are considered to be disadvantaged and receive a small advantage in the competitive funding process. Although no areas in Saticoy meet this threshold per CalEnviroScreen 3.0 (see Figure 2), another qualifying factor of "disadvantaged" per the ATP application requirements are communities with a median household income of less than 80% of the statewide median.

Figure 2- CalEnviroScreen 3.0 Scores by Census Tract



LAND USE & DESTINATIONS

Saticoy is primarily comprised of industrial, commercial, and single-family residential uses (see Figure 3). Given its small size, Saticoy contains a significant amount of industrial land. Industrially zoned land accounts for 70% of the land within the Saticoy Area Plan boundary, and Saticoy's industrial land currently accounts for 14% of all industrially-zoned land in the unincorporated County. Saticoy consists of three separate subareas as defined in the Saticoy Area Plan (SAP):

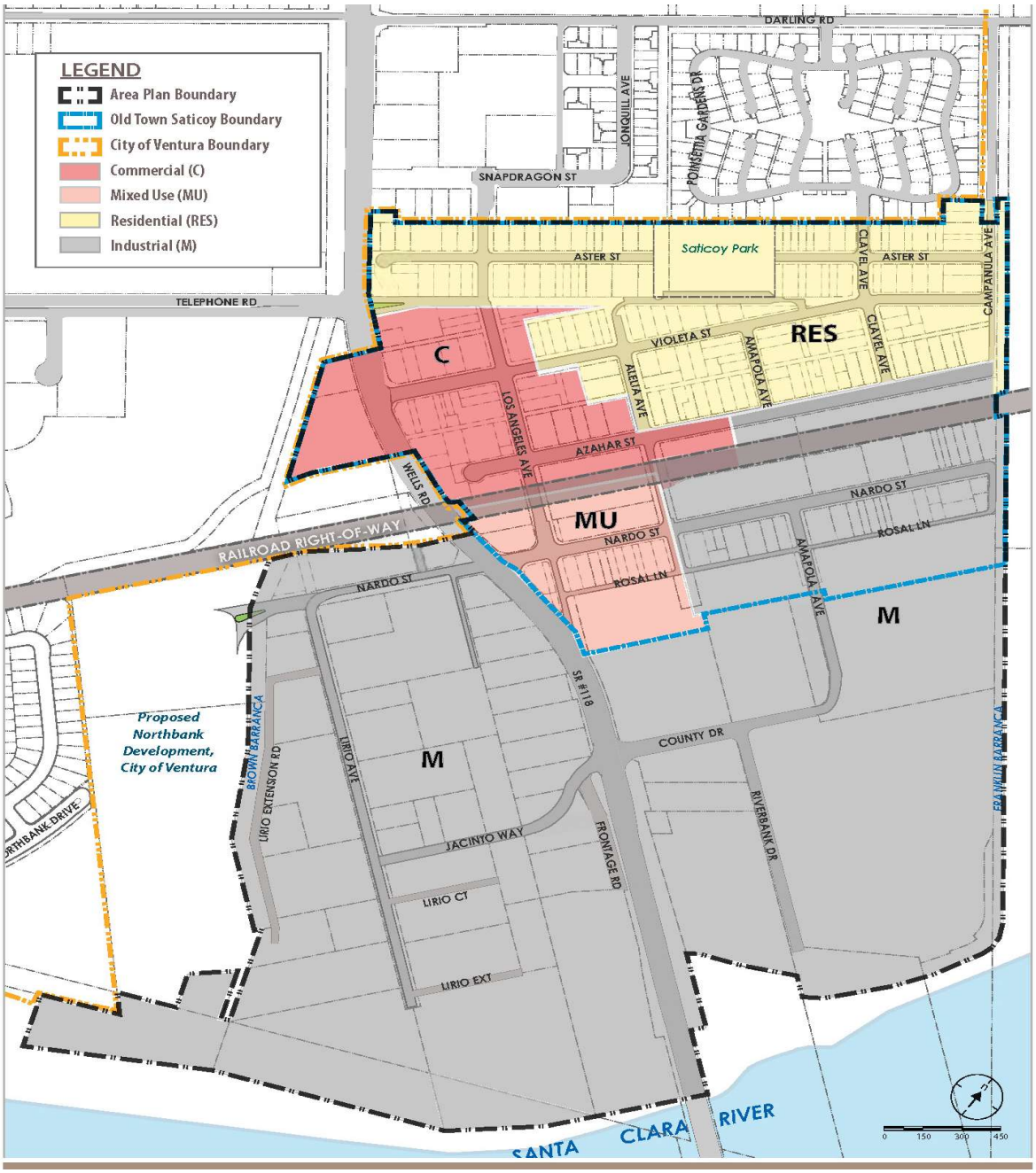
- Old Town Saticoy, a mixed-use area that includes the commercial town center;
- South Industrial Section; and
- West Industrial Section.

The Saticoy Library attracts residents from Saticoy and beyond. Photo taken at Saticoy Library on Los Angeles Avenue

Two major state highways are in close proximity to Saticoy: State Route 118 (SR 118), which runs north and south bisecting the community, and Highway 126, which runs east and west approximately one-half mile north from the Saticoy boundary. The Santa Paula Branch line of the Union Pacific Railroad (railroad) runs east and west, bisecting Old Town Saticoy within the commercial town center.

Although in need of rehabilitation, the community's primary historic commercial structures still stand: Saticoy Depot (built in 1887), the Farmers and Merchants Bank (built in 1911), and the Walnut Growers Association Warehouse (built in 1896). Old Town Saticoy contains a local branch of the Ventura County Library system and a community center. Saticoy Park sits along the northern edge of the community, and shares facilities with the recently upgraded Saticoy Boys and Girls Club.

Figure 3. Land Use



Source: *Ventura County, 2015 Saticoy Area Plan.*

Transit Access

Gold Coast Transit (GCT), a regional fixed-route bus agency operating in Saticoy and beyond, provides the primary transit service in Saticoy. Three of its routes serve the community:

- Route 10: Connects Pacific View Mall, Telegraph Road, and Saticoy; travels through Saticoy via Darling Road, Campanula Avenue, and Violeta Avenue
- Route 11: Connects Pacific View Mall, Telephone Road, and Wells Center
- Route 22: Connects Saticoy, St. John's Regional Medical Center, and Nyeland Acres

The bus stop on Los Angeles Avenue near Nardo Street includes a mechanism to signal buses after dark. Many stops lack lights.

While the bus stop for Route 10 on Violeta Street in Old Town Saticoy has benches, shelters, and trash receptacles, most stops in and near the community lack any amenities.

Ventura County Transportation Commission (VCTC), another regional provider of fixed-route bus service, operates one line which stops at the Wells Center transit hub:

- Routes 60 – 62: Connects Fillmore to Ventura via Highway 126

All three GCT routes have stops at the Wells Center Transit Hub and along State Route (SR) 118. Just north of the Santa Paula Freeway, the Wells Center sits one-mile northwest of the Saticoy community on SR 118. Because SR 118 is a high-speed road largely absent of sidewalks

and bicycle facilities, accessing the Wells Center by foot via SR 118 can be challenging due to the high speeds and lack of appropriate facilities. However, these bus routes help improve access to this facility and the VCTC regional routes with service there.

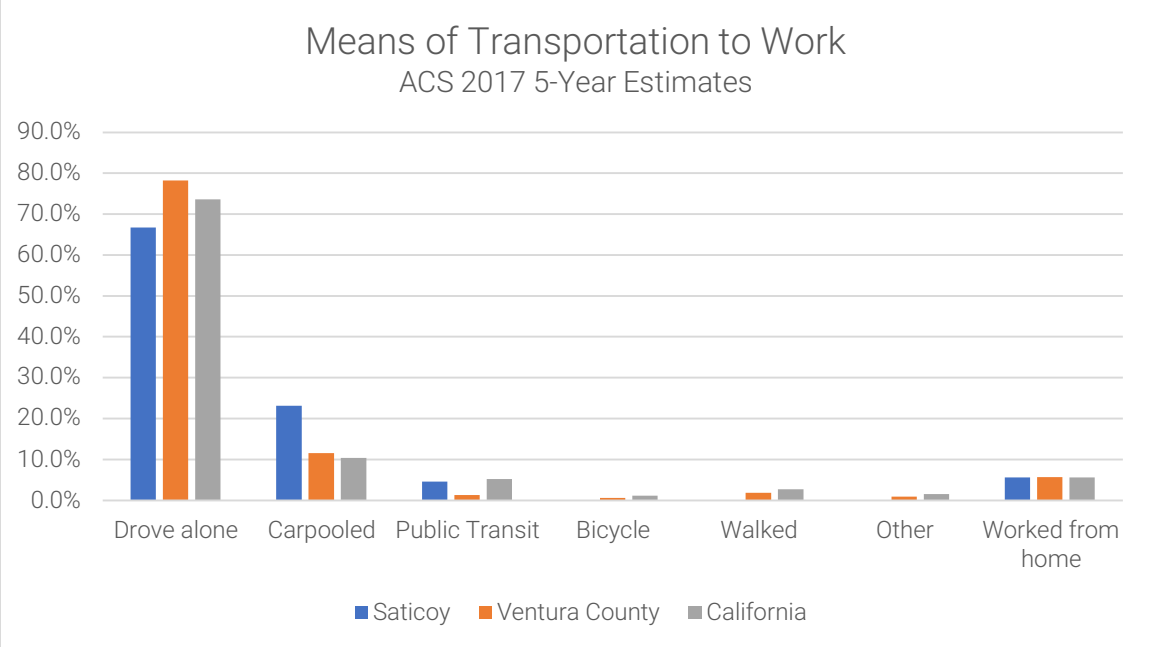
Benches, shelters, and trash receptacles at this bus stop on Violeta Street, near Los Angeles Avenue, help create a more comfortable transit experience.

EXISTING TRAVEL PATTERNS

Mode Share

Of the 390 residents in the workforce, an estimated 23% carpool to work, and 4.6% take public transit, which are significantly higher rates than found in the rest of Ventura County (see Figure 4). No workers are estimated to walk or bicycle to work. When considering the upper limit of the margin of error for this estimate, however, rates for walking and bicycling to work could be as high as 3.1% each (6.1% total).

Because the ACS does not factor recreational trips or trips where commuters use more than one mode when traveling to work, such as taking a bus partway then riding a bicycle to the final destination, this is not the best representation of the state of bicycling in our community. Many residents walk for errands or short trips for convenience or because they lack access to vehicles either due to age or income. Furthermore, workers without access to an automobile rely on transit, walking, bicycling, or carpooling to get to work.



PLANS AND POLICIES

This Plan is consistent with and builds upon the efforts of various planning, policy, and regulatory documents. These include the County's own documents, such as the Saticoy Area Plan, 2040 General Plan, and the Code of Ordinances. Additionally, the City of Ventura's Saticoy & Well Community Plan was reviewed as part of this effort. The County also intends to design a bicycle and pedestrian network that complements existing and planned bikeways and pedestrian projects in surrounding jurisdictions. Therefore, the planning context also includes bicycle and pedestrian plans, policies, and projects of neighboring jurisdictions and the State of California.

This Plan will help Saticoy continue to meet the following goals. See Appendix D for the relevant plans and policies.

Saticoy Area Plan (2015)

- Improve multimodal transportation (walking, bicycling, etc.) and reduce reliance on automobiles.
- Improve human health through walking and bicycling and reduced air pollution.
- Implement key mobility changes to improve pedestrian and vehicular access within the community.
- Has specific street classifications that will be used during the implementation of proposed projects. The recommendations within this Plan fit within the specific street classifications.

2040 General Plan

- Circulation, Transportation, and Mobility: Support the development of a balanced, efficient, and coordinated multimodal transportation network that meets the mobility and accessibility needs of all residents, businesses, and visitors.
- Public Facilities, Services, and Infrastructure: Invest in facilities, infrastructure, and services, including renewable energy, to promote efficiency and economic vitality, ensure public safety, and improve our quality of life.

Saticoy & Wells Community Plan (2009)

- Traditional Neighborhood Development: individual blocks and a continuous network of narrow streets encourage pedestrian movement
- Make Great Public Places: connect the Santa Clara River and the barrancas with a variety of new and varied parks, as well as shops and workplaces
- Generate a Continuous Network of Great Thoroughfares: interconnected network of regional and local thoroughfares can provide multiple routes to diffuse traffic, keep local

traffic off of regional roads, and keep through traffic off of local streets while also encouraging pedestrian and bicycle movement

- Make Great Neighborhoods: structured on a pedestrian-friendly network of blocks and thoroughfares that slows cars while encouraging pedestrian activity
- Encourage Various Modes of Transit: encourage and enhance a wide set of transit possibilities

Ventura County Regional Bikeway Wayfinding Plan (2009)

- Improve Convenience and Safety: A family of bicycle wayfinding signs and placement plans to facilitate a consistent wayfinding experience for people riding bikes across Ventura County
- Improve Connectivity: 17 routes that provide for regional connectivity and are reflective of where people are currently riding and where they want to ride in the future.

State

Toward an Active California: State Bicycle and Pedestrian Plan

- Triple bicycling trips and double walking and transit trips statewide by 2020 (relative to 2010).

This Plan builds on the community's and region's other planning efforts to imagine a Saticoy where more people can comfortably, safely, and conveniently use active transportation. Riding along Los Angeles Avenue between Azahar Street and Violeta Street

Section 4

EXISTING CONDITIONS

"Walking to Stores on Alelia Avenue. No sidewalks. Dirt paths or sidewalks that do exist are uneven and a trip hazard. Most sidewalks have been constructed by residents. No posted speed limits or safe paths in the street for bicycles. No crosswalks or lines drawn on the street for cars to abide by. Need a light at Violeta and 118 leading out of the Saticoy area. Park could use a walking path created surrounding it or in some manner to provide exercise"

Saticoy Resident

4. Existing Conditions

ACTIVE TRANSPORTATION OVERVIEW

Types of Active Transportation

Any human-powered mobility classifies as "active transportation." Beyond walking and biking, active transportation also encompasses people roller skating, skateboarding, using a scooter, and using a wheelchair or other mobility device. In addition to people walking, "pedestrian" also refers to people using mobility devices or skateboards in California per the California Vehicle Code. Active transportation promotes positive public health outcomes, diminishes environmental impacts related to transportation, expands accessibility and mobility choices, and decreases the financial burden of getting around.

The increased prevalence of technology such as electric bicycles ("e-bikes") and other motor-assisted vehicles has introduced a new element to "active transportation" considerations, fraught with potential and tensions. This Plan aims to advance e-powered devices in so that they support, and not compromise or inhibit, walking and biking.

There is no sidewalk access to this transit stop on Los Angeles Ave between Nardo Street and Azahar Street.

Types of Pedestrian and Bicycle Facilities

Pedestrian Facilities

There are many features that contribute to a convenient and comfortable walking environment. Significant investments and commitments to future improvements have been made that continue to enhance the pedestrian experience in Saticoy.

SIDEWALKS

Sidewalks form the backbone of pedestrian transportation networks. Currently, no streets have full sidewalks on both sides of the streets. Portions of streets in Saticoy have sidewalks on at least one side. Within the County limits, sidewalk

maintenance is the responsibility of the property owner. The majority of Saticoy does not have a continuous network of sidewalks.

CROSSWALKS

Crosswalks are a legal extension of the sidewalk and provide guidance for pedestrians who are crossing roadways by defining their path of travel. Crosswalks are not required to be marked, however marked crosswalks alert drivers of a pedestrian crossing point and increase yielding to pedestrians. Markings can be standard parallel lines or the "continental" high visibility pattern shown in the image to the lower right, which enhances visibility of the crossing and is becoming best practice.

At this existing crosswalk across Highway 118 many residents feel unsafe crossing even with a traffic signal. Photo taken at Highway 118/Wells Road and Nardo

CURB RAMPS

Curb ramps are the design elements that allow all users to make the transition from the street to the sidewalk or vice versa. A sidewalk without a curb ramp can be useless to someone in a wheelchair or pushing a stroller, forcing them back to a driveway and out into the street for access. Many streets in our downtown have curb ramps; however, most feature the "diagonal" approach as opposed to the recommended "perpendicular" approach of placing curb ramps in both directions of travel.

High-visibility Crosswalk, such as the "continental" ladder lines used here. This crossing also features a curb extension to reduce crossing distance and reduce exposure to vehicles and curb ramps for ADA compliance. There is additional notification signage for pedestrians as landscaping.

Photo taken at Saticoy Library on Los Angeles Avenue

Photo taken at intersection of Violeta Street/ Campanula Avenue

The existing sidewalk facilities are not continuous and some lack crosswalks and curb ramps. Photo taken at intersection of Azahar Street and Los Angeles Avenue

PEDESTRIAN HYBRID BEACONS

Pedestrian hybrid beacons are used to forewarn motorist yielding to pedestrians at uncontrolled crosswalk locations. The beacon, when activated by a person wishing to cross, flashes yellow before displaying a solid red signal to motorists, requiring them to stop. Pedestrians are then shown a WALK signal, and may cross the road. When the WALK phase is complete, the beacon flashes yellow before returning to a dark inactive state.

Rectangular Rapid Flashing Beacons or RRFBs increase visibility of uncontrolled or midblock crosswalks with bright LED lights activated by a pedestrian push button.

Bicycle Facilities

As of 2019, the California Department of Transportation (Caltrans) designates four classes of bicycle facilities: Class I shared use paths, Class II bicycle lanes, Class III bicycle routes, and Class IV separated bikeways. Saticoy currently does not have any striped or signed bicycle facilities within the community. There are Class II bicycle lanes north of Saticoy on Highway 118 as well as a class II bicycle lane on Telegraph Road to the west of Saticoy in the City of Ventura.

CLASS I SHARED USE PATHS

Class I shared use paths are paved trails completely separated from the street. They allow two-way travel by people bicycling and walking, and are often considered the most comfortable facilities for children and inexperienced riders as there are few potential conflicts between people bicycling and people driving.

Class I shared use paths provide low-stress routes for people of all ages and abilities.

CLASS II BICYCLE LANES

Class II bicycle lanes are striped preferential lanes on the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars where people may open doors into the bicycle lane (buffered bicycle lanes are referred to in this Plan as "Class IIB").

Class II bike lanes provide dedicated space on the roadway for people riding.

CLASS III BICYCLE ROUTES

Class III bicycle routes are signed routes where people bicycling share a travel lane with people driving. Because they are shared facilities, bicycle routes are only appropriate on quiet, low-speed streets with relatively low traffic volumes. Some Class III bicycle routes include shared lane markings or "sharrows" that recommend proper bicycle positioning in the center of the travel lane and alert drivers that bicyclists may be present. Others include more robust traffic calming features to promote bicyclist comfort and are known as "bicycle boulevards" (referred to in this Plan as "Class IIIB"). The County of Ventura Fire Department should be included in discussions about new or altered features on bicycle boulevards, to ensure access for emergency responders is maintained.

Class III facilities provide bike routes on low-speed streets.

Bicycle Boulevards incorporate traffic calming measures such as diverters to maintain low vehicular volumes.

CLASS IV SEPARATED BIKEWAYS

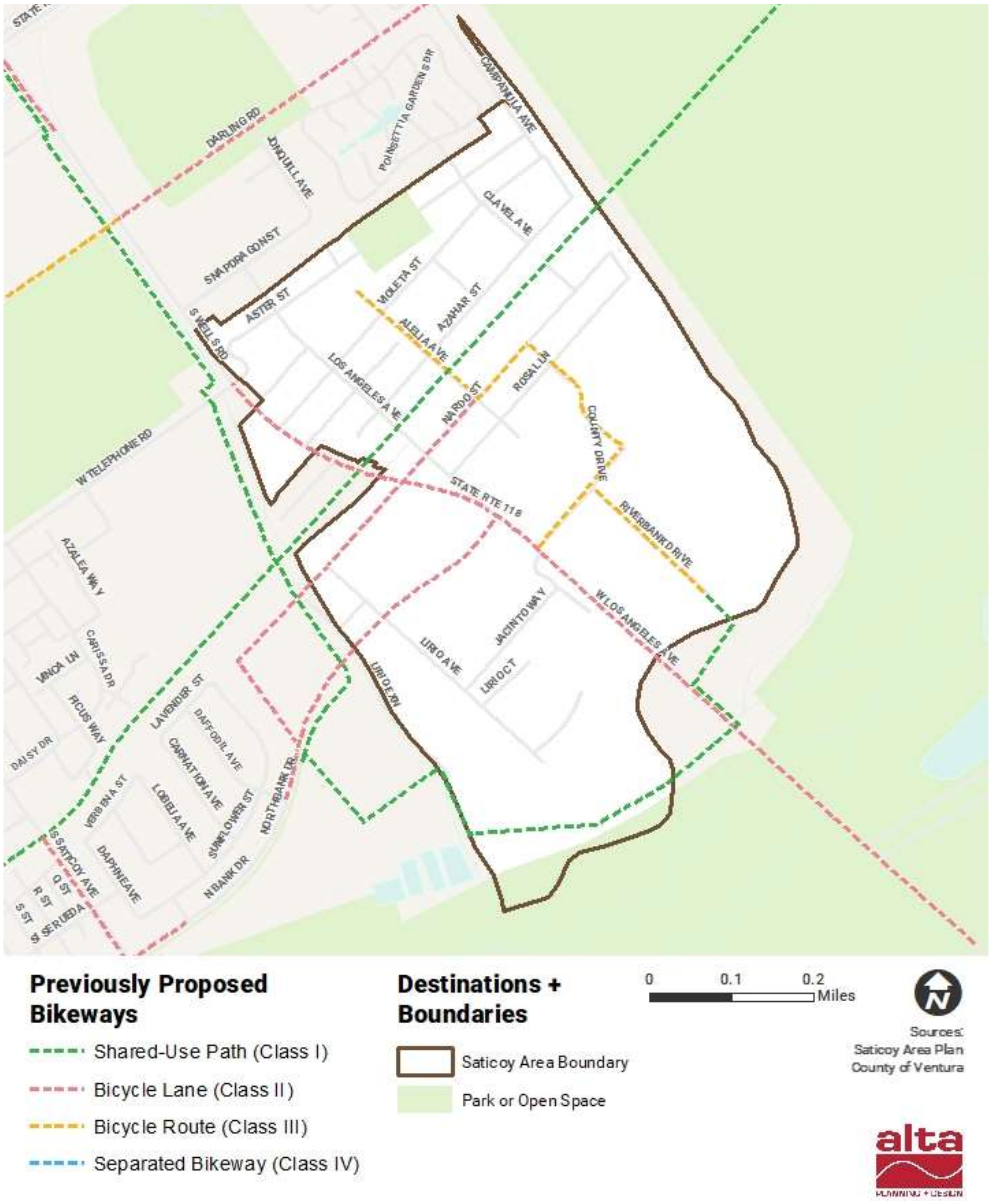
Class IV separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or vehicle parking aisle. They can allow for one- or two-way travel on one or both sides of the roadway.

A Class IV bikeway buffers cyclists from traffic and door zones of parked cars.

Previously Planned Facilities

Figure 5 shows the locations and types of bicycle facilities recommended in the Saticoy Area Plan. This planning effort builds on those recommendations and will provide an updated vision of Saticoy's active transportation network.

Figure 5. Previously Planned Bikeways



FRAMING ACTIVE TRANSPORTATION

For the Future

Mobility options in many cities have changed drastically in recent years with the rise of bike share programs, transportation network companies (TNCs) such as Lyft and Uber, microtransit, and autonomous vehicles. Shared mobility, micro-mobility, and on-demand mobility are likely to continue being part of our transportation landscape, and often align with our goals of reducing household transportation costs and improving access.

Scooters, bike share, and on-demand mobility services have greatly impacted the transportation experience.

Although called "bikeways," such facilities are frequently used not just by people riding bikes, but also by other small-wheeled devices such as mobility scooters, skateboards, roller skates, and more. Further, bikeways may continue to be used by new modes such as e-scooters. California Vehicle Code also requires pedestrians use bike lanes if the sidewalk is unavailable.

This Plan works to advance all sustainable mobility options in our community, and considers the benefits, inclusion and potential impacts of non-traditional active transportation modes when making recommendations.

EXISTING SUPPORT FACILITIES

Support facilities are also needed to attract and maintain bicyclists and pedestrians by considering their needs throughout their journey. People are less likely to ride their bicycles to destinations without secure bicycle parking. Other support facilities include showers or lockers at destinations, repair stations with basic tools, drinking fountains, and wayfinding or guide signs to help people navigate along the way.

Bicycle Parking

A complete bicycle network must include secure bicycle parking at each end of every trip. Bicycle parking can generally be divided into two categories: short-term bicycle racks and long-term higher-security parking.

Bike racks can be found in the parking lot of the Saticoy Library.

Short-Term Bicycle Parking

Bicycle racks are the preferred device for short-term bicycle parking. Racks serve people who leave their bicycles for relatively short periods of time—typically for shopping, errands, eating, or recreation. Though they may have a variety of designs, racks should have two points of connection between the bicycle and rack, allowing the frame and at least one wheel to be secured with a standard U-lock.

Best practices for bike parking allow for two points of contact between bikes and the rack.

Long-Term Bicycle Parking

Long-term bicycle parking typically includes bike lockers and bike rooms and serve people who intend to leave their bicycles for longer periods of time. Long-term parking is typically found at public transit stations, commercial buildings, and multi-family residential buildings.

Saticoy does not have any long-term bicycle parking. The library is a potential location for long-term bicycle parking, as it is centrally located and within walking distance of businesses and transit stops.

Bike lockers provide secure, long-term parking options, and complement short-term bike racks.

Wayfinding

Wayfinding signs help people traveling along bicycle, pedestrian, and trail networks by providing directional and distance information to community destinations. Saticoy does not have any wayfinding signage. While Saticoy is a small community, wayfinding signage will be crucial for regional connectivity and to help orientate users of future shared use paths e.g. SPBL and SCLT.

Signage directs trail users at this roundabout.

NON-INFRASTRUCTURE PROGRAMS

Programs help support walking and bicycling by sharing information, promoting comfort, and creating a vibrant active transportation culture. Communities that have the highest rates of walking and bicycling consistently use a "6 Es" approach, with five types of programs complementing Engineering improvements:

Group rides give confidence and experience to new cyclists.

- Education: Providing safety education for people walking, riding bicycles, and driving, as well as education about the environmental and health benefits of active transportation and the facilities available in the community
- Encouragement: Promoting bicycling and walking as fun and efficient modes of transportation and recreation
- Engagement: All Safe Routes to School initiatives should begin by listening to students, families, teachers, and school leaders and working with existing community organizations, and build intentional, ongoing engagement opportunities into the program structure.
- Evaluation: Monitoring the success of the effort through counts, surveys, and review of relevant data
- Equity: Increasing access and opportunity for all residents, including disadvantaged minority, and low-income populations

The County and our partners have been carrying out the aforementioned programs in recent years to support bicycling and walking.

USER EXPERIENCE & PERCEIVED COMFORT

The experience of being a pedestrian or riding a bike can differ greatly throughout any community. Roads with higher speeds, less separation between traffic and people, lack of adequate facilities, and other factors can create unpleasant experiences.

Increase Comfort, Increase Bicycling

Research indicates that the majority of people in the United States (56-73%) would bicycle if dedicated bicycle facilities were provided. Only a small percentage of Americans (1-3%) are willing to ride if no facilities are provided.[22] However, many of our community members who rely on biking for transportation do not always have the luxury of choosing a route based on comfort. This Plan provides a comprehensive network of comfortable bikeways that help entice new riders, and enhance the experience and safety for existing riders.

Not all community members are able to choose their bicycling routes based on comfort, but instead must ride on high-stress arterials that currently lack bikeways in order to reach their destinations—because no other route exists.

[22] *Roger Geller, City of Portland Bureau of Transportation. Four Types of Cyclists.* https://www.portlandoregon.gov/transportation/44597?a=237507*; Dill, J., McNeil, N. Four Types of Cyclists? Testing a Typology to Better Understand Bicycling Behavior and Potential. 2012.*

Bicycle Level of Traffic Stress

For people on bikes, the Level of Traffic Stress (LTS) is the perceived sense of discomfort associated with riding in or next to fast vehicle traffic. Studies have shown that traffic stress is one of the greatest deterrents to bicycling. The less stressful—and therefore more comfortable—a bicycle facility is, the wider its appeal to a broader segment of the population. A bicycle network will attract a large portion of the population if it is designed to reduce stress associated with potential motor vehicle conflicts and if it connects people bicycling with where they want to go.

Bikeways are considered low stress if they are on low volume roadways with slow speeds (e.g., a shared, low-traffic neighborhood street) or if greater degrees of physical separation are placed between the bikeway and traffic lane on roadways with higher traffic volumes and speeds (e.g., a separated bikeway on a major street).

A rating given to a road segment or crossing, the LTS indicates the amount of traffic stress use of a particular facility imposes on bicyclists. The analysis, based on methods developed by the Mineta Transportation Institute, considers posted speed, number of travel lanes, presence of bicycle facilities and land use context to calculate a bicyclist's comfort level.

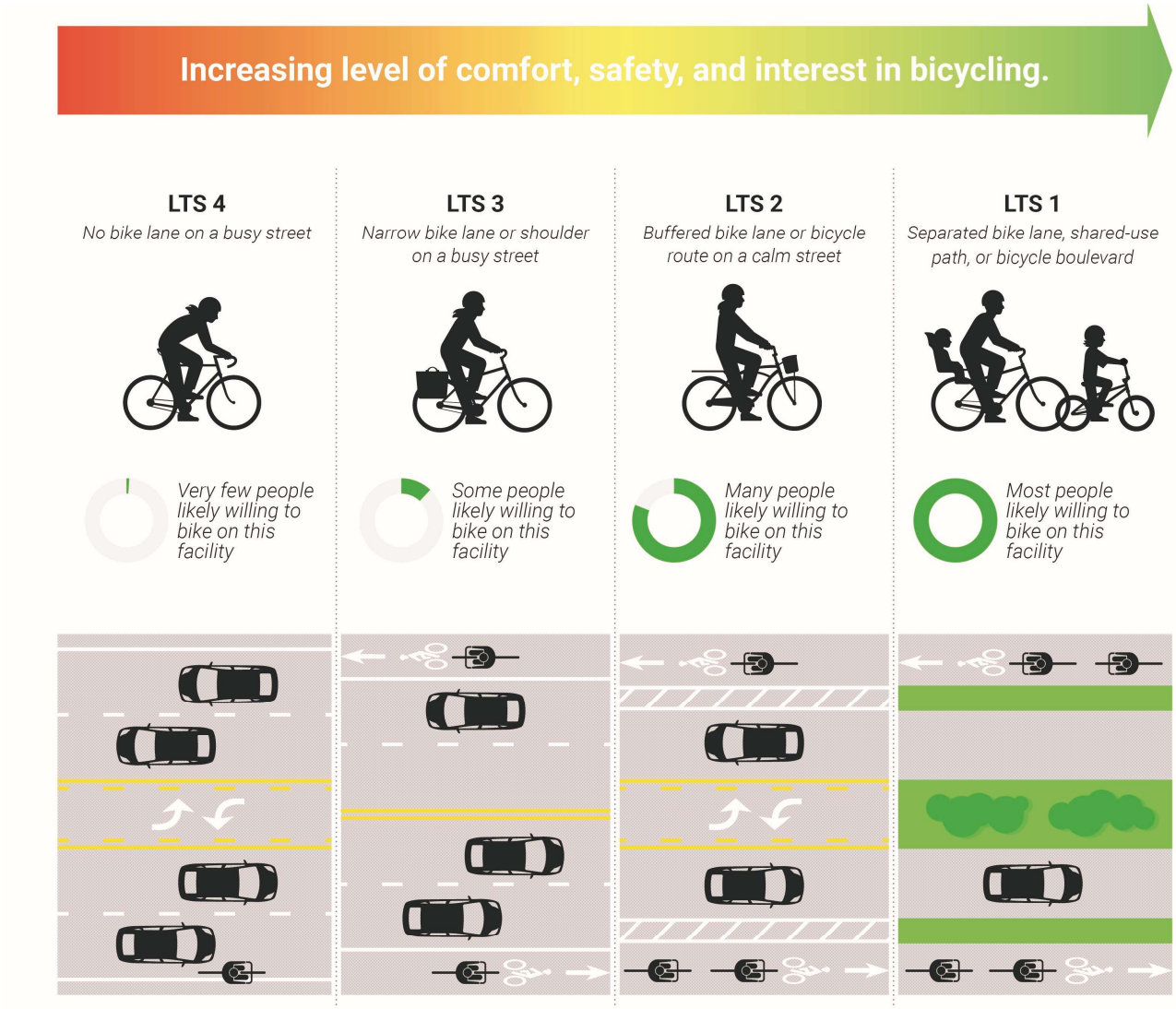
The combination of these criteria creates four levels of traffic stress for the existing roadway network. However, this Plan introduced a fifth level (LTS 1.5) to differentiate between streets without specific bike improvements which nevertheless remain low-speed and low-stress for most people on bikes, versus streets with specific improvements and facilities to create a low-stress experience for riders (LTS 1). The principal of the scale remains the same: the lower the number, the lower the stress and the higher the level of comfort for people on bicycles. LTS 1 and 2 roads are typically the roadways that appeal to the "Interested, but Concerned" cyclists. For this analysis, levels of traffic stress range from 1 to 4:

- LTS 1 – Most Comfortable: Strong separation from traffic and improvements for people on bikes. Simple crossings. Suitable for children.
- **LTS 1.5: Streets with low speeds and low traffic volumes, but does not feature a bicycle facility.
- LTS 2: Physical separation from higher speed and multilane traffic. A level of traffic stress that most adults can tolerate, particularly those sometimes classified as "interested but concerned."

- LTS 3: Involves interaction with moderate speed or multilane traffic, or close proximity to higher speed traffic. A level of traffic stress acceptable to those classified as "enthused and confident."
- LTS 4 – Least Comfortable: Involves interaction with higher speed traffic or close proximity to high speed traffic. A level of stress acceptable only to those classified as "strong and fearless."

  ***Note: LTS 1.5 was introduced for this analysis and is not found within the Mineta Transportation Institute's approach.*

Figure 6. Bicycle Level of Traffic Stress



Findings

The level of traffic stress scores shown in Figure 8 illustrate the low stress connections and gaps throughout Saticoy. The Bicycle LTS results map approximates the user experience for the majority of Saticoy residents; however, people may have differing opinions of traffic stress depending on their own experiences. While a majority of Saticoy's entire network scored a Level 1.5 (92% total), these facilities are minor local roads or off-street paths typically surrounded by higher stress arterials where most average adults would not feel comfortable riding.

Multi-use trails offer a low stress route that helps cut across these barriers, however the majority of residents may not feel comfortable bicycling outside their immediate neighborhood using local streets. This means that getting from residential areas to major destinations may not be possible given most people's tolerance for mixing with traffic—even on streets that have bicycle lanes.

Figure 7. Bicycle Level of Traffic Stress Percentage of Saticoy Streets

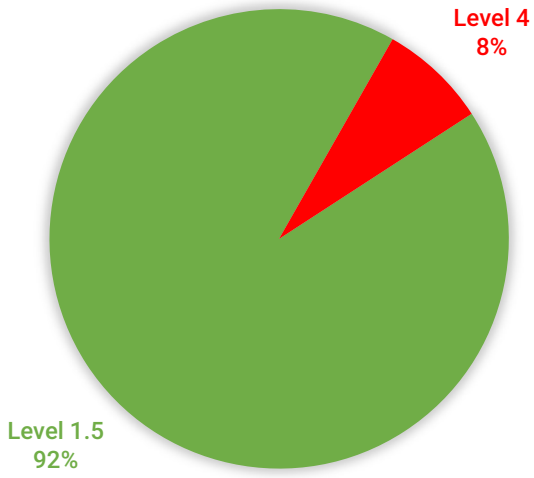
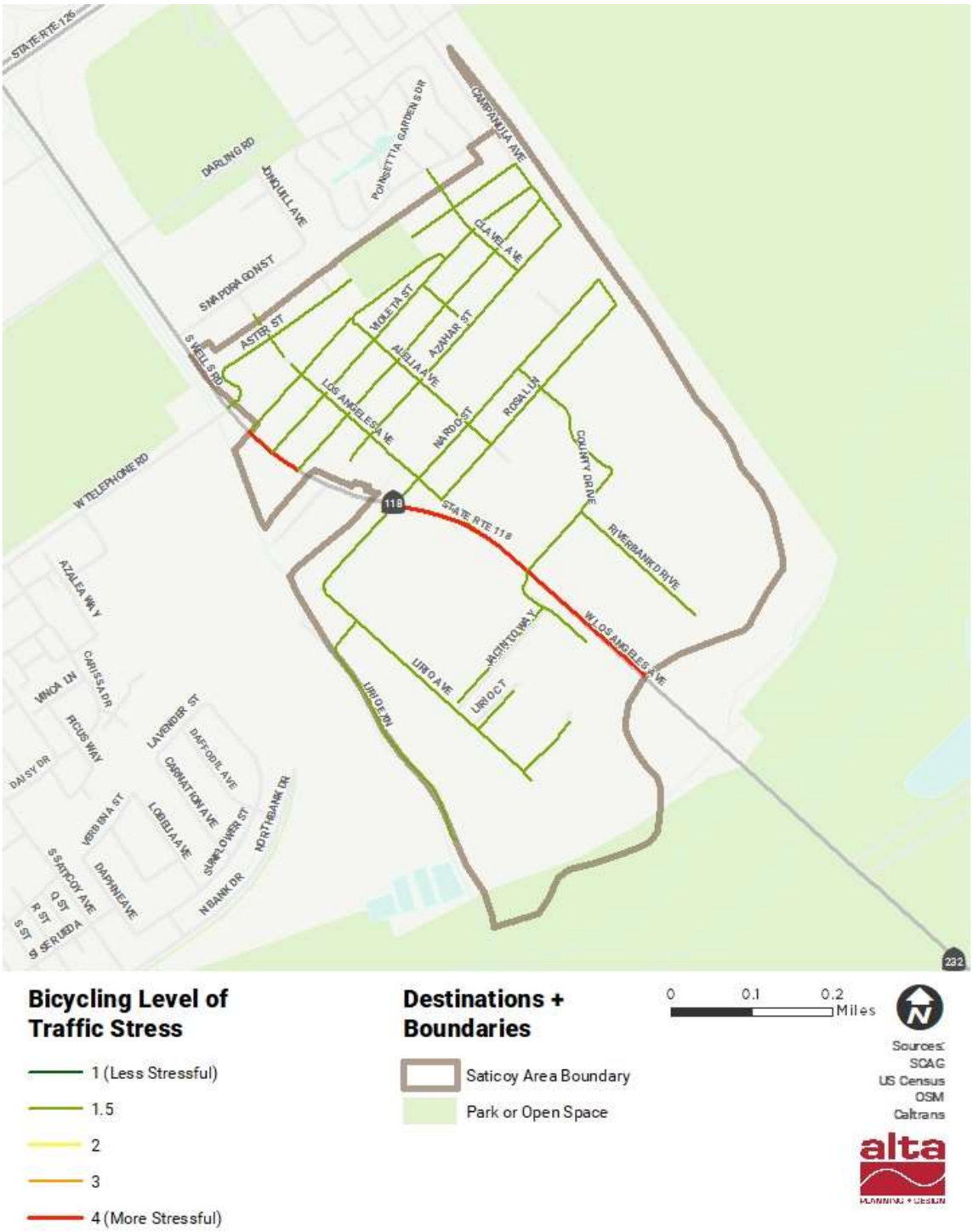


Figure 8. Bicycle Level of Traffic Stress on All Roads



EXISTING BARRIERS

Highway 118, a Caltrans controlled right-of-way, is a barrier for the community of Saticoy's active transportation users. The Highway makes a significant barrier for those which wish to ride or walk along it because it is difficult to traverse. Considering the lack of complete sidewalks and other pedestrian amenities; the lack of bicycle facilities; and the LTS score of 4, SR 118 represents a major barrier for our community. Additionally, active transportation connectivity to the east is disrupted by the agricultural land.

Existing sidewalk conditions on Highway 118 include debris and sign barriers which pose challenges to pedestrians and people with strollers or in a mobility device. Photo taken on Highway 118 near Violeta Street.

However, Saticoy's smaller, local streets also pose issues for walking and biking. Most streets lack sidewalks, pedestrian-scale lighting, bicycle facilities, and control devices (stop signs or traffic lights). Unpaved stretches, such as the alleyway between Violeta and Azahar Streets, are difficult to navigate, particularly for people using mobility devices or pushing strollers. Cars frequently speed on our residential streets, creating dangerous conditions for people walking and biking in the roadway. Coupled with the barriers to mobility on larger arterials near Saticoy, the lack of existing active transportation infrastructure threatens the safety and quality of life of our residents. High-volume roadways such as arterials and freeways often act as barriers to walking and biking. However, arterials frequently experience significant volumes of active transportation users as they have many destinations and transit facilities, and are often the most direct route. They also tend to be the most challenging to modify to make safer and more comfortable for active transportation users due to the pressures associated with moving vehicles. As a result, high-volume roadways produce much greater amounts of air pollution than low-volume, local streets. Increased exposure to air pollutants due to proximity to freeways has been tied to higher rates of childhood asthma and other diseases.[23] This Plan

[23] Gauderman et al. *Childhood Asthma and Exposure to Traffic and Nitrogen Dioxide*. 2005.

acknowledges the complex environmental, public health, and quality of life issues related to active transportation on large roadways and works to improve conditions for all of our residents.

Not all community members are able to choose their walking routes based on comfort, but instead must walk on high-stress roadway like Highway 118. The sidewalk conditions and crossing conditions were a major concern for many residents. Highway 118 is 90 feet wide at intersections without any pedestrian refuge.

Photo taken at Highway 118/Nardo Street.

COLLISION ANALYSIS

Data on bicycle- and pedestrian-related collisions can provide insight into locations or roadway features that tend to have higher collision rates, as well as behaviors and other factors that contribute to collisions. These insights will inform the recommendations in this Plan to address challenges facing people bicycling and walking.

Collision data involving people walking and bicycling was acquired from the Statewide Integrated Traffic Records System (SWITRS), where the California Highway Patrol and local law enforcement agencies upload collision reports.

The study period for the collision analysis is January 1, 2014 through December 31, 2018. In total, 29 collisions were reported in Saticoy during the study period, none of which involved people bicycling and 14% of which involved people walking. With less than 1% of residents estimated to be walking or biking to work, pedestrians are disproportionately represented in traffic collisions in our community.

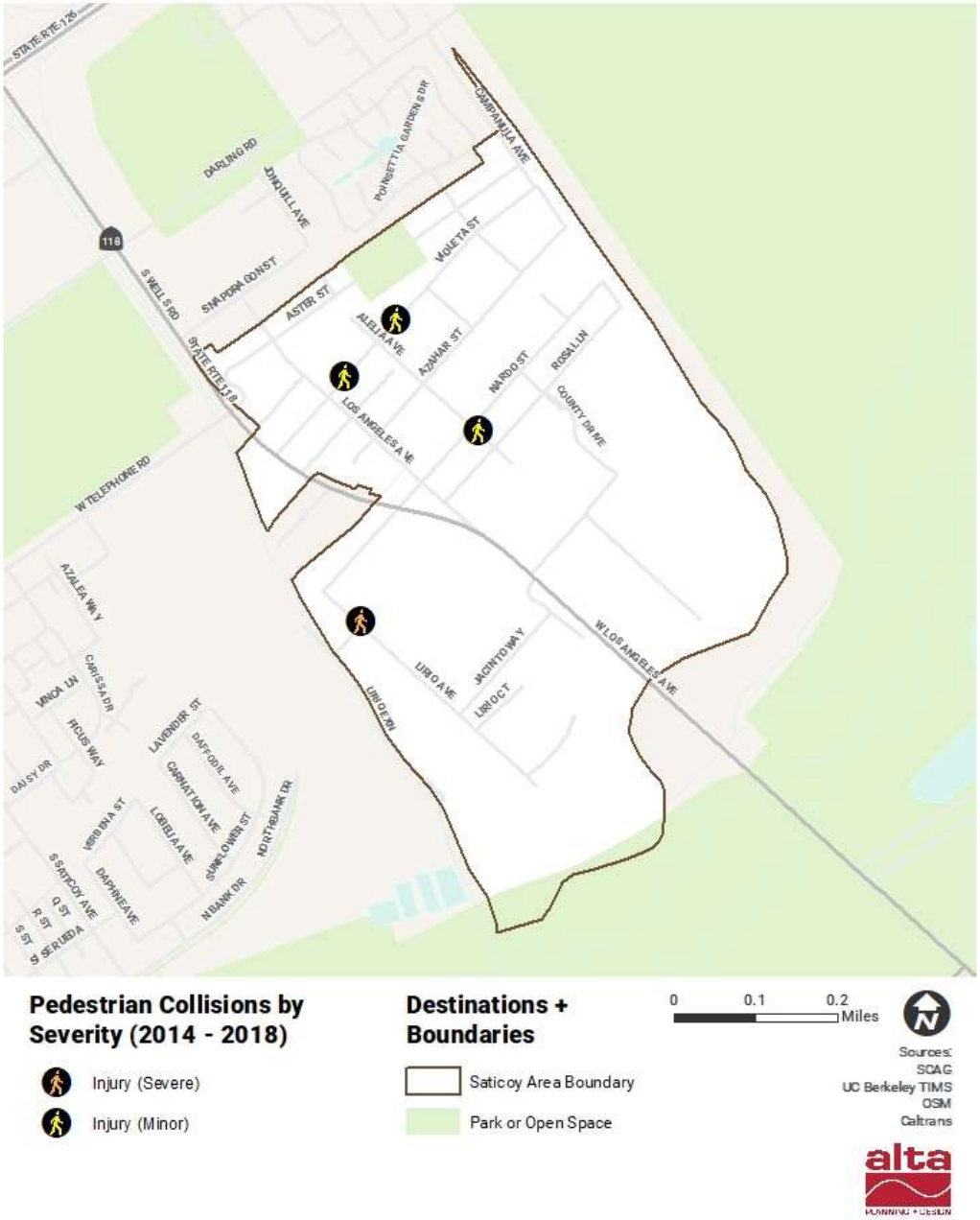
Pedestrian-Involved Collisions

During the study period, 4 collisions in Saticoy involved a person walking. There were no fatal collisions, and all 4 resulted in an injury (see Figure 9). During the study period, 25% of pedestrian collisions were severe injury, and the remaining 75% resulted in minor injury.

Of the 4 collisions, about 75% occurred when in the evening and 50% are attributed to improper turning and unsafe speed, include the serve injury. While almost all of the pedestrian-involved collisions occurred during night hours, there are ever present dangers during morning commute hours or during the afternoon and early evening. The 4 collisions resulted in 6 victims injured, all but one of the victims was female. Pedestrian-involved collisions impacted victims from age 1 to 49, with majority of victims over the age of 18. the most common victims were the following ages:

- 1 – 18 years: 2 victims (33.3%)
- 18 –35 years: 3 victims (50%)
- 35 – 50 years: 1 victim (16.7%)

Figure 9. Pedestrian-Involved Collisions



Bicycle-Involved Collisions

During the study period, no collisions in Saticoy involved a person riding a bicycle. However, a collision involving a bicycle occurred in 2014 on Darling Road near Campanula Avenue, just outside of the Saticoy boundaries. The collision occurred around 9:20 a.m. and resulted in minor injuries. The primary collision factor involved was improper turning.

NEEDS ASSESSMENT

To further understand existing conditions in Saticoy, the project team conducted an assessment of health and community conditions related to active transportation using a customized score of the California Healthy Places Index[24] (HPI). The HPI, which pools data from 2006 to 2018 depending on the variable and data source, aggregates a collection of community characteristics that predict life expectancy and allow users to see how public health intersects with transportation, climate, and more. Characteristics included in the HPI score consist of social equity, healthcare access, economic, educational, housing, transportation, and environmental factors such as air and water pollutants.

The HPI then generates a composite score based on 25 weighted variables and additional support layers which can be can be used to compare the relative health impacts of living in different locations throughout California, and later, inform and drive policy decisions. The higher the score, the healthier the community conditions based on 25 community characteristics. The HPI is another tool used in California's Active Transportation Program grant application program. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. However, the HPI also offers subcategories and customizable scores that can be adjusted for targeted analyses. The tool allows for analysis at various geographic levels, including census tracts, zip codes, census-designated places, cities, counties, and more.

Saticoy has healthier community conditions than 42% of other California cities.

Overall, the HPI suggests that Saticoy has healthier community conditions than 42.1% of other California cities. To better understand conditions related to active transportation, we assessed 26 of the 84 indicators (including decision support layers) impacted by active transportation to create a custom score for Saticoy. This custom score suggests that Saticoy experiences healthier community conditions related to active transportation than 37.3% of other cities in California—or worse conditions than 62.7% of California cities. However, Saticoy's performance differs for each variable, which are detailed in the following

[24] https://map.healthyplacesindex.org/

sections on health and built environment. For more information of the health conditions of the community of Saticoy, see Appendix F. The appendix includes detailed information on physical activity, safety, environment and health equity.

Section 5

COMMUNITY COLLABORATION

"It's great to have someone listen but we need something done."

Saticoy Resident

5. Community Collaboration

Engaging the community has been a top priority throughout the planning process. A variety of opportunities were used to seek input from residents and community members. The plan development process also included extensive coordination with partner agencies, including County of Ventura, City of Ventura, and Ventura County Transportation Commission (VCTC), to ensure this Plan meets community needs, advances initiatives of local and regional partners, and includes projects and programs that can feasibly be implemented. Overall, the project team engaged with stakeholders throughout the development of the Plan in order to:

- Understand Walking and Biking Needs: Residents weighed in on current barriers to biking and walking, and what destinations and routes could be made more bikeable and walkable. This information helped the project team develop an understanding of the needs and gaps of the communitywide network.
- Develop a Vision for Active Transportation in the community of Saticoy: Stakeholders across different groups weighed in on the vision, policies, and objectives for the Plan, guiding the high-level direction of the Plan.
- Refine Draft Recommendations: The project team presented the draft bicycle and pedestrian recommendations developed through the process. Stakeholders and the public helped the community clarify these recommendations, and identified additional areas for improvement.

The Project Team used multiple avenues to gain authentic and robust community input on this Plan.

This chapter presents an overview of the format and approach for each outreach opportunity, along with a summary of feedback received. Overall feedback concentrated on three key themes (see Table 1).

Table 1. Key Themes from Community Feedback

What We Heard	What We Propose
Access is limited	Make it Accessible internally and regionally Multiple crossing improvements are needed along Highway 118. Improve community corridors that help people bicycle and walk safely to schools, parks, commercial centers, the library, and other key destinations from as many parts of Saticoy and throughout the region as possible.
Conditions do not support safe walking and biking	Make it Safe New bikeways and pedestrian interventions at high-stress intersections and along community-identified corridors helps improve safety. A complete network of active transportation facilities provides safer options for all roadway users throughout the community.
It needs to be more comfortable	Make it Comfortable Provide lighting and shade along active transportation corridors to improve safety, comfort and usability of the active transportation system.

Members of the CAC and community helped identify locations in need of improvement to make it safer and more comfortable to walk and bicycle. Photo taken during walk audit along Violeta Street.

COMMUNITY ADVISORY COMMITTEE

To help guide this planning process, the Project Team convened a Community Advisory Committee (CAC) at the outset. Various sectors, groups, and stakeholders were invited to join the CAC in order to be able to best articulate the concerns, aspirations and needs of the community. Altogether, 15 people served on the Plan's CAC, representing County of Ventura, City of Ventura, VCTC, County Public Health, Bike Ventura, Channel Island Bike Club, Sierra Club, local businesses and residents. The CAC convened 6 times throughout the 18-month planning process, helping to shape the vision, analyses, events, partnerships, and recommendations.

EVENTS

Pop-Up Events

During the project, the Project Team engaged the public at 3 pop-up events in the community:

- *Go Human* Training 1: July 16, 2019 Jose Flores Community Center, 18 estimated attendees
- Art Installation: November 9, 2019 Saticoy Library, -150 estimated attendees
- *Go Human* Training 2: February 25, 2020, Jose Flores Community Center, 6 estimated attendees
- Total Pop-Up Event Attendees: 174

Go Human Trainings and Outreach

The Project Team convened multiple *Go Human* Trainings and pop-up events to both educate the community on active transportation and to hear community concerns about the existing built environment. In addition, to the pop-up events additional outreach was conducted with Virtual Town Hall, Office Hours and paper and digital surveys.

To ensure outreach events were accessible and family-friendly, community workshops were facilitated in English and Spanish and included transportation-based activities for children.

Community input at first pop-up event – partnering with local food pantry to learn more about active transportation in Saticoy.

Art Installation

The Art Installation was held at the Saticoy Library Parking Lot – this event piggy-backed on a mobile library hosted by the library and coincided with Saticoy Cruise Nights. The event featured two interactive activities: a survey (two questions) and two feedback boards to obtain feedback from the community.

The Art Installation Pop-up provided valuable feedback for the Plan. Providing insight on facilities the community wants, what were their priority corridors and how they want to travel. Art Installation occurred at Saticoy Library.

Walk Audit

To better understand the built environment the Project Team hosted a walk audit open to CAC members and the public. The walk audit was an opportunity to walk with the community to better understand their active transportation environment.

Azahar Street between Los Angeles Avenue and Alelia Avenue

Los Angeles Avenue at Azahar Street

Violeta Street/Alelia Avenue Intersection

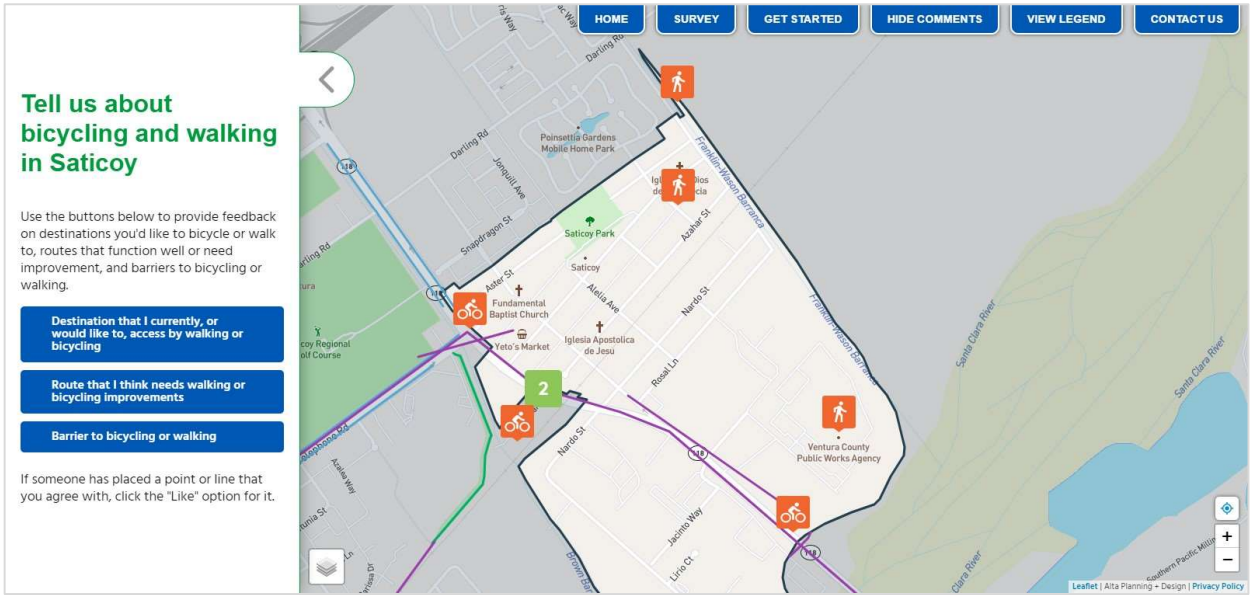
The walk audit highlighted existing deficiencies in the active transportation infrastructure.

INTERACTIVE MAP

An interactive mapping tool was posted on the Saticoy Active Transportation website Project website and used throughout development of this Plan to gather input and feedback from the community directly on a map of the Saticoy.

In early project phases from November 2019 to June 2020 community members were encouraged to draw routes or place pins on the map and add comments to identify desired walking or bicycling improvements, challenging locations, and other information about the walking and bicycling environment. 8 comments and 4 bikeway recommendations were received during this phase. This input formed the basis for the recommended bicycling and walking network improvements.

Figure 10. Online Public Input Map during the first phase of outreach.



REFINING THE DRAFT PLAN

After the preliminary recommendations had been developed, the project team released the draft Plan for public comment from September to October 2020. In addition to uploading the draft Plan to the project website, the team also utilized a suite of tools to capture the community's feedback on the draft Plan and preliminary recommendations.

Curbside Displays

The project team created "Curbside Displays" highlighting key elements of the draft Plan and recommendations, and placed the displays at two locations in Saticoy: Saticoy Park and Sam's Saticoy Liquor & Delivery Service. The displays were posted during December 2020.

Recommendations Survey

To capture feedback on elements of the draft Plan and key projects, the project team also developed a survey that was distributed at the curbside displays, through BikeVentura. A longer version of the survey was posted online and presented more questions about preliminary recommendations. Altogether, more than 43 residents completed the recommendations survey. This feedback was used to help develop the draft Plan and preliminary recommendations.

Virtual Town Hall + Office Hours

Finally, the project team hosted a virtual town hall on September 16, 2020. A total of 15 people tuned in to the live town hall meeting, during which the project team discussed the draft Plan, listened to feedback, answered questions about the preliminary recommendations, and presented the recommendations survey using interactive polling. A recording of the virtual town hall was posted to the project website. To augment these web-based efforts, the project team also hosted "Office Hours" on September 22, 2020. The Office Hours allowed residents to call into dedicated phone lines to learn about the draft Plan and provide input.

What did we hear?

The community wanted overall better bicycle and pedestrian facilities. They wanted additional sidewalks and separated facilities on higher speed streets. Commenters believed those additions would make walking and biking easier and safer while also encouraging less experienced riders.

Highway 118 was specifically identified multiple times as a safety issue.

Lack of Existing Facilities was an issue as residents wanted more sidewalks, crosswalks and bike facilities.

Crossings were identified as an issue these include crossing Highway 118 as well as local streets.

"We need safer crossings everywhere". -Virtual Town Hall Respondent

MEDIA

For all community outreach opportunities, including the online survey and interactive mapping tool, the Project Team leveraged existing websites, social media accounts, and newsletter mailing lists to share information about the Plan and to encourage our residents to engage with the project.

Website

The Project Team created a website for this Active Transportation Plan. All online communications and project flyers pointed to this website, where community members were able to learn about the planning process, see upcoming outreach events, and download draft maps and other deliverables at key milestones.

Social Media

The Project Team used social media ads to attract residents to the project website and received comments via Facebook. Throughout the planning process, posts were sent out by partner agencies and BikeVentura platforms to

The Project Team used bilingual printed and digital materials to share information about the Plan, events, and opportunities for input.

notify residents of upcoming events, draft documents available for review, online engagement tools, and other project milestones.

Newsletter

In addition to a strong social media presence, the Project Team partners have sent email newsletters to subscribers. These newsletters were used to announce open houses and other events, encourage participation, and share updates about the project.

Promotional Material

An information card was also created in both English and Spanish with the project website and Community Open Houses listed. The cards were available at all outreach events and placed at various businesses, community centers, and libraries throughout the community.

KEY NEEDS IN OUR COMMUNITY

This Plan identifies many opportunities to improve mobility and support the goals established in Chapter 2: The Vision. Assessing current conditions is a key step to developing recommendations for where and how to invest in infrastructure and programs that promote walking and biking as common and convenient modes of transportation. The following key findings from our review of existing conditions data and public input will help guide the recommendations process:

- Saticoy's existing pedestrian and bicycle networks are deficient and need to be improved.
- Saticoy is an island of low stress bikeability, isolated from the region by Highway 118, a high-stress corridor which inhibits walking and biking, and makes connecting to key destinations such as transit, schools, jobs, and parks difficult.
- Collisions involving pedestrians occur more often at night in Saticoy.
- Providing safe access across Highway 118 will be an important aspect of the Plan and one that will help expand mobility options for residents and commuters.

In part due to low active transportation usage community members are overburdened with high blood pressure. This coupled with high rates of heart issues means making active transportation safer and more appealing as a means to improve health is imperative. This Plan envisions a comfortable, convenient, and complete active transportation network that improves mobility in Saticoy. Building on the County's existing plans and initiatives, the Plan will establish a comprehensive implementation strategy informed by this needs assessment and rooted in social equity.

Section 6

STREET RECOMMENDATIONS

> *"118 is a high volume, high speed street with no bike lanes, it needs to be safer for people who need to cross it or access the 118 bridge to bike to Oxnard."*
> *Saticoy Resident*

6. Street Recommendations

This chapter introduces the bicycle and pedestrian infrastructure and supporting amenities that the County intends to implement in the coming years, and the overall strategy employed in evaluating which type of facilities should be recommended at specific locations.

The following recommendations are considered planning-level, meaning they will be used as a guide when implementing projects. In some cases, traffic impact analysis and more detailed design analysis will be required to evaluate specific site conditions and develop designs that reflect conditions and constraints. Implementation of recommended bicycle and pedestrian projects should follow the guidelines and street classifications detailed in the 2015 SAP. The SAP provides specifics on roadway widths, sidewalks, curb ramps, parkways, and other amenities. Information on the roadway classification can be found in Appendix D.

The Project Team listened to community members throughout this planning process, and used their input to develop the recommended active transportation network.

HOW WE DEVELOPED RECOMMENDED PROJECTS

Developing recommendations is a multi-step process that requires understanding community feedback, existing conditions, and project feasibility, among many other factors (see Figure 11). Key themes from public input guided our overall recommendations (see Table 2). Various outlets allowed for public desire for new and improved bicycle and pedestrian facilities to be voiced and recorded throughout the development of the Plan: community meetings and events, the online public input map, and the community survey. Roadways and areas that were mentioned multiple times across different outreach methods were examined as high priority for inclusion in the recommended projects.

Figure 11. Network Development Process

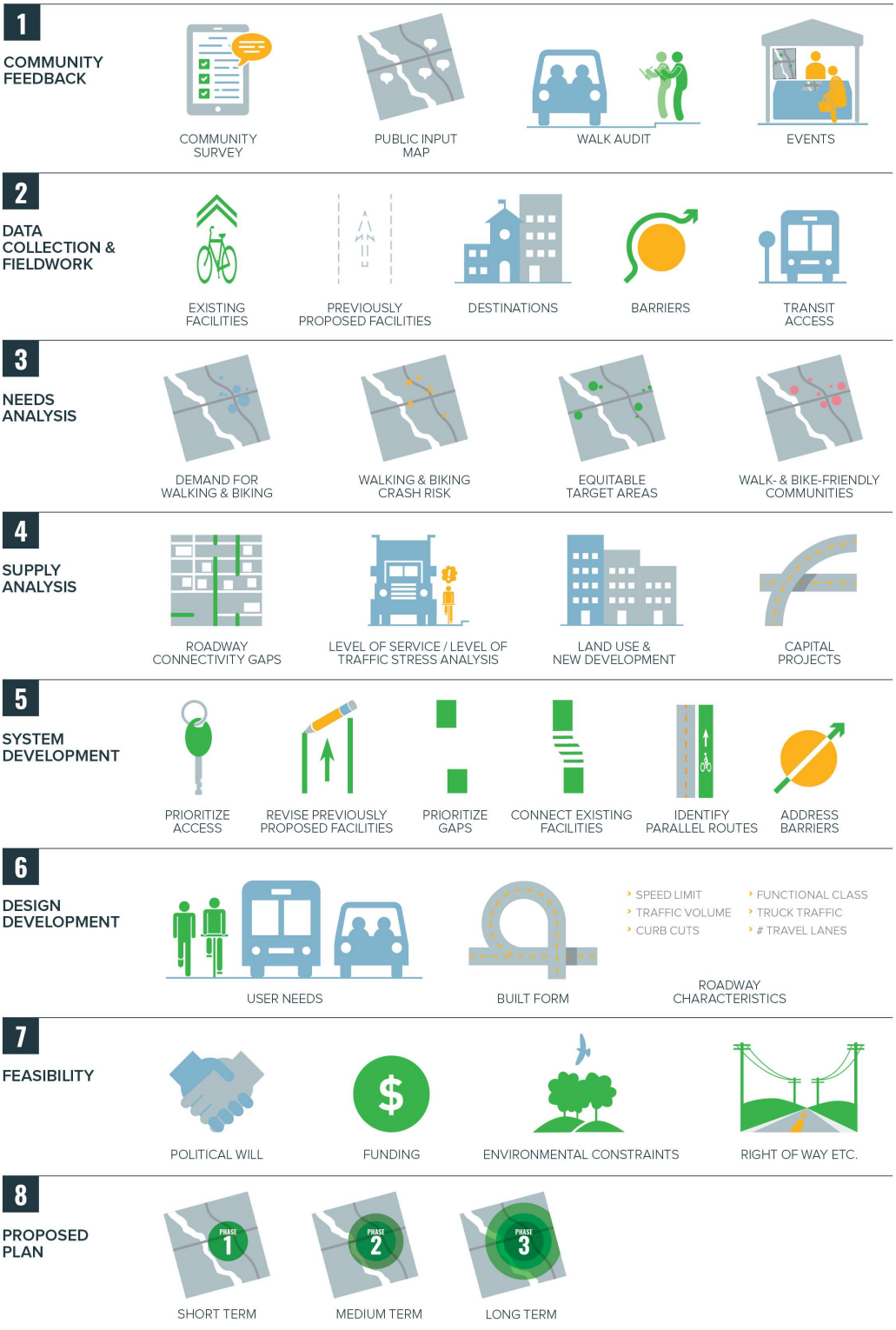


Table 2. Public Input Guiding Network Recommendations

What We Heard	What We Propose
Access is limited	Make it Accessible internally and regionally Multiple crossing improvements are needed along Highway 118. Improve community corridors that help people bicycle and walk safely to schools, parks, commercial centers, the library, and other key destinations from as many parts of Saticoy and throughout the region as possible.
Conditions do not support safe walking and biking	Make it Safe New bikeways and pedestrian interventions at high-stress intersections and along community-identified corridors helps improve safety. A complete network of active transportation facilities provides safer options for all roadway users throughout the community.
It needs to be more comfortable	Make it Comfortable Provide lighting and shade along active transportation corridors to improve safety, comfort and usability of the active transportation system.

HOW RECOMMENDED PROJECTS ADVANCE OUR GOALS

Safety & Health

Network recommendations address the most critical safety issues and prioritize improvements along high-injury corridors and at intersections.

Access & Comfort

Network recommendations create continuous walking and cycling routes throughout the community, connecting neighborhoods to major destinations and to one another.

Affordability

Network recommendations increase the availability of affordable mobility options, particularly for low-income neighborhoods.

Enhance the Network

The Plan provides a roadmap for achieving a complete and comfortable active transportation network.

Bicycle Facility Types

CLASS I

Shared-Use Path

- Paths completely separated from motor vehicle traffic used by people walking and biking.
- Comfortable for people of all ages and abilities.
- Typically located immediately adjacent and parallel to a roadway or in its own independent right-of-way, such as within a park or along a body of water.

CLASS II

Bicycle Lane

- A dedicated lane for bicycle travel adjacent to traffic.
- A painted white line separates the bicycle lane from motor vehicle traffic.

CLASS IIB

Buffered Bicycle Lane

- A dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer.
- The buffer provides additional comfort for users by providing space from motor vehicles or parked cars.

CLASS III

Bicycle Route

- A signed bike routes that people biking share with motor vehicles.
- Can include pavement markings.
- Comfortable facility for more confident bicyclists.
- Recommended when space for a bike lane may not be feasible.

CLASS IIIB

Neighborhood Greenway

- Calm, local streets where bicyclists have priority but share roadway space with motor vehicles.
- Shared roadway bicycle markings on the pavement as well as traffic calming features such as speed humps and traffic diverters to keep these streets more comfortable for bicyclists.
- Comfortable facility for bicyclists with wider range of abilities.

CLASS IV

Separated Bikeway

- An on-street bikeway separated from motor vehicle traffic by a curb, median, planters, parking delineators, or other physical barrier.

RECOMMENDED BICYCLE PROJECTS

Prior to embarking on this planning process, Saticoy had no existing bikeways. 4.4 miles are proposed in this Plan, including 2 bicycle boulevards along Violeta St and Azahar St and a separated bikeway on Highway 118. Additionally, a portion of the regionally significant SPBL is recommended as part of the proposed bikeways. The majority of recommended bikeways are new projects where bikeways do not exist today, while a portion include recommendations to upgrade a previously planned bikeway. Recommended bicycle projects are shown in Figure 13, with mileage highlighted in Table 3 and Figure 12.

Table 3. Miles of Recommended Bikeways by Type

Bikeway Class	Name	Existing (miles)	Proposed (miles)	Total (miles)
Class I	Shared Use Path	0	0.48	0.48
Class II	Bike Lane	0	0.78	0.78
Class III	Bicycle Route	0	1.66	1.66
Class IIIB	Neighborhood Greenway	0	0.8	0.8
Class IV	Separated Bikeways	0	0.64	0.64
	TOTAL	**0**	**4.36**	**4.36**

Figure 12. Length of Recommended Bicycle Network

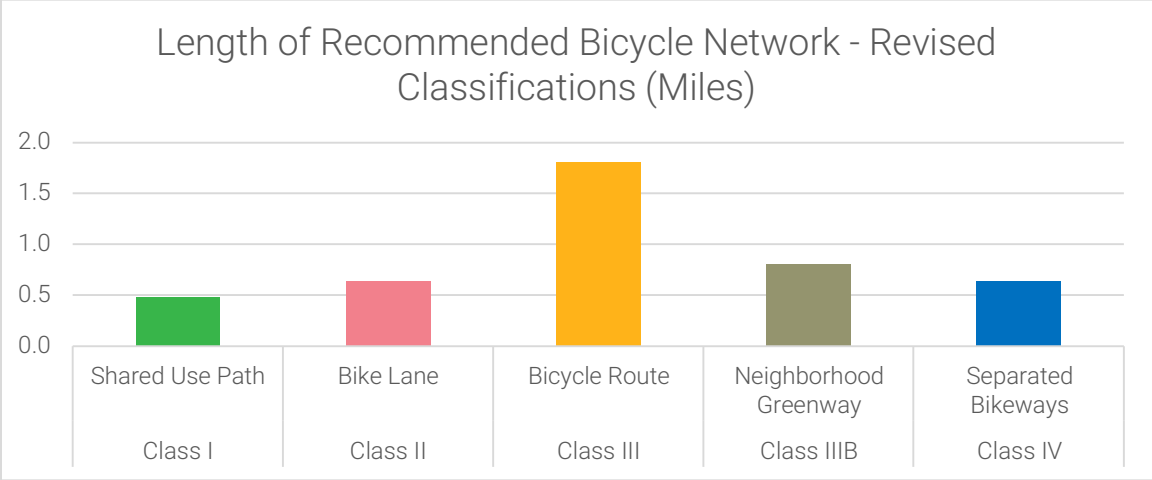


Figure 13. Recommended Bicycle Projects

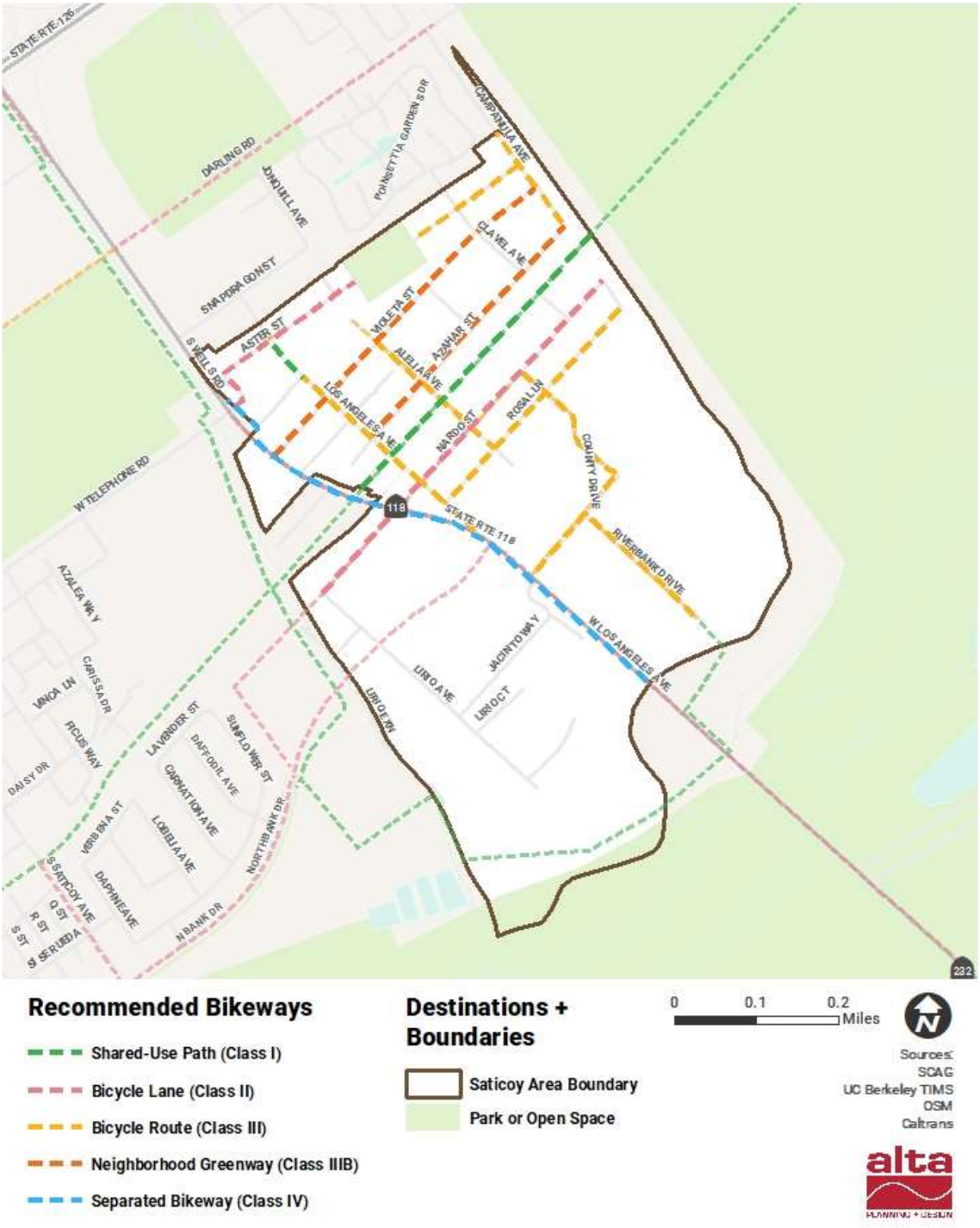


Table 4. Recommended Bicycle Projects

Corridor	From	To	Facility Type	Length (Miles)
Alelia Ave	Violeta St	Rosal Lane	3	0.19
Aster St	Highway 118	Saticoy Park	2	0.26
Aster St	Saticoy Park	Campanula Ave	3	0.16
Azahar St	Los Angeles Ave	Campanula Ave	3B	0.35
Campanula Ave	North Community Limit	Azahar St	3	0.14
County Dr	Nardo St	Highway 118	3	0.34
Highway 118	North Community Limit	South Community Limit	4	0.64
Los Angeles Ave	Violeta St 500 feet north	Nardo St	3	0.19
Los Angeles Ave	Nardo St	Highway 118	3	0.10
Los Angeles Ave	Community Limit	Aster St	3	0.03
Los Angeles Ave	Aster St	Saticoy Wash	1	0.06
Nardo St	Highway 118	Campanula Ave	2	0.38
Nardo St	Lirio Ave	Highway 118	2	0.14
Riverbank Dr	County Dr		3	0.19
Rosal Lane	Los Angeles Ave	Campanula Ave	3	0.32
Santa Paula Branch Line	West Community Limit	East Community Limit	1	0.42
Violeta St	Highway 118	Campanula Ave	3B	0.45
			TOTAL	**4.36**

Pedestrian Facility Types

Sidewalks & Paths

- Completely separated from motor vehicle traffic.
- Used by people walking or using mobility devices such as wheelchairs.
- Sidewalks are typically located immediately adjacent and parallel to a roadway. Shared-use paths can be located in their own independent right-of-way, such as within a park or along a body of water.

Crossing Facilities

- Make crossing the street at intersections and midblock safer and more comfortable.
- High-visibility crosswalk markings are more visible to approaching vehicles and have been shown to improve yielding behavior.
- Advance yield markings, or "shark teeth," warn drivers they are approaching a crosswalk.

Curb Treatments

- Curb ramps allow users of all abilities to make the transition from the street to the sidewalk. They are required by the Americans with Disabilities Act (ADA) at all crosswalks, including those that are unmarked.
- Curb extensions create safer and shorter crossings for pedestrians. They can help slow vehicle traffic by visually narrowing the roadway. They also increase the available space for street furniture, plantings, and street trees.

Beacons & Signals

- Beacons and signals both indicate to drivers that someone may be crossing the street.
- Make crossing the street safer and more comfortable.
- Pedestrian countdown signals create a more predictable crossing environment and give adequate warning to pedestrians attempting to cross a roadway.
- Leading pedestrian intervals allow a pedestrian to begin crossing the street before the traffic signal turns green.

Traffic Calming

- Encourage drivers to travel at slower speeds.
- Some treatments alter the configuration of a roadway, while others change how drivers perceive and respond to a street.
- Can be used at targeted locations such as a dangerous intersection, or along corridors.

Pedestrian-scale Lighting

- Improves visibility for people walking, as opposed to street lights intended to light the roadway.
- Additional care and emphasis on pedestrian lighting should be taken at and near crosswalks.

RECOMMENDED PEDESTRIAN PROJECTS

During outreach, none of the residents indicated that they feel 'comfortable' walking in Saticoy. Additionally, no one reported feeling 'safe' from motor vehicles when walking. The proposed pedestrian projects provide a variety of options for people walking throughout Saticoy for people of varying abilities and ages. When making recommendations, projects that connect key community destinations like schools, parks, and commercial centers were prioritized.

In general, recommended pedestrian projects aim to improve safety and comfort throughout Saticoy. The pedestrian projects recommended in this Plan fall into one of seven categories:

- Sidewalks & Paths:
    - New sidewalks/paths that make walking along the street safer, more comfortable, and accessible for people using mobility devices
    - Sidewalk gap closures to ensure people have comfortable and continuous routes to their destinations
    - Sidewalk resurfacing and widening to improve our existing network and ensure access for people of all ages and abilities
- Crossing Facilities:
    - Crossing facilities that make crossing the street at intersections and midblock easier, including pedestrian refuge islands, high-visibility continental crosswalks and advance yield markings
    - Additional treatments to enhance accessibility including audio devices and pedestrian wayfinding
- Curb Treatments:
    - Curb treatments such as curb extensions and curb ramps that increase accessibility for people crossing the street, help calm traffic, and reduce crossing distances
- Beacons & Signals:
    - Beacons and pedestrian activated warning devices to help people safely cross the street at midblock or uncontrolled locations, particularly where high traffic volumes or speeds are prevalent

    - Modifications to existing traffic signals to include pedestrian countdown timers, automatic pedestrian phases and a leading pedestrian interval to allow a pedestrian to begin crossing before traffic signals change to green
- Traffic Calming:
    - Traffic calming facilities such as traffic circles, chicanes and speed tables and/or humps that encourage drivers to travel at a speed appropriate for the surrounding land uses and users
- Pedestrian-Scale Lighting:
    - New pedestrian-scale lighting to improve visibility for people walking, as opposed to street lights at heights and directions intended to light the roadway for motorists
- Green Infrastructure:
    - Trees, landscaping, stormwater capture and other efforts to provide shade, increase habitat, enhance the overall sense-of-place, and improve comfort for people walking and biking

Safety was a priority based on community feedback during outreach. Improved crossings near parks, community buildings and commercial centers like Violeta St and Los Angeles Ave will offer better access for people shopping and dining and strengthen the local economy. Additionally, safety improvements are recommended at every crossing located on Highway 118 to improve safety for pedestrians. At various intersections and midblock locations, new or updated crosswalks would improve conditions for people crossing the street. At midblock and uncontrolled intersections, advance yield markings and pedestrian signals would increase the visibility of people crossing the street. Curb extensions would also increase the visibility of pedestrians, shorten crossing distances, and reduce vehicle speeds. Further, at select major intersections in areas with high volumes of foot traffic, leading pedestrian intervals are recommended to give people crossing the street priority and to reduce conflicts with turning vehicles.

Class IIIB bicycle boulevards are made more comfortable with additional pedestrian improvements. For example, along Violeta St and Azahar St facilities such as curb extensions, traffic circles, and high-visibility continental crosswalks would help reduce speeding and cut-through traffic, increasing comfort and safety for people walking and biking. Recommended pedestrian facilities are shown in Figure 14.

Figure 14. Recommended Pedestrian Projects

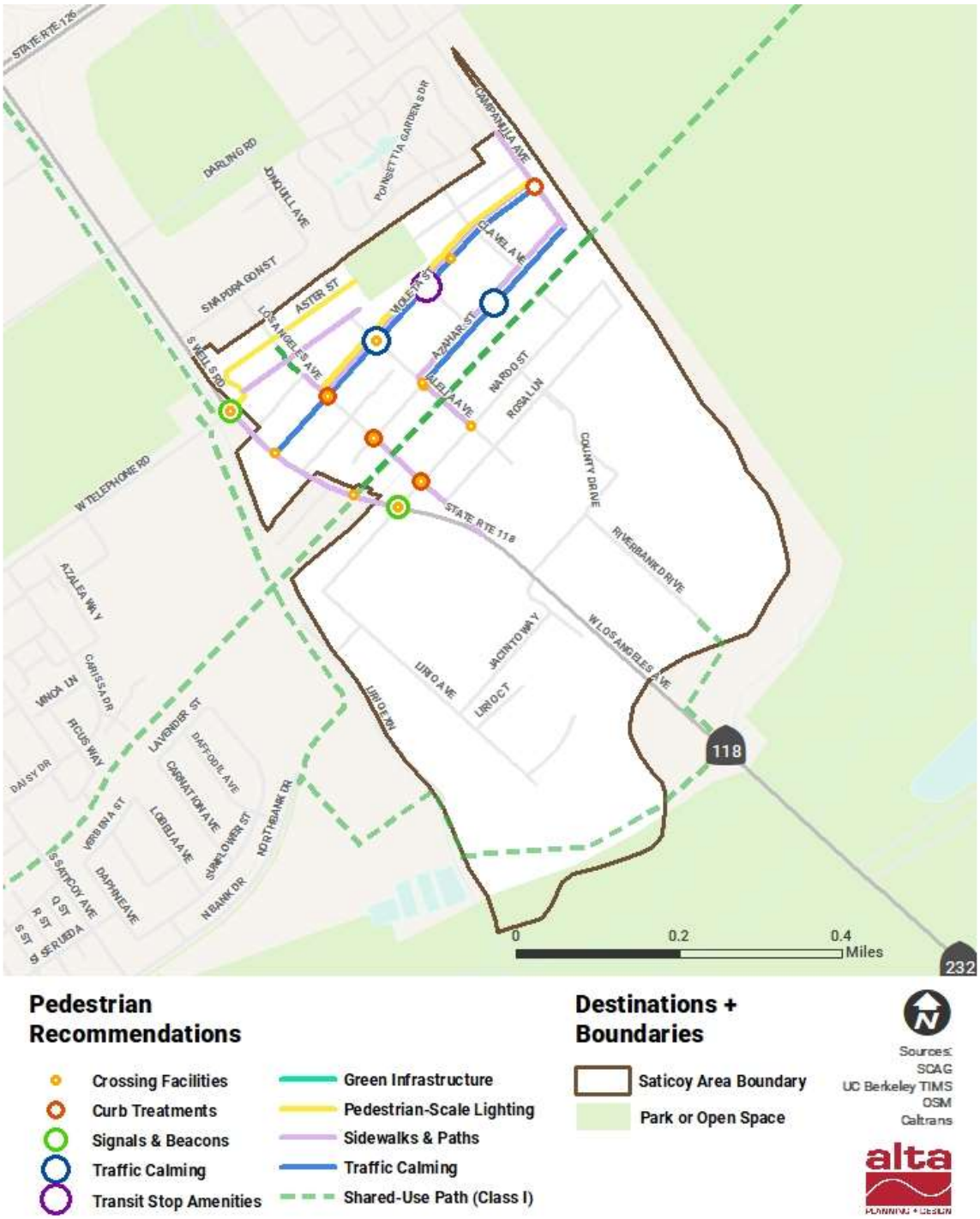


Table 5. Recommended Pedestrian Projects Including Quantity and Length

Street	From (or Cross Street)	To	Facility Category	Description	Quantity (Each)	Length (Miles)
Alelia Ave	Violeta St		Crossing Facilities	High-Visibility Crosswalk	2	
Alelia Ave	Violeta St		Crossing Facilities	Advanced yield sign	2	
Alelia Ave	Azahar St		Crossing Facilities	High-Visibility Crosswalks	2	
Alelia Ave	Azahar St		Crossing Facilities	Advanced yield sign	2	
Alelia Ave	Nardo St		Crossing Facilities	High-Visibility Crosswalks	2	
Alelia Ave	Nardo St		Crossing Facilities	Advanced yield sign	2	
Alelia Ave	Azahar St	Nardo St	Sidewalks & Paths	Complete sidewalk gap		0.08
Aster St	Highway 118	Saticoy Park	Pedestrian-Scale Lighting	Ped Lighting		0.26
Azahar St	Alelia St	Campanula Ave	Sidewalks & Paths	New sidewalk and expand existing sidewalk		0.26
Azahar St	Alelia Ave	Campanula Ave	Traffic Calming	Traffic Calming		0.26
Azahar St			Traffic Calming	Chicanes	1	
Campanula Ave	North Community Limit	Azahar St	Sidewalks & Paths	Sidewalk		0.14
Highway 118	Nardo St		Crossing Facilities	High Visibility Crosswalk	2	

Street	From (or Cross Street)	To	Facility Category	Description	Quantity (Each)	Length (Miles)
Highway 118	Aster St		Crossing Facilities	High Visibility Crosswalk	3	
Highway 118	Aster St		Crossing Facilities	High Visibility Crosswalk	1	
Highway 118	Aster St		Signals & Beacons	Pedestrian lead interval	1	
Highway 118	Nardo St		Signals & Beacons	Pedestrian Lead Time	1	
Highway 118	Aster St	Nardo St	Sidewalks & Paths	Expanding sidewalk		0.24
Highway 118	Aster St		Crossing Facilities	Pedestrian Refuge Island	1	
Highway 118	Railroad Tracks		Crossing Facilities	Bridge/Underpass	1	
Highway 118	Nardo St		Crossing Facilities	Pedestrian island		
Los Angeles Ave	Nardo St		Curb Treatments	Curb ramps	3	
Los Angeles Ave	Azahar St		Crossing Facilities	High Visibility Crosswalk	4	
Los Angeles Ave	Violeta St		Crossing Facilities	High Visibility Crosswalk	4	
Los Angeles Ave	Violeta St		Crossing Facilities	Stop Sign	2	
Los Angeles Ave	Nardo St		Crossing Facilities	High Visibility Crosswalks	3	
Los Angeles Ave	Nardo St		Crossing Facilities	Advance yield sign	1	
Los Angeles Ave	Azahar St	Nardo St	Sidewalks & Paths	New sidewalk		0.08
Los Angeles Ave	Violeta St		Curb Treatments	Curb Extension	4	

Street	From (or Cross Street)	To	Facility Category	Description	Quantity (Each)	Length (Miles)
Los Angeles Ave	Nardo St	Highway 118	Sidewalks & Paths	New Sidewalk		0.10
Los Angeles Ave	Saticoy Wash barrier	Violeta St	Pedestrian-Scale Lighting	Ped Lighting		0.04
Los Angeles Ave	Saticoy Wash Barrier	Violeta St	Sidewalks & Paths	Sidewalk		0.04
Los Angeles Ave	Azahar St		Curb Treatments	Curb ramps	4	
Saticoy Wash	Aster St	Alelia Ave	Sidewalks & Paths	Formalize walking path		0.17
Violeta St	Los Angeles Ave	Campanula Ave	Sidewalks & Paths	New Sidewalk and filling gaps		0.36
Violeta St	Los Angeles St	Campanula Ave	Pedestrian-Scale Lighting	Ped lighting		0.37
Violeta St			Crossing Facilities	High Visibility Mid-Block Crossing	1	
Violeta St			Crossing Facilities	Advance yield sign	2	
Violeta St	Amapola Ave		Transit Stop Amenities	Transit stop amenities		
Violeta St	Highway 118	Campanula Ave	Traffic Calming	Traffic calming		0.46
Violeta St	Campanula Ave		Curb Treatments	Curb extension	1	
Violeta St	Alelia Ave		Traffic Calming	Mini Traffic Circle or Chicane	1	
				TOTAL	**53**	**2.87**

BENEFITS OF IMPLEMENTATION

Expanding the network of pedestrian facilities and bikeways brings Saticoy closer to achieving the goals described in Chapter 2 of this Plan. Implementing the recommended projects could have the following impacts:

- Collision Reduction: Reduce the number of severe and fatal collisions by 2040
- Environmental: Reduce air pollution from cars due to more people biking and walking
- Equity: Reduce household transportation costs and improve mobility options for vulnerable populations
- Mode Shift: Increase the share of people walking and biking to work by 2040
- Public Health: Increase the proportion of the population meeting recommended levels of physical activity and reduce the risk for and prevalence of obesity and chronic diseases (e.g., cardiovascular disease, type 2 diabetes, cancer)

SUPPORT FACILITIES

Bicycle Parking

Using data and recommendations highlighted in this Plan, County Public Works and Planning will work to review (and update if necessary) our bicycle parking requirements as best practices and types of bike parking continue to evolve. County Planning and Public Works will also work with partner agencies, large employers, and businesses to ensure bicycle parking is implemented throughout the community. While public entities may lack the authority to install bicycle parking on private rights-of-way, Saticoy will partner with school districts, transit providers, and private property owners to install and retrofit bicycle parking at existing and new destinations as needed.

Bike corrals provide ideal short-term parking near businesses.

Pedestrian-Scale Lighting

Although many streets include lighting for vehicle traffic, few include lighting with frequent lampposts at low height that illuminate the walking area. Pedestrian-scale lighting not only increases visibility of pedestrians for drivers at night, it contributes to a more comfortable and inviting streetscape for people walking. Pedestrian-scale lighting is typically designed to illuminate only the areas needed and to be no brighter than necessary.

County Public Works will seek funding opportunities to provide lighting, including establishment of an assessment district to fund electrical service. Discretionary development will be required to install lighting.

Amenities

Street trees and sidewalk/trail furnishings (such as benches, shade structures, restrooms, water fountains, and trash receptacles) contribute to a cleaner, more comfortable, and more pedestrian-oriented public realm. These elements not only encourage the activation of our sidewalk and trail networks, they contribute to a more accessible pedestrian network for all residents. Older people and those with mobility impairments will benefit from frequent places to stop and rest. The SAP provides specific guidance on the implementation of street trees using discretionary development. The SAP does not provide specific guidance for other amenities.

In addition to standalone pedestrian-scale lighting, street lights can be fitted to include pedestrian-scale fixtures that illuminate the walking area, while higher, vehicle-scale street lights illuminate the roadway.

Shade, benches, and lighting increase comfort on trails.

Following adoption of this Plan, County Public Works and Planning will identify and pursue opportunities to provide amenities near local businesses, transit stops, and along trails in the community.

Trees, landscaping, and benches enhance the pedestrian experience.

Green Infrastructure

Green infrastructure is an approach to water management that protects, restores, and simulates the natural water cycle by capturing, filtering, and slowing stormwater. This improves water quality, recharges groundwater resources, provides opportunity for water storage and reuse, and decreases the burden on traditional gray infrastructure systems.

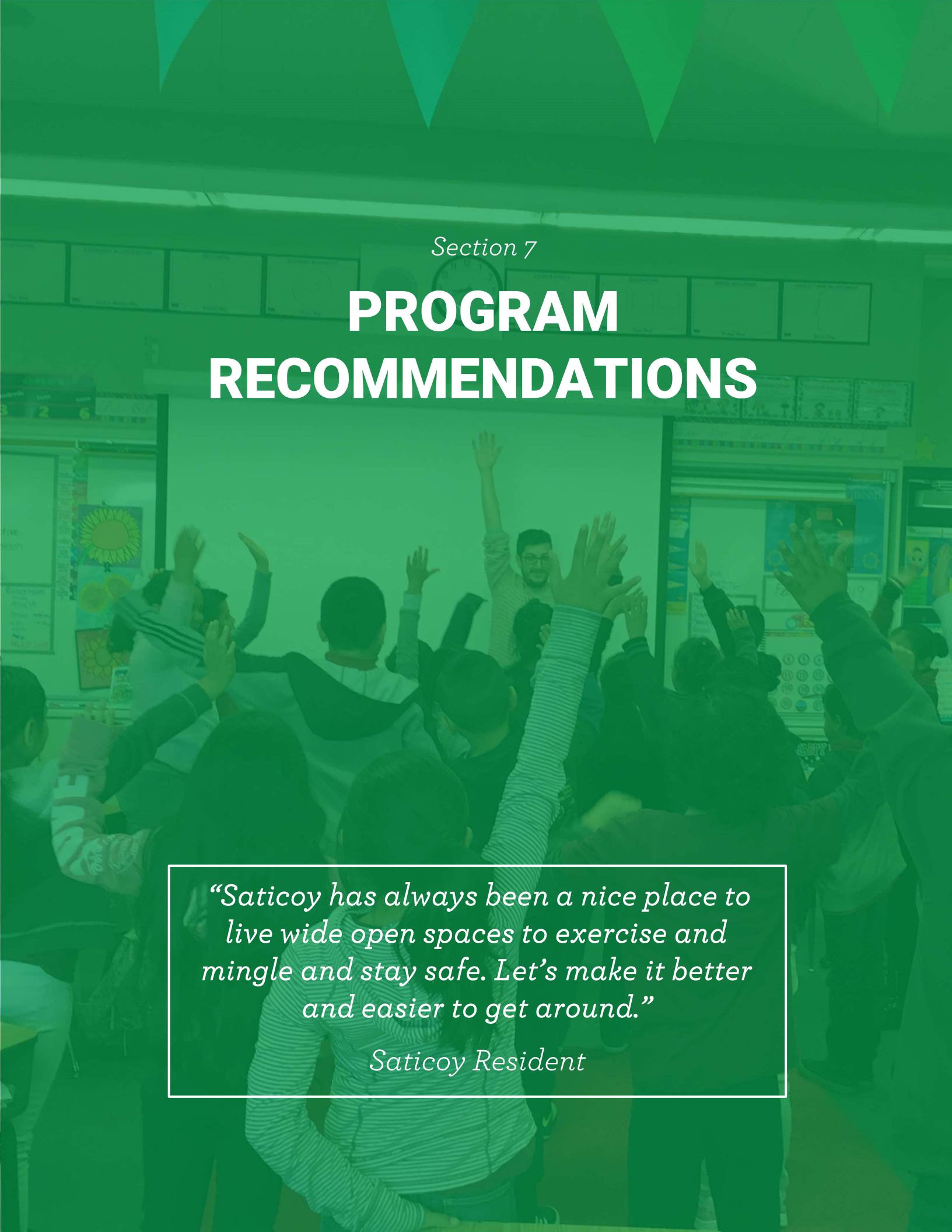
Rain gardens and bioswales help capture and filter stormwater, recharging our aquifers and improving the quality of our waterways.

Green infrastructure is effective, economical, and provides a multitude of benefits to people and wildlife. Green Infrastructure strategies incorporate both the natural environment (forests, wetlands, and other open spaces) and engineered systems (bioswales, rain gardens, tree root vault systems, and pervious paving). Bioswales, for example, manage water runoff from a paved surface and reduce the risks of erosion or flooding of local streams and creeks. Plants in the swale trap pollutants and silt from entering a river system.

Plant material provides a wide array of co-benefits beyond water management. Trees, for example, help reduce greenhouse gases, aid in carbon sequestration, increase urban habitat, and provide shade. In fact, trees are estimated to cool surface temperatures by as much as 45 degrees Fahrenheit, a differential that help keep walking and biking on our trails a pleasant experience even in the summer.

Bulb-outs, planted bikeway buffers, and landscaped areas adjacent to sidewalks and Class I paths present ideal locations for green infrastructure. The County will take advantage of these opportunities and install green infrastructure where feasible. The County will also consider utilizing permeable paving for new facilities or facilities requiring re-paving, especially where facilities are adjacent to waterways or parks. Implementation of Green Amenities should follow guidelines

outlined in the 2015 Saticoy Area Plan, when applicable. For example, the SAP provides guidance on implementation of tree wells for discretionary development.



Section 7

PROGRAM RECOMMENDATIONS

"Saticoy has always been a nice place to live wide open spaces to exercise and mingle and stay safe. Let's make it better and easier to get around."

Saticoy Resident

7. Program Recommendations

Education, encouragement, engagement, and promotional programs will help people of all ages and abilities realize the full potential of Saticoy's new and recommended active transportation network. These types of programs help people learn how to use our roads safely, whether traveling as a pedestrian, in a vehicle, or on a bicycle.

The programmatic recommendations in the plan aim to improve safety, strengthen wayfinding, increase access to bicycling and walking, and encourage community and economic development. Together these efforts can help make riding or walking in our community a safer, easier, and more enjoyable experience for more people. The programs will help to increase the visibility of people who ride or walk, communicate that all road users are expected to look out for each other no matter how they travel, create safer streets, and develop a common understanding of traffic safety. The programs will also reach out to new audiences to help people understand the rules of the road and share a vision of biking and walking as a fun, healthy, community-building activity.

Programs complement engineering improvements, helping to ensure that people of all ages and abilities feel comfortable and confident when walking or biking.

Research shows that adopting and maintaining new behaviors related to walking and bicycling is a process that involves changing the way we relate to each other on our streets and how we choose to travel. This process depends on policies that support comfortable and safe active transportation, provide access to basic information about riding and walking opportunities, and teach people about new travel options.

Altogether, the programs recommended here complement engineering investments by encouraging more people to walk and bike more often, educating all roadway users to enhance

pedestrian safety, and addressing both perceived and real personal safety issues. During the development of this Plan, stakeholders provided input on how programs can support active transportation in their communities (see Table 6). The County used community feedback alongside data to develop the following programmatic recommendations.

Table 6. Public Input Guiding Programmatic Recommendations

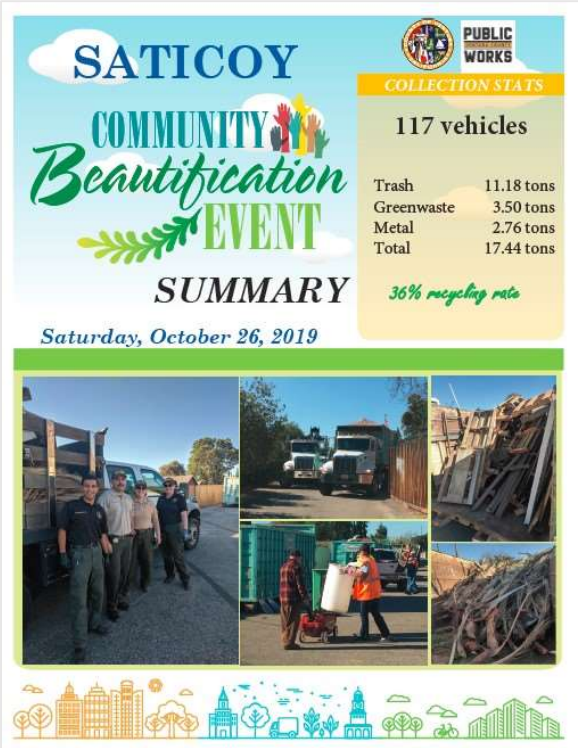
What We Heard	What We Propose
Students do not have adequate routes to safely walk or bike to school	Make SRTS a priority Expand upon County SRTS efforts so that all students not only have safe and comfortable routes to walk and bike to school, but feel confident and encouraged to do so. *(The County has completed 12 out of 47 schools)*
It is unsafe as vehicles speed and make unsafe turning movements	Make Education a priority To complement engineering improvements, County Public Works will work to deter speeding and increase compliance with stop signs through education, signage, and safety campaigns. Safety courses will help educate all roadway users (including motorists, cyclists, and pedestrians), and people of all ages and abilities (including children, older adults, novice cyclists and walkers).
There is a lack of shade and landscaping	Make it Green The community participates in clean-up efforts; County Public Works should create a community greening/planting program. The County could look to partner with local non-profits like the Sierra Club and community-based organization like BikeVentura and local nurseries to identify innovative and community-driven ways to green the community.

CONTINUE EXISTING PROGRAMS

The County will continue to develop and support the following existing programs in our community, helping us achieve our safety and equity goals by educating the public about the new and recommended network and encouraging people of all ages and abilities to bike or walk for any trip purpose.

Community Beautification Event

County Public Works staff, working with Supervisor Bennett's office, participated in the Community Beautification Event to clean up and beautify the community. They collected small to large items of trash, green waste, metal and other items.



Flyer from Beautification event in Saticoy

Safe Routes to School

Safe Routes to School (SRTS) programs have many goals including:

- Teaching students the rules of the road, so they are more prepared to navigate their community via active transportation and eventually become safe drivers;
- Encouraging active modes of getting to school, which will help students arrive at school more alert and ready to learn;
- Decreasing the prevalence of childhood obesity through increased physical activity; and
- Reducing traffic congestion around schools and cut-through traffic on residential streets due to school drop-off and pick-up.
- A SRTS Resource Manual that guides schools on building successful SRTS programs; a SRTS Action Route Map that outlines methods for implementing a SRTS program; and educational, encouragement, trainer/teacher, and evaluation materials.[25]

Ventura County has performed SRTS studies for 12 of the 47 school within the County. The County is committed to continuing and expanding upon the efforts of the existing SRTS program and can do so by:

[25] These resources can be found on LA Metro's website at: www.metro.net/ projects/srts-manual/

- Seeking additional funding in the future to expand the program efforts and supporting overall program growth
- Updating existing Suggested Routes to School maps and redistributing to district schools as new infrastructure improvements are implemented
- Evaluating participation in programs, such as Walk to School Day, using national best practices for SRTS program evaluation
- Continuing to implement local SRTS plans and to update regularly

PROGRAM TOOLKIT

To further advance the goals of this Plan, the County will work towards implementing the following new programs to help encourage active transportation in our community. While the County is responsible for the implementation of this Plan, several of the programs are an opportunity to work with external stakeholders such as community members, community-based organizations, school districts, neighboring jurisdictions, and transit providers to develop and implement programs.

Tree Plantings

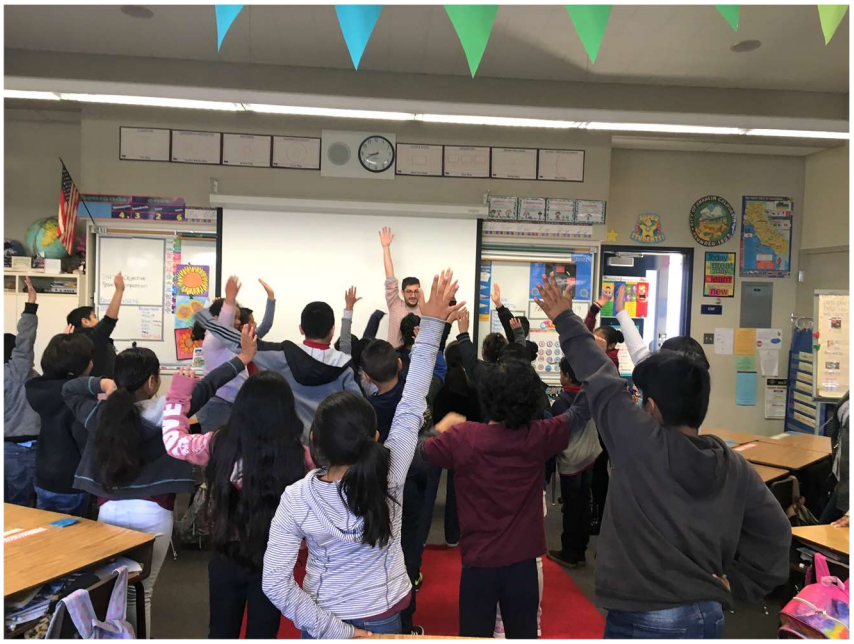
To augment the City's limited resources and accomplish community goals of clean, shaded streets, the County can leverage volunteer groups and community support with community tree plantings, and other beautification efforts. Such programs could involve a partnership between the City and community-based organizations or corporate sponsors, especially to provide ongoing care for new trees and other plantings.

Tree planting efforts can coincide with national celebrations such as Earth Day or Arbor Day.

Education Classes

Bicycling education for adults can build confidence and improve safety by incorporating both presentations and on-bike practice covering rules of the road and safe bicycling skills. The League of American Bicyclists offers multiple curricula that can be taught by League Certified Instructors in the area.[26] Additionally, the County should look to ways to work with local community-based organizations like Bike Ventura and Channel Islands Bike Club for assisting in potentially leading classes and programs that teach people to bike on city streets safely, how to maintain their bike, and bicycling etiquette. The County can support these efforts by funding classes or providing meeting space or other in-kind donations to support education opportunities.

While the aforementioned classes tend to be better for adults or teenagers, younger children can benefit from in-classroom education related to safe walking and bicycling. As part of school



Education programs for safe walking and biking should include people of all ages.

[26] More information on the League of American Bicyclists courses is available at bikeleague.org/ridesmart.

curriculum in Saticoy students should learn basic traffic laws and safety rules in addition to incorporating lessons across biology, earth science, math, and art that focus on the benefits of active transportation.

Safe Routes for Seniors programming could include safety courses, transit trainings, and fitness challenges.

Safe Routes for Seniors

A program providing active opportunities for older adults in Saticoy could foster healthy aging and longer years of independent living. A Safe Routes for Seniors program develops tools and services to help seniors find ways to meet their transportation needs through trips that primarily include walking and transit, both by bus or light rail. Developing programs that include group walks geared towards seniors will also encourage social bonding. The program can include key awareness topics such as education for drivers to pay particular attention to senior pedestrians and specific improvements such as increasing crossing time in areas that experience a high number of seniors walking. Feedback received from the program can inform future infrastructure improvements that further address needs of older adults.

Bicycle and Pedestrian Safety Campaign

As part of the Take the Friendly Road campaign, Santa Monica residents were given yard signs to encourage motorists to drive slowly and safely throughout the city.

Bicycle and pedestrian safety campaigns encourage all road users to abide by local laws and to be courteous to other users. They can be targeted at just one user type (e.g., motorists) or at multiple users. Local resources for conducting a public awareness campaign can be maximized by assembling a group of local experts, law enforcement officers, business owners, civic leaders, and dedicated community volunteers. These stakeholders can assist with successful safety campaign goals based on the local concerns and issues. It may be necessary to develop creative strategies for successful media placement in order to achieve campaign goals.

Campaign materials can include posters, bus shelter ads, banners, yard signs, spoke cards, and more. These campaigns should be deployed regularly to promote an attitude of roadway safety and awareness. The County could also consider coordinating these efforts with the Southern California Association of Governments (SCAG) *Go Human* campaign, which provides existing materials to member agencies.

Bicycle and Pedestrian Wayfinding

Wayfinding systems help people biking and walking navigate to community destinations such as transit stations, parks, libraries, schools, and business districts. They can also serve as an encouragement program by providing walking or biking time to destination information, helping people orient themselves, and encouraging the discovery of new places or services. Wayfinding can also be used to highlight the local identity of a community.

Quick-build wayfinding can take the form of these temporary signs to encourage residents and visitors to walk more to key destinations.

County Public Works and Planning can engage communities in a collaborative design process to develop wayfinding that has unifying characteristics Countywide but allows neighborhood customization along specific routes. To do so, the County can work with community members and local organizations to develop wayfinding signage that incorporates community identity.

To provide a low-stress experience, sometimes bike facilities are shifted off of high stress roads onto parallel routes. When bikeways change designations, it is not always clear how to navigate to the nearest route. Saticoy can evaluate wayfinding needs where low-stress bikeways end and install wayfinding to nearby or parallel routes.

Neighborhood Bike Stops

Numerous locations throughout Saticoy could benefit from enhanced bike parking. Additionally, there is a lack of other amenities like bike self-repair/fix-it stations. Being able to fix bikes and have access to water in a secure and welcoming place would allow residents and visitors to engage in outdoor physical activity more frequently and more comfortably. The County can add bicycle fix-it stations and hydration stations to various key destinations in Saticoy. For example, the Saticoy Community Center, Library and Boys & Girls Club would be ideal locations for a neighborhood bike stop as they are secure and welcoming presences in the community. Bike Ventura could help support the program as they already participate in free and paid bike services.

Open Streets and Demonstration Projects

Open streets events temporarily close streets to car traffic, allowing people to use the streets for activities like walking, bicycling, skating, and other social and physical activities. These events are great for bringing the community together and promoting transportation options and public health. Open streets events are also excellent at building community; they bring together neighborhoods, businesses, and visitors alike. These do not have to be the size or scale of a CicLAvia event, even small streets closures can encourage community-building and help promote active transportation.

An ongoing open streets event, CicLAvia allows people to enjoy car-free streets throughout Los Angeles.

Open streets events and demonstration events can also serve as tools to engage with the public about how their roadways can better serve their needs. For example, the County can use open streets events as an opportunity to demonstrate new infrastructure ideas such as traffic circles or separated bicycle lanes. They provide an opportunity for the County to directly engage with residents and local businesses and receive feedback on new ideas at the moment people are experiencing their streets and community in a new way.

Demonstration projects can also be done as standalone events (i.e., without an open street event). Unlike open streets events, demonstration projects typically maintain vehicle access so community members are able to experience how an existing roadway could function with projects such as new crossings, bike lanes, and more. Demonstrating potential future projects enables the County to work with local stakeholders to test out infrastructure ideas for a day or a few weeks to inform permanent projects.

County Public Works and Health Department can partner with neighboring jurisdictions, local stakeholders, and regional agencies like VCTC, and SCAG to plan and implement open streets events and demonstration projects.

SCAG's Go Human *demonstration kit allows cities to test out design ideas, such as parking-protected Class IV separated bikeways.*

Section 8

IMPLEMENTATION

"I use a scooter, the sidewalks are dangerous. I never paid attention until this year when I became injured"

Saticoy Resident

8. Implementation

This chapter provides a roadmap for achieving the vision and goals established at the beginning of the Plan by outlining a prioritization strategy, cost estimates, maintenance, and funding sources. The County is responsible for the implementation of active transportation infrastructure projects within the Saticoy boundaries. Programs to encourage walking, bicycling, and using other active modes or to provide safety education are the responsibility of County departments and of regional agencies such as VCTC. Additionally, a safer and more active Saticoy is not possible without the involvement of community members, as our residents have invaluable local knowledge about the streets in our community. As the County moves forward with the implementation of active transportation projects, additional community engagement and outreach will be essential.

The County commits to regularly evaluating how well performance measures set forth in this Plan are met, and whether the many recommendations established in this Plan still meet the needs of our residents and visitors. All projects will be implemented following the SAP street classifications. Sidewalks and crossings, as well as other amenities, will be implemented per the SAP. The recommendations will be implemented primarily using discretionary development per the SAP as well as grant funding as applicable. Additionally, for any pedestrian lighting recommendations, County Public Works will seek funding opportunities to provide lighting, including establishment of an assessment district to fund electrical service. Discretionary development will be required to install lighting.

In addition, the recommendations in this Plan should be re-evaluated at least every five years to ensure that these still constitute best practices and reflect Saticoy's long-term vision for a safer and more active community.

ADMINISTRATION

CEQA

The California Environmental Quality Act (CEQA) provides a process for evaluating the environmental effects of plans or applicable projects undertaken or approved by public agencies. Active Transportation Plans, such as this one, are generally exempt from the CEQA process and do not require an Environmental Impact Report (EIR). Under CQEA Guidelines, Section 15262, the Saticoy Active Transportation Plan meets the definition of a Feasibility or Planning Study.

When implementing this Plan, specific projects that do not significantly alter land, water, or vegetation (e.g., striping bikeways or crosswalks) are also exempt from the environmental review process. For pedestrian and bicycle facilities that are not exempt from CEQA review but are initially shown to not have a significant impact on the environment, the County can file either a Negative Declaration or a Mitigated Negative Declaration when legally appropriate and applicable. When implementing specific infrastructure projects, jurisdictions should consult CEQA guidelines for further information.

Active Transportation Plan Compliance

The Active Transportation Program (ATP) is a Caltrans program with specific requirements for bicycle and/or pedestrian plans. Although Plans are no longer required to comply with the ATP guidelines in order to receive Caltrans funding, it is strongly recommended that communities have an approved Plan prior to applying for implementation funds. This Saticoy Active Transportation Plan is in compliance with ATP guidelines as shown in Appendix A.

PRIORITIZATION FRAMEWORK

To guide implementation, a prioritization framework was developed to evaluate proposed bicycle and pedestrian projects using the criteria outlined in Table 7. These criteria include safety, addressing barriers, ensuring facilities serve areas of high need, improving access to schools and other key destinations, and findings from public input. For each criterion, projects received an individual score; a composite score was developed based on the sum of all seven factors evaluated. This was developed and refined through the public engagement process and is unique to the Saticoy Active Transportation Plan.

The County has a Bike Lane Prioritization Criteria (Table 8) and a Pedestrian Facility Improvement Prioritization Criteria (Table 9). These prioritization criterions were applied to the recommended bicycle and pedestrian project to create a composite score for each project. The County Bike Lane Prioritization Criteria was created specifically for Class II bike lanes, so considerations had to be applied to use the criteria to score all types of bikeways. Similarly, the Pedestrian Facility Prioritization Criteria was developed for sidewalk projects, so it is important to consider how to apply those criteria to signage and crosswalk painting projects. The application and creation of the two separate prioritization lists for each modes that will allow the County the flexibility to utilize either prioritization framework to implement the recommended projects.

This methodology enables the County to identify priority projects and phase the implementation of projects over the years. Some projects can also be implemented as part of routine roadway maintenance programs. Furthermore, the prioritization criteria are aligned with the State's Active Transportation Program grant criteria, which is the primary source of state funding the County pursues for pedestrian and bicycle infrastructure.

Table 7. Prioritization Criteria

Criteria	Measure	Points
Safety	Within 500 feet of 4+ pedestrian-/bicyclist-involved collisions or 1 pedestrian/bicyclist fatality = 15 points	0, 5, 10, 15
	Within 500 feet of 2-3 pedestrian-/bicyclist-involved collisions = 10 points	
	Within 500 feet of 1 pedestrian-/bicyclist-involved collision = 5 points	
Regional Significant Project	Projects identified as Regionally Significant by partner agencies and community members.	0, 10
Equity	Projects that are located within a disadvantaged community, as defined by CalEnviroScreen 3.0. Points are based on the CES Percentile (0-100%): 0-9% = 1 point; 10-19% = 2 points, etc.	1 - 10
Destination Accessibility	Within 500 feet of a park or school. Points are based on number of destinations within 500 feet, up to 10 destinations.	0 - 10
Community-Identified Need	Projects that were identified through multiple engagement efforts with unique stakeholders.	0 - 10
Cost	Projects that are lower cost will generally present fewer barriers to implementation, and thus receive more points based on this threshold: Low = 10 points, Medium = 5 points, High = 0 points	0, 5, 10
Ease of Implementation	Projects that require minimal infrastructure present fewer barriers to implementation, and thus receive more points based on this threshold: Easy = 10 points, Somewhat Easy = 5 points, Not Easy = 0 points	0, 5, 10
	Maximum Possible Points	**75**

Table 8. County Bike Lane Prioritization Criteria

County of Ventura
PWA-TD

Prioritization Criteria for Other Bike Lanes									
Category		Description	Max Points	High	Points	Medium	Points	Low	Points
Safety & Comfort	Roadway Speed	Posted Speed Limits and/or designated speed limit for that roadway.	45	> 45 mph	10	30-45 mph	7	<30 mph	5
	Travel Lane Width	Width of travel lanes based on in-house records.		10 ft or less	10	11 ft	7	12 feet or greater	5
	Collisions involving a bicycle (in last 3-years)	Collisions involving a bicycle and motorist based on collision database maintained by PWATD.		>3 collisions	10	2-3 collisions	7	1-2 collisions	5
	Average daily bicycle counts	STRAVA Heat map, bicycle counts, and/or other method.		TBD	10	TBD	7	TBD	5
	Average daily vehicle traffic counts	Average daily vehicle traffic counts based on annual traffic reports prepared by PWATD and/or estimated based on classification of roadway.		>5,000	5	2,000-5,000	3	<2,000	2
Route Readiness	Constructability	See description below.	30	Cat B	15	Cat C1	10	Cat C2	5
	Connectivity to Existing Bike Lanes	Connectivity to existing bike lanes within the County and City Jurisdictions.		< 1 mile	5	1-3 miles	3	>3 miles	2
	Identified in a Bike Plan(s) (SMP, BWP)	Project identified in the Ventura Countywide Bicycle Master Plan and/or Bicycle Wayfinding Plan.		Both BWP & BMP	10	BWP BMP	6 4	None	0
Sustainability & Economic Benefit	Population density	Based on land use designation where the bike route begins and ends.	20	Urban	5	NA	NA	Rural	3
	Connect to other modes (bus, train)	Bike Route connects to existing transit facilities such as bus stops and rail services.		yes	5	NA	NA	No	0
	Connectivity to Points of Interest (POI) within 2 miles (schools, libraries, businesses.)	Route provides connectivity to public facilities, recreational areas, and businesses.		> 6 facilities	10	3 or 6 facilities	7	<3 facility	5
Partnership	Community Support received from various entities (not individuals) such as cycling clubs, schools, cities, etc.	Support received from cycling clubs, schools, adjacent cities, businesses, and other groups supporting bike lanes along the proposed route.	10	5	10	4-2	5	1	3
Funding Leverage	Existing Federal/State/Local Funding	Projects that currently have funds allocated for design and/or construction phase.	10	Yes	10	NA	NA	No	0
	Total		**115**						

Updates to Priority Criteria

Cat B -Majority of existing unpaved shoulder meets minimum width to construct Class II bike lanes.
Cat C1- The existing roadway has narrow shoulders with roadside drainage ditches, utilities, tree obstructions and road realignment may be required.
Cat C2 - In addition to the above challenges for C1, it will also involve major drainage improvements and may impact agricultural land use.

Table 9. County Pedestrian Facility Improvement Prioritization Criteria

County of Ventura
PWA-TD

Prioritization Criteria for Pedestrian Facility Improvement Projects									
Category		Description	Max Points	High	Points	Medium	Points	Low	Points
Safety & Comfort	Roadway Speed	Posted Speed Limits and/or designated speed limit for that roadway.	35	> 45 mph	10	30-45 mph	7	<30 mph	5
	Pedestrian related collisions	Collisions involving a pedestrian, based on collision database maintained by PWATD within the past 10 years.		Non-intersection collisions when not crossing the street	10	Uncontrolled Intersection collisions	7	Any other collisions	5
	Average pedestrian counts	Pedestrian counts, school information and/or other method.		TBD	10	TBD	7	TBD	5
	Average daily vehicle traffic counts	Average daily vehicle traffic counts based on annual traffic reports prepared by PWATD and/or estimated based on classification of roadway.		>5,000	5	2,000-5,000	3	<2,000	2
Needs Assessment	School walking zones	Project limits near a school walking route.	45	<0.25 mile	10	0.25 -0.5 mile	7	0.5 - 1.0 mile	5
	Gap Closure	Closure of sidewalk gaps.		Within 2 blocks	10	Within 3 blocks	7	Within 4-5 blocks	5
	Land Use	Based on land use designation within project area.		Urban/ Residential/ mixed use	10	Urban Residential	5	Rural Residential	2
	Connectivity to Points of Interest (POI) or other modes of transportation	Route provides connectivity to public facilities, library, recreational areas, and businesses within 0.5 mile radius (excluding schools).		> 2 facilities	10	2 facilities	7	1 facility	5
	Disadvantaged Community	Project is located within Disadvantaged Community.		Yes	5	N/A	N/A	No	0
Partnership	Community Support received from schools, residents, local businesses, and MAC/HOA's.	Support received from schools, residents, local businesses, and MAC/HOA's.	5	Support	5	Neutral	3	Oppose	0
Constructability	Constructability	Design and Construction complexity to successfully construct pedestrian improvements within the project area.	10	Majority of project within ROW/drainage improvements not required.	10	Moderate drainage improvements and/or utility relocations.	5	Significant ROW acquisition, utility relocation, and/or drainage improvements	1
Funding Leverage	Existing Federal/State/Local Funding	Projects that currently have funds allocated for design and/or construction phase.	5	Yes	5	NA	NA	No	0
	Total		**100**						

The prioritization lists act as guides to implementation for the County. When funding sources become available, the County will take all available opportunities to propose the most competitive projects. Should opportunities arise to complete projects on lower tiers of the prioritization list, they will be taken. For example, if a new development is required to provide a public benefit along these corridors, proposed bikeways or sidewalks can be considered as an option. If the County plans to repave a corridor that has a recommended bikeway or pedestrian project in this Plan, the County will explore ways to install facilities as the street is repaved.

Using the Bicycle Criteria created for the ATP, bicycle projects were given one of three priorities:

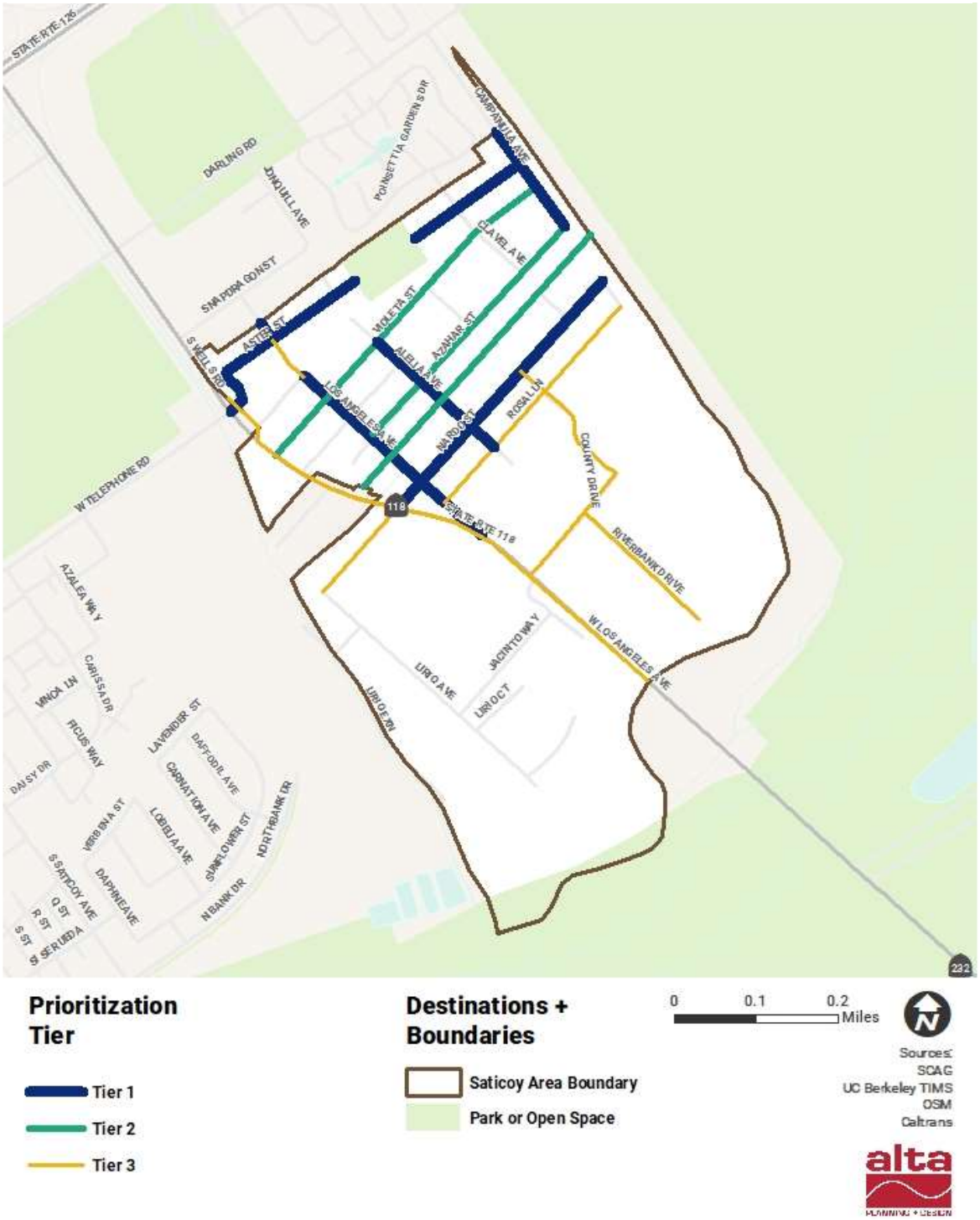
- **Tier 1: High Priority/Immediate Projects.** These are projects that the County will actively identify funding for and dedicate resources to planning and implementing in the short-term. Timelines for outreach, and identification of funding sources will be a high priority and immediate next step. The Tier 1 projects are lower-scale and cost will be considered for immediate implementation in the coming fiscal years. These projects can typically be done with County funds such as bike lanes or bike routes which only require striping and signage.
- **Tier 2: Strategic Long-Term Projects.** These are projects that the County will maintain as priority projects, in the event that funding sources (such as grant and developer impact fees) become available. The County's repaving plan will also take these projects into account as street repaving plans are implemented. While these projects are identified by the community as high-priority, their need for outside funding or additional engineering work make them more difficult to implement and fund. These projects are necessary and need to be implemented with the Tier 1 projects to strengthen the network and address gap closures.
- **Tier 3: Other Projects.** These are projects that the County will pursue longer-term. In many cases these are high-cost and hard to implement projects, requiring significant coordination and resources. In some cases, the projects are regionally significant and community identified but they are not within the County's right-of-way e.g. Highway 118/Wells Road. The projects outside of County right-of-way require an outside agency to implement, making them more challenging to implement. The County will work to develop these projects in order to close network gaps and improve biking and connecting to transit for residents of Saticoy.

Using the Pedestrian Criteria created for the ATP, pedestrian projects were also given one of three priorities but the priorities have a different definition due to the number of pedestrian project and

the scale of the projects. In general, the projects scoring within the highest third of all bicycle or pedestrian projects were selected as Tier 1; projects scoring in the middle third are Tier 2; and projects in the lower third are Tier 3:

- **Tier 1: High Priority Projects.** These are projects that the County will actively seek funding for and dedicate resources to planning and implementation in the immediate years. Timelines for outreach, and identification of funding sources will be a high priority and immediate next step. The Tier 1 projects that are lower-scale and cost will be considered for immediate implementation in the coming fiscal years.
- **Tier 2: Priority Projects.** These are projects that the County will maintain as potential projects, in the event that funding sources (such as developer impact fees) become available. The County's repaving plan will also take these projects into account as street repaving plans are implemented. These projects may be combined with Tier 1 projects to strengthen the network and gap closure portions of grant applications, and to complement other projects.
- **Tier 3: Other Projects.** These are projects that the County will pursue longer-term. However, should the County have the opportunity to implement projects from any of the three tiers, the County will work to develop these projects in order to close network gaps and improve walking and connecting to transit.

Figure 15. Recommended Bicycle Projects by Prioritization Score



Prioritized Bicycle Projects

Figure 15. Recommended Bicycle Projects by Prioritization Score shows the recommended bicycle projects throughout the Saticoy based on prioritization score. The following tables list Tier 1, 2, and 3 projects among the recommended bikeways, including planning-level cost estimates.

Table 10. Recommended Bicycle Projects Including Length and Estimated Costs: Tier 1

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Aster St	Highway 118	Saticoy Park	Bicycle Lane (Class II)	0.26	Low	49
Alelia Ave	Violeta St	Rosal Lane	Bicycle Route (Class III)	0.19	Low	48
Los Angeles Ave	Violeta St 500 feet north	Nardo St	Bicycle Route (Class III)	0.19	Low	47
Nardo St	Highway 118	Campanula Ave	Bicycle Lane (Class II)	0.38	Low	44
Los Angeles Ave	Nardo St	Highway 118	Bicycle Route (Class III)	0.10	Low	41
Aster St	Saticoy Park	Campanula Ave	Bicycle Route (Class III)	0.16	Low	40
Campanula Ave	North Community Limit	Azahar St	Bicycle Route (Class III)	0.14	Low	39
Los Angeles Ave	Community Limit	Aster St	Bicycle Route (Class III)	0.02	Low	37
			TOTAL	**1.44**		

Table 11. Recommended Bicycle Projects Including Length and Estimated Costs: Tier 2

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Violeta St	Highway 118	Campanula Ave	Bicycle Boulevard (Class IIIB)	0.46	High	35
Azahar St	Los Angeles Ave	Campanula Ave	Bicycle Boulevard (Class IIIB)	0.35	High	35
Santa Paula Branch Line	West Community Limit	East Community Limit	Shared-Use Path (Class I)	0.41	High	34
			TOTAL	**1.22**		

Table 12. Recommended Bicycle Projects Including Length and Cost Estimates: Tier 3

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Rosal Ln	Los Angeles Ave	Campanula Ave	Bicycle Route (Class III)	0.32	Low	32
County Dr	Nardo St	Highway 118	Bicycle Route (Class III)	0.34	Low	32
Nardo St	Lirio Ave	Highway 118	Bicycle Lane (Class II)	0.14	Low	31
Highway 118	North Community Limit	South Community Limit	Separated Bikeway (Class IV)	0.64	High	28
Los Angeles Ave	Aster St	Saticoy Wash	Shared-Use Path (Class I)	0.06	Medium	27
Riverbank Dr	County Dr		Bicycle Route (Class III)	0.19	Low	27
			TOTAL	**1.69**		

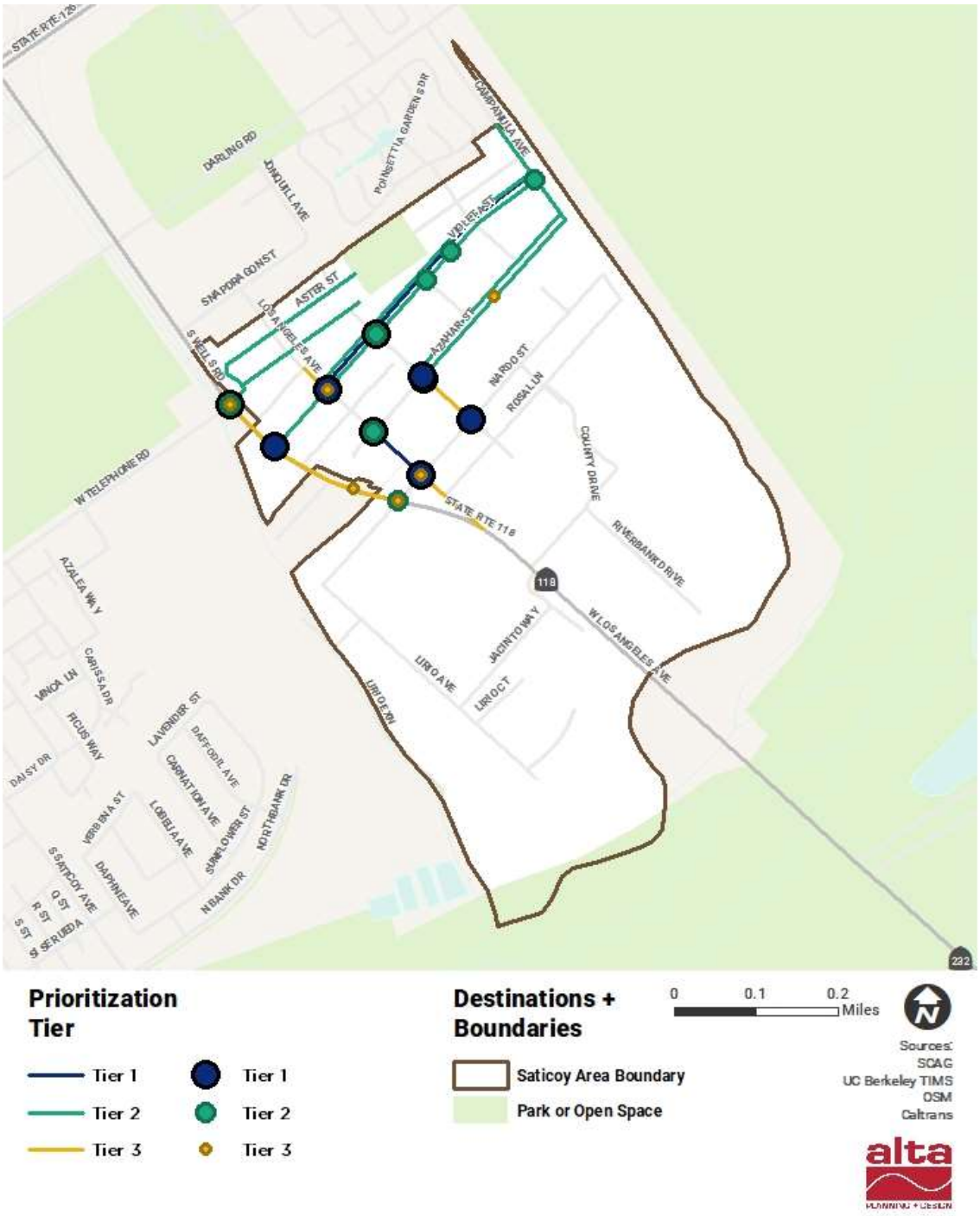
Table 13 Ventura County Bike Lane Project Prioritization List provides a composite score for each of the recommend bicycle projects. The score by category can be found in Appendix G. The list is sort by highest scoring project to lowest scoring project.

Table 13. Ventura County Bike Lane Project Prioritization List

Corridor	From	To	Facility Type	Priority Score
Highway 118	North Community Limit	South Community Limit	Separated Bikeway (Class IV)	60
Violeta St	Highway 118	Campanula Ave	Bicycle Boulevard (Class IIIB)	54
Aster St	Highway 118	Saticoy Park	Bicycle Lane (Class II)	52
Los Angeles Ave	Violeta St 500 feet north	Nardo St	Bicycle Route (Class III)	52
Santa Paula Branch Line	West Community Limit	East Community Limit	Shared-Use Path (Class I)	52
Azahar St	Los Angeles Ave	Campanula Ave	Bicycle Boulevard (Class IIIB)	49
Aster St	Saticoy Park	Campanula Ave	Bicycle Route (Class III)	47
Alelia Ave	Violeta St	Rosal Lane	Bicycle Route (Class III)	45
Nardo St	Highway 118	Campanula Ave	Bicycle Lane (Class II)	45
Los Angeles Ave	Nardo St	Highway 118	Bicycle Route (Class III)	45
Campanula Ave	North Community Limit	Azahar St	Bicycle Route (Class III)	45
Los Angeles Ave	Community Limit	Aster St	Bicycle Route (Class III)	45
Riverbank Dr	County Dr		Bicycle Route (Class III)	45

Corridor	From	To	Facility Type	Priority Score
Nardo St	Lirio Ave	Highway 118	Bicycle Route (Class III)	42
Rosal Lane	Los Angeles Ave	Campanula Ave	Bicycle Route (Class III)	40
County Dr	Nardo St	Highway 118	Bicycle Route (Class III)	40
Los Angeles Ave	Aster St	Saticoy Wash	Shared-Use Path (Class I)	35

Figure 16. Prioritized Pedestrian Projects



Prioritized Pedestrian Projects

Figure 16 shows the recommended bicycle projects throughout Saticoy based on prioritization score. The following tables highlight Tier 1, 2, and 3 projects among the recommended pedestrian projects, including planning-level cost estimates.

Table 14. Recommended Pedestrian Projects Including Quantity, Length, and Cost: Tier 1

Corridor	Cross Street (From)	To	Facility Category	Description	Cost Estimate	Priority Score
Alelia Ave	Violeta St		Crossing Facilities	High-Visibility Crosswalk	Low	48
Alelia Ave	Violeta St		Crossing Facilities	Advanced yield sign	Low	48
Alelia Ave	Azahar St		Crossing Facilities	High-Visibility Crosswalks	Low	47
Alelia Ave	Azahar St		Crossing Facilities	Advanced yield sign	Low	47
Los Angeles Ave	Azahar St		Crossing Facilities	High Visibility Crosswalk	Low	42
Los Angeles Ave	Violeta St		Crossing Facilities	High Visibility Crosswalk	Low	42
Los Angeles Ave	Violeta St		Crossing Facilities	Stop Sign	Low	42
Alelia Ave	Nardo St		Crossing Facilities	High-Visibility Crosswalks	Low	42
Alelia Ave	Nardo St		Crossing Facilities	Advanced yield sign	Low	42
Los Angeles Ave	Nardo St		Crossing Facilities	High-Visibility Crosswalk	Low	41
Los Angeles Ave	Nardo St		Crossing Facilities	Advance yield sign	Low	41

Corridor	Cross Street (From)	To	Facility Category	Description	Cost Estimate	Priority Score
Violeta St	Los Angeles Ave	Campanula Ave	Sidewalks & Paths	New Sidewalk and filling gaps	Medium	40
Highway 118	Aster St		Crossing Facilities	High Visibility Crosswalk	Low	38
Highway 118	Aster St		Crossing Facilities	High Visibility Crosswalk	Low	37
Los Angeles Ave	Azahar St	Nardo St	Sidewalks & Paths	New sidewalk	Medium	37

Table 15. Recommended Pedestrian Projects Including Quantity, Length, and Cost: Tier 2

Corridor	Cross Street (From)	To	Facility Category	Description	Cost Estimate	Priority Score
Violeta St	Los Angeles St	Campanula Ave	Pedestrian-Scale Lighting	Ped lighting	High	35
Azahar St	Alelia St	Campanula Ave	Sidewalks & Paths	New sidewalk and expand existing sidewalk	High	35
Saticoy Wash	Aster St	Alelia Ave	Sidewalks & Paths	Formalize walking path	Medium	34
Violeta St			Crossing Facilities	High Visibility Mid-Block Crossing	Low	33
Violeta St			Crossing Facilities	Advance yield sign	Low	33
Violeta St	Amapola Ave		Transit Stop Amenities	Transit stop amenities	Medium	33

Corridor	Cross Street (From)	To	Facility Category	Description	Cost Estimate	Priority Score
Los Angeles Ave	Azahar St		Curb Treatments	Curb ramps	Medium	32
Highway 118	Nardo St		Crossing Facilities	High Visibility Crosswalk	Low	31
Violeta St	Highway 118	Campanula Ave	Traffic Calming	Traffic calming	High	30
Violeta St	Campanula Ave		Curb Treatments	Curb extension	Medium	29
Aster St	Highway 118	Saticoy Park	Pedestrian-Scale Lighting	Ped Lighting	High	29
Azahar St	Alelia Ave	Campanula Ave	Traffic Calming	Traffic Calming	High	29
Campanula Ave	North Community Limit	Azahar St	Sidewalks & Paths	Sidewalk	Medium	29
Violeta St	Campanula Ave		Curb Treatments	Curb extension	Medium	29
Violeta St	Alelia Ave		Traffic Calming	Mini traffic circle or Chicane	High	28
Highway 118	Aster St		Signals & Beacons	Pedestrian lead interval	Medium	28

Table 16. Recommended Pedestrian Projects Including Quantity, Length, and Cost: Tier 3

Corridor	Cross Street (From)	To	Facility Category	Description	Cost Estimate	Priority Score
Los Angeles Ave	Violeta St		Curb Treatments	Curb Extension	Medium	27
Highway 118	Railroad Tracks		Crossing Facilities	Bridge/Under pass	High	17
Highway 118	Nardo St		Signals & Beacons	Pedestrian Lead Time	Medium	26
Los Angeles Ave	Nardo St		Curb Treatments	Curb ramps	Medium	26
Los Angeles Ave	Nardo St	Highway 118	Sidewalks & Paths	New Sidewalk	Medium	26
Highway 118	Aster St	Nardo St	Sidewalks & Paths	Expanding sidewalk	Medium	23
Alelia Ave	Azahar St	Nardo St	Sidewalks & Paths	Complete sidewalk gap	Medium	22
Los Angeles Ave	Saticoy Wash barrier	Violeta St	Pedestrian-Scale Lighting	Ped Lighting	High	22
Highway 118	Aster St		Crossing Facilities	Pedestrian Refuge Island	High	18
Azahar St			Traffic Calming	Chicanes	High	17
Highway 118	Nardo St		Crossing Facilities	Pedestrian island	High	16
Los Angeles Ave	Saticoy Wash Barrier	Violeta St	Sidewalks & Paths	Sidewalk	High	12

Table 17 Ventura County Pedestrian Facility Improvement Project Prioritization List provides a composite score for each of the recommend pedestrian projects. The score by category can be found in Appendix G. The list is sort by highest scoring project to lowest scoring project.

Table 17. Ventura County Pedestrian Facility Improvement Project Prioritization List

Corridor	From	To	Cross Street	Facility Type	Description	Priority Score
Violeta St	Los Angeles Ave	Campanula Ave		Sidewalks & Paths	New Sidewalk and filling gaps	62
Violeta St	Highway 118	Campanula Ave		Traffic Calming	Traffic calming	57
Violeta St	Los Angeles St	Campanula Ave		Pedestrian-Scale Lighting	Ped lighting	53
Alelia Ave	Azahar St	Nardo St		Sidewalks & Paths	Complete sidewalk gap	52
Highway 118			Aster St	Signals & Beacons	Pedestrian lead interval	52
Highway 118			Aster St	Crossing Facilities	High Visibility Crosswalk (existing legs)	52
Highway 118			Aster St	Crossing Facilities	High Visibility Crosswalk (new leg)	52
Violeta St				Crossing Facilities	High visibility Mid-Block Crossing	52
Violeta St				Crossing Facilities	Advance yield sign	52
Los Angeles Ave	Nardo St	Highway 118		Sidewalks & Paths	New Sidewalk	49
Azahar St	Alelia St	Campanula Ave		Sidewalks & Paths	New sidewalk and expand existing sidewalk	47

Corridor	From	To	Cross Street	Facility Type	Description	Priority Score
Highway 118			Aster St	Crossing Facilities	Pedestrian Refuge Island	47
Los Angeles Ave			Violeta St	Crossing Facilities	High visibility Crosswalk	47
Los Angeles Ave			Violeta St	Crossing Facilities	Stop Sign	47
Los Angeles Ave			Violeta St	Curb Treatments	Curb Extension	47
Los Angeles Ave	Azahar St	Nardo St		Sidewalks & Paths	New sidewalk	44
Highway 118			Railroad Tracks	Crossing Facilities	Bridge/Underpass	43
Alelia Ave			Violeta St	Crossing Facilities	High-visibility Crosswalk	42
Alelia Ave			Violeta St	Crossing Facilities	Advanced yield sign	42
Azahar St	Alelia Ave	Campanula Ave		Traffic Calming	Traffic Calming	42
Highway 118			Nardo St	Crossing Facilities	High visibility Crosswalk	42
Highway 118	Aster St	Nardo St		Sidewalks & Paths	Expanding sidewalk	42
Violeta St			Alelia Ave	Traffic Calming	Mini traffic circle or Chicane	40
Los Angeles Ave	Saticoy Wash barrier	Violeta St		Pedestrian-Scale Lighting	Ped Lighting	38
Highway 118			Nardo St	Crossing Facilities	Pedestrian Refuge Island	38
Highway 118			Nardo St	Signals & Beacons	Pedestrian Lead Time	37
Los Angeles Ave			Nardo St	Curb Treatments	Curb ramps	37

Corridor	From	To	Cross Street	Facility Type	Description	Priority Score
Los Angeles Ave			Nardo St	Crossing Facilities	High visibility Crosswalks	37
Los Angeles Ave			Nardo St	Crossing Facilities	Advance yield sign	37
Los Angeles Ave			Azahar St	Crossing Facilities	High visibility Crosswalk	42
Los Angeles Ave			Azahar St	Curb Treatments	Curb ramps	42
Saticoy Wash	Aster St	Alelia Ave		Sidewalks & Paths	Formalize walking path	35
Alelia Ave			Nardo St	Crossing Facilities	High-visibility Crosswalks	32
Alelia Ave			Nardo St	Crossing Facilities	Advanced yield sign	32
Aster St	Highway 118	Saticoy Park		Pedestrian-Scale Lighting	Ped Lighting	32
Azahar St				Traffic Calming	Chicanes	32
Campanula Ave	North Community Limit	Azahar St		Sidewalks & Paths	Sidewalk	32
Alelia Ave			Azahar St	Crossing Facilities	High-visibility Crosswalks	32
Alelia Ave			Azahar St	Crossing Facilities	Advanced yield sign	32
Violeta St			Campanula Ave	Curb Treatments	Curb extension	27
Violeta St	Amapola Ave			Transit Stop Amenities	Transit stop amenities	27

MAINTENANCE AND OPERATIONS

Maintaining active transportation networks is equally as important as building out the system. Keeping infrastructure in good working order enables communities to derive an ongoing return on their investment, while demonstrating the county's ongoing commitment to providing a safe and functional system for their residents and visitors.

Regular active transportation facility maintenance includes sweeping, maintaining a smooth pavement and street surface, ensuring that the gutter-to-pavement transition remains relatively flush, trash collection, and restriping.

Maintenance costs almost exclusively rely on local funding. Typical costs for maintenance activities and budget set aside for maintenance programs are listed in the tables below (Table 18).

Additional information regarding maintenance and operations of active transportation facilities can be found in Appendix C: Maintenance and Operations).

Table 18. Average Maintenance Activity Costs

Maintenance Activity	Average Replacement Value
Sidewalk Repair	$12 per square foot
Asphalt Path	$8 per square foot

FUNDING

Coordination with Other Agencies & Departments

Saticoy is part of the County of Ventura but due to its size and the existing barriers, the County will need to continue working with the City of Ventura and other cities. The County will continue to work with communities adjacent Saticoy to align priorities for projects where facilities abut other jurisdictional boundaries. The County also commits to continue integrating active transportation projects with the regional network of walkways and bikeways in partnership with county agencies and regional bodies such as VCTC. Lastly, as Caltrans is a large funding source for active transportation projects within the state, and further maintains Highway 118, the additional coordination with this agency is important.

Funding Sources

As with many jurisdictions in the region, the County relies heavily on regional, state, and federal funding sources to implement bicycle and pedestrian infrastructure projects and programs. Typically, these dollars are distributed to jurisdictions throughout California through a competitive grant process.

Transportation funding can change drastically when there are modifications to policies and new taxes and fees are adopted. In 2017, state-level funding for transportation grew through increases in the statewide gas tax and vehicle registration fee (SB 1). The California State Legislature passed these increases to address the growing backlog of roadway maintenance issues statewide, coupled with the adoption of several climate initiatives, such as cap-and-trade, which brings new revenue to the state from the sale and transfer of emission credits.

Federal transportation funding is primarily secured through grant programs run by state and regional agencies such as Metro, SCAG, and Caltrans. Federal funding is perhaps the most uncertain, as the primary federal source of funding—the gas tax—has not been raised since 1993. Federal revenue for transportation is allocated through the federal surface transportation bill, which is developed and authorized by Congress infrequently.

A list of potential funding sources and the types of projects eligible for these sources is provided in

Table 19; additional details about each funding source are available in Appendix B. Sources that the County will prioritize are highlighted with a gold star. As the funding environment is constantly changing, many of the sources identified may be discontinued or new funding opportunities may become available. County staff will remain vigilant and will adapt in order to secure funding from sources of revenue as opportunities arise.

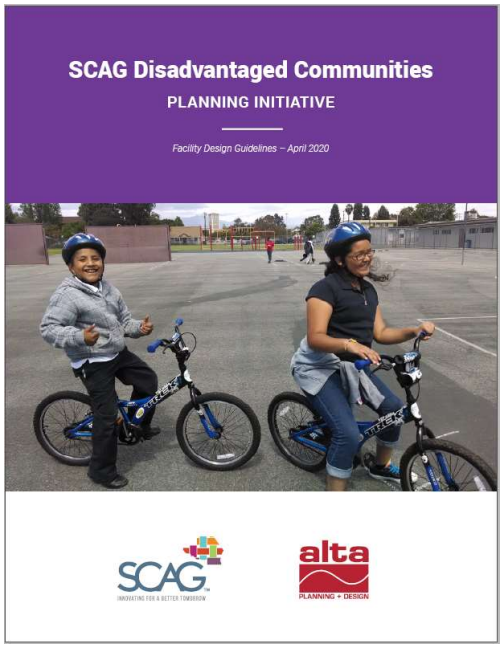
Table 19. Funding Sources

FUNDING SOURCE	On-Street Bikeways	Pedestrian Infrastructure	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Bicycle Parking Facilities	Programs	Studies
Federal Sources									
Fixing America's Surface Transportation Act (FHWA)	✓	✓	✓	✓		✓		✓	
Congestion Mitigation and Air Quality Improvement Program (FHWA)	✓	✓	✓	✓					
Bus and Bus Facilities Grant Program (FTA)	✓				✓		✓		
☆ **Highway Safety Improvement Program** (HSIP)	✓	✓		✓	✓	✓			
Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grants (USDOT)	✓	✓	✓			✓	✓	✓	
Community Development Block Grant (CDBG) Program (US HUD)	✓	✓	✓			✓			
National Priority Safety Program (NHTSA)								✓	
Our Town (National Endowment for the Arts)		✓						✓	✓
Urbanized Area Formula Program (FTA)					✓		✓		
Pilot Program for Transit-Oriented Development (TOD) Planning (FTA)					✓				✓
State Sources									
☆ **Active Transportation Program** (CTC)	✓	✓	✓	✓	✓	✓		✓	
Sustainable Transportation Planning Grants (Caltrans)									✓
Transportation Development Act Article III (SB 821, Caltrans)	✓	✓	✓	✓	✓	✓			

FUNDING SOURCE	On-Street Bikeways	Pedestrian Infrastructure	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Bicycle Parking Facilities	Programs	Studies
State Transportation Improvement Program (CTC)	✓	✓	✓			✓			
Local Partnership Program (CTC)	✓	✓		✓	✓	✓		✓	
Solutions for Congested Corridors (CTC)	✓	✓	✓			✓			
☆ **Office of Traffic Safety** (CA OTS)								✓	
Environmental Enhancement and Mitigation Funds (CA NRA)			✓						
Recreational Trails Program (CA DPR)			✓						
☆ **Affordable Housing & Sustainable Communities** (CA HCD)	✓	✓			✓	✓	✓	✓	
☆ **Urban Greening Grants** (CA NRA)	✓	✓	✓	✓	✓	✓			
Land and Water Conservation Fund (CA DPR)			✓						
Habitat Conservation Fund			✓						
Road Maintenance and Rehabilitation Program (Controller's Office)	✓	✓		✓	✓				✓
Coastal Conservancy Proposition 1 Grants (SCC)	✓	✓	✓			✓			
Regional + Local Sources									
☆ **Sustainability Planning Grant** (SCAG)				✓	✓				✓
Benefit Assessment Districts	✓	✓	✓			✓	✓		

FUNDING SOURCE	On-Street Bikeways	Pedestrian Infrastructure	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Bicycle Parking Facilities	Programs	Studies
Community Facilities Districts or Mello-Roos	✓	✓	✓			✓			
Enhanced Infrastructure Financing District (EIFD)	✓	✓	✓			✓			
Private Sources									
Community Grant Program (PeopleForBikes)	✓		✓				✓		
Plan4Health Coalitions (APA & APHA)									✓
Doppelt Family Trail Development Fund (Rails-to-Trails Conservancy)			✓						
10-Minute Walk Campaign (National Recreation and Park Association)									✓
American Greenways Eastman Kodak Awards (Getches-Wilkinson Center)			✓						✓

DESIGN GUIDELINES

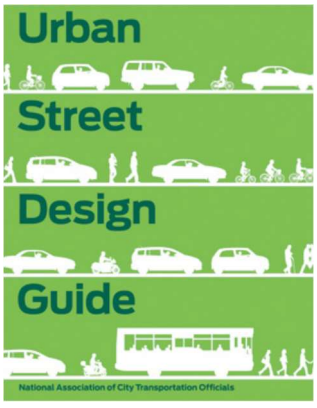


As part of the Disadvantaged Communities Planning Initiative, SCAG and the project team prepared a set of Facility Design Guidelines that participating communities may use to create a pedestrian- and bicycle-friendly, safe, and accessible community. These guidelines are not a substitute for a more thorough evaluation by a professional upon implementation of facility improvements, but instead offer an overview of best practices established across the nation. The guidelines build off of national and state guidance, and are not intended to replace existing state or national mandatory or advisory standards nor the exercise of engineering judgment by licensed professionals, but will instead help inform the County's decisions when evaluating new projects. National and state design guidance and details can be found in the following documents.

National Guidance

The American Association of State Highway and Transportation Officials (AASHTO) Guide for the Planning, Design, and Operation of Pedestrian Facilities (2004) provides comprehensive guidance on planning and designing for people on foot and using other mobility devices such as wheelchairs.

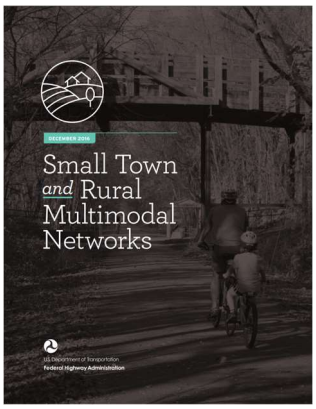
Offering similar guidance for bicycle facility design, the AASHTO Guide for the Development of Bicycle Facilities (2012) provides guidance on dimensions, use, and layout of specific bicycle facilities.



The National Association of City Transportation Officials' (NACTO) Urban Street Design Guide (2013) is the newest publication of nationally recognized urban street design standards, and offers guidance on the current state of the practice designs.

AASHTO's A Policy on Geometric Design of Highways and Streets (2011), commonly referred to as the "Green Book," contains current

design research and practices for highway and street geometric design.



Separated Bike Lane Planning and Design Guide (2015) is the latest national guidance on the planning and design of separated bike lane facilities released by the Federal Highway Administration (FHWA). The resource documents best practices as demonstrated around the U.S., and offers ideas on future areas of research, evaluation and design flexibility.

The FHWA's Small Town and Rural Multimodal Networks Report (2016) is a resource to help small towns and rural communities support safe, accessible, comfortable, and active travel for people of all ages and abilities. It provides an overview of bicycle and pedestrian designs for these communities, as well as examples of peer communities.

State Guidance

The California Manual on Uniform Traffic Control Devices (CA MUTCD) (2014) is an amended version of the FHWA MUTCD 2009 edition modified for use in California. While standards presented in the CA MUTCD substantially conform to the FHWA MUTCD, the state of California follows local practices, laws, and requirements with regards to signing, striping, and other traffic control devices. As of publication, the document has been published as Revision 4 in March 2019.

The California Highway Design Manual (HDM) (Updated 2015) establishes uniform policies and procedures to carry out highway design functions for the California Department of Transportation.

Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians (2010) is a reference guide presenting information and concepts related to improving conditions for pedestrians and bicycle riders at major intersections and interchanges.

The guide can be used to inform minor signage and striping changes to intersections, as well as major changes and designs for new intersections.

Main Street, California: A Guide for Improving Community and Transportation Vitality (2013) reflects California's current manuals and policies that improve multimodal access, livability, and sustainability within the transportation system. The guide recognizes the overlapping and sometimes competing needs of main streets, especially those that are operated as part of the State's highway system.

Caltrans produced a memorandum entitled Design Flexibility in Multimodal Design (2014) that encourages flexibility in highway design. The memo stated that "Publications such as NACTO's Urban Street Design Guide and Urban Bikeway Design Guide... are resources that Caltrans and local entities can reference when making planning and design decisions on the State highway system and local streets and roads."

Section 9

APPENDIX

9. Appendix

APPENDIX A: ATP COMPLIANCE CHECKLIST

Subject	Requirement	Section(s)
Mode Share	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	Chapters 3 & 6
Description of Land Use/Destinations	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Chapter 3
Pedestrian Facilities	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Chapters 4 & 6
Bicycle Facilities	A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Chapters 4 & 6
Bicycle Parking	A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. Also include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Chapters 4 & 6

Subject	Requirement	Section(s)
Wayfinding	A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Chapters 4 & 6
Non-Infrastructure	A description of existing and proposed bicycle and pedestrian education, encouragement, engagement and evaluation programs conducted in the area included within the plan.	Chapters 4 & 7
Collision Analysis	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Chapters 4 & 6
Equity Analysis	Identify census tracts that are considered to be disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents.	Chapter 3
Community Engagement	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	Chapter 5
Coordination	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	Chapter 3
Prioritization	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	Chapter 8
Funding	A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential grant funding for bicycle and pedestrian uses.	Chapter 8 & Appendix B

Subject	Requirement	Section(s)
Implementation	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	Chapter 8
Maintenance	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting	Chapter 8 & Appendix C
Resolution	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix E

APPENDIX B: FUNDING SOURCES

Federal Sources

FIXING AMERICA'S SURFACE TRANSPORTATION ACT (FAST ACT)

The FAST Act, which replaced Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2015, provides long-term funding certainty for surface transportation projects. This means states and local governments can move forward with critical transportation projects with the confidence that they will have a Federal partner over the long term (i.e. for at least five years).

The law makes changes and reforms to many Federal transportation programs. For example, it allows local entities that are direct recipients of Federal dollars to use a design publication that is different than one used by their State DOT, such as the Urban Bikeway Design Guide by the National Association of City Transportation Officials.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

CMAQ provides funding to state and local agencies for transportation projects that help meet Clean Air Act objectives. Funded projects must work to reduce congestion and improve area quality in nonattainment or maintenance zones for ozone, carbon monoxide or particulate matter. CMAQ funds can be used for bicycle and pedestrian projects that are included in the metropolitan planning organization's (MPO) current transportation plan and transportation improvement program (TIP). Projects can include bicycle and pedestrian facilities that are not exclusively recreational and for outreach related to safe bicycle use. Studies that are part of the project development pipeline (e.g., preliminary engineering) are also eligible for funding.

CMAQ funding is administered at the local level through the Southern California Association of Governments (SCAG). These funds are eligible for transportation projects that contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas. Examples of eligible projects include enhancements to existing transit services, rideshare and vanpool programs, projects that encourage bicycle transportation options, traffic light synchronization projects that improve air quality, grade separation projects, and construction of high-occupancy vehicle (HOV) lanes. Projects that are proven to reduce direct PM2.5 emissions are to be given priority

BUS AND BUS FACILITIES GRANT PROGRAM

The Federal Transit Administration (FTA) offers formula allocations and grants to a variety of organizations, including local governments, to pay for buses and related facilities. Agencies can use these funds to pay for bicycle routes to transit, bike racks, bike shelters, and bicycle equipment for public transportation vehicles.

☆ HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

This federal program provides funding to states for projects that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Eligible projects include pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments in school zones. Non-infrastructure projects are not eligible. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan. Funding is available up to $10 million and requires a 10% match. Learn more about how the HSIP funding is awarded in California.

BETTER UTILIZATION INVESTMENTS TO LEVERAGE DEVELOPMENT DISCRETIONARY GRANT (BUILD)

The BUILD (formerly TIGER) reimbursement grant, available through the U.S. Department of Transportation, allows sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional funding initiatives. Eligible projects include: recreational trails, road diets, separated bike lanes, shared use paths, sidewalks, signal improvements, signed pedestrian or bicycle routes, traffic calming, trailside and trailhead facilities, bicycle parking, racks, repair stations, storage, and bike share programs. A program of projects can be assembled and should demonstrate significant regional impacts and be construction-ready. The minimum grant request in rural areas is $1 million and in urban areas it is $5 million.

COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

This program funds local development activities, such as affordable housing and anti-poverty programs, in low-to-moderate-income communities, as well as supporting infrastructure. Funds can be used to acquire property and build public facilities such as streets, sidewalks, and recreational facilities. This federal program is administered by the State who makes funds available to eligible agencies (cities and counties).

NATIONAL PRIORITY SAFETY PROGRAM

This program encourages States to address national priorities for reducing highway deaths and injuries through a variety of programs including non-motorized safety. Grants are awarded to State Highway Safety agencies for implementation or disbursement.

OUR TOWN

The Our Town grant program supports creative placemaking projects that help to transform communities into lively, beautiful, and resilient places – achieving these community goals through strategies that incorporate arts, culture, and/or design. Creative placemaking is when art is deliberately integrated into community revitalization work - placing arts at the table with land-use, transportation, economic development, education, housing, infrastructure, and public safety strategies. Grant applicants require partnerships between arts organizations and government, other nonprofit organizations, and private entities. Funding ranges between $25,000 to $200,000 per project.

URBANIZED AREA FORMULA PROGRAM

This program makes federal resources available to urbanized areas for transit capital and transit-related planning. An urbanized area is an incorporated area with a population of 50,000 or more. A 20% match is required; however, bicycle facilities, including routes to transit, bike racks, shelters and equipment and can receive a 95% federal share for the first 1% of program funds.

PILOT PROGRAM FOR TRANSIT-ORIENTED DEVELOPMENT PLANNING

This program supports public transportation by providing funding to local communities to integrate land use and transit connections. Projects must improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

State Sources

ACTIVE TRANSPORTATION PROGRAM (ATP)

California's Active Transportation Program (ATP) funds infrastructure and program projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every one to two years. Eligible projects include bicycling and walking facilities, new or expanded programmatic

activities, or projects that include a combination of infrastructure and non-infrastructure components. Funding for DACs is prioritized. The minimum request for projects is $250,000. Learn more about ATP.

☆ SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM

The Sustainable Transportation Planning Grant Program supports transportation planning processes which address local and regional transportation needs and issues. The program offers two types of grants: Strategic Partnerships and Sustainable Communities, to all levels of government. The Strategic Partnership Grants fund regional agencies to address state highway system deficiencies, strengthen government relationships, and result in programmed system improvements. The Sustainable Communities Grants fund a variety of projects at all levels of government, including concept design. Projects are expected to "identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and ultimately result in programmed system improvements." Learn more about this Caltrans funding opportunity.

TRANSPORTATION DEVELOPMENT ACT (TDA) / ARTICLE III (SB 821)

The Transportation Development Act (TDA) Article III (SB 821) uses monies collected from the state gasoline tax to provide grants through Regional Transportation Planning agencies to fund transportation improvements. The Los Angeles County Metropolitan Transportation Authority (Metro) is responsible for allocating this money on a per capita basis to cities within Los Angeles County with a focus on active transportation and public transit development. These cities have the option to either draw down the funds or to place them on reserve.

STATE TRANSPORTATION IMPROVEMENT PROGRAM

STIP funds are available for new construction projects that add capacity to the transportation network. Funding is a mix of state, federal, and local taxes and fees; and consists of two components: Caltrans' Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies' Regional Transportation Improvement Program (RTIP). Pedestrian and bicycle projects may be programmed under ITIP and RTIP.

LOCAL PARTNERSHIP PROGRAM

This program provides local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of

$200 million annually to fund transportation improvement projects including biking, walking, safety and health-related projects.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM

The program provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes $250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement. All projects nominated must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor plan.

OFFICE OF TRAFFIC SAFETY GRANTS

These grants can be used to fund existing or new traffic safety programs. Proposals should include the seriousness of the problem, crash statistics, and potential traffic safety impacts. Grants for bicycle and pedestrian safety programs have included bicycle rodeos education programs in schools, free helmets, education for older adults, and Vision Zero outreach, among others. Learn more about the California Office of Traffic Safety (OTS) grants here.

ENVIRONMENTAL ENHANCEMENT AND MITIGATION FUNDS

The California Natural Resources Agency provides grants to projects that indirectly mitigate the environmental impacts of new transportation facilities. Funds are available for land acquisition and construction and should fall into one of the following three categories: urban forestry projects, resource lands projects, or mitigation projects beyond the scope of the lead agency. The local Caltrans district must support the project. The average award amount is $250,000.

RECREATIONAL TRAILS PROGRAM

This program provides funding to develop and maintain recreational trails and facilities. Funding can be used for: maintenance and restoration of existing trails; purchase and lease of trail construction and maintenance equipment; construction of new trails, including unpaved trails; acquisition of easements or property; or operation of educational programs to promote safety and environmental protection. The State Department of Parks and Recreation administers the funds and requires a 12% local match.

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

This program provides grants and affordable housing loans for transit-oriented development and related infrastructure and programs that reduce greenhouse gas emissions. Bikeway, walkway, and trail projects are key elements of successful affordable housing grant applications and must connect the housing site to transit or other key destinations (school, health care, etc.). At least 50% of AHSC Program funds must be for affordable housing (which includes affordable housing developments or housing-related infrastructure). Funding amounts for sustainable transportation infrastructure vary depending on project type. Visit the California Department of Housing and Community Development to learn more.

URBAN GREENING GRANTS

Urban Greening Grants support the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Projects must include one of three criteria: sequester and store carbon by planting trees; reduce building energy use through shade trees; or reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. Eligible projects include green streets and alleyways, parks, urban heat island mitigation, and non-motorized urban trails that integrate or mimic natural systems. Projects must be able to demonstrate a reduction in GHG emissions using CARB's approved methodology.

Funds are programmed by the California Natural Resources Agency. Approximately $28.5 million of funding is available; no minimum or maximum amount of funding must be requested. Funding for DACs and low-income communities is prioritized. Learn more about the Urban Greening Grant here.

LAND AND WATER CONSERVATION FUND

The Land and Water Conservation Fund is a federal program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. In California, the fund is administered by the California State Parks Department. Cities, counties, and districts authorized to acquire and develop park and recreation space are eligible for grant funding. While nonprofits are ineligible, they are allowed to apply in partnerships with eligible agencies. Applicants must fund the project entirely and will be reimbursed for half of the cost.

HABITAT CONSERVATION FUND

This fund allocates approximately $2 million each year to cities, counties, and districts for nature interpretation programs to bring urban residents into park and wildlife areas, protection of various plant and animal species, and the acquisition and development of wildlife corridors and trails. Funds are available for trail maintenance, interpretive signage, lighting, and waysides. The program requires a 50% match.

ROAD MAINTENANCE AND REHABILITATION PROGRAM (SB 1)

Senate Bill 1 (SB1) created the Road Maintenance and Rehabilitation Program (RMRP) to address deferred maintenance on state highways and local road systems. Program funds can be spent on both design and construction efforts. On-street active transportation related maintenance projects are eligible if program maintenance and other thresholds are met. Funds are allocated to eligible jurisdictions. Funds are programmed by the State Controller's Office with guidance from the CTC.

COASTAL CONSERVANCY PROPOSITION 1 GRANTS

These grants fund ecosystem and watershed protection and restoration projects focused on water sustainability, wetland restoration and urban greening. These grants can be used for the urban greening or water sustainability elements incorporated in bikeway, walkway and trail projects and funding can be used for planning, land acquisition, and construction though there is a focus on supporting projects that will be quickly built.

Regional & Local Sources

☆ SUSTAINABILITY PLANNING GRANT

The program provides technical assistance and a variety of grants to SCAG member jurisdictions. Grants are available in three categories: Integrated Land Use (Sustainable Land Use Planning, Transit Oriented Development (TOD) and Land Use & Transportation Integration); Active Transportation (Bicycle, Pedestrian and Safe Routes to School Plans); and Green Region (Natural Resource Plans, Climate Action Plans (CAPs) and Greenhouse Gas (GHG) Reduction programs). The program also funds quick-build projects. Learn more about SCAG's Sustainability Planning Grant.

BENEFIT ASSESSMENT DISTRICTS

Benefit Assessment Districts are used by local governments in California to pay for the cost of providing services to a community. Charges to the community are based on the concept of

assessing only those properties that directly benefit from the service. Bikeways, walkways, trails, and related facilities can be funded; however, care must be taken when defining the community boundary as active transportation projects have regional benefits.

COMMUNITY FACILITIES DISTRICTS OR MELLO-ROOS

The Mello-Roos Community Facilities Act allows any county, city, special district, school district, or joint powers of authority to establish a Community Facility Districts (CFD) for the purpose of selling tax-exempt bonds to fund public improvements within that district. Through the process of creating the local goals for a CFD, there is flexibility in how the funds are used. For example, the City of Sacramento included bicycle services in their CDF that included bicycle racks and lockers at public civic uses, bicycle racks on transit vehicles, bikeshare programs, electrified bicycle promotion, and bicycle fairs.

ENHANCED INFRASTRUCTURE FINANCING DISTRICTS (EIFD)

EIFDs were approved by the California Legislature in 2015 to allow communities to establish specific districts in which they can collect local property tax revenues to fund local infrastructure projects.

Private Sources

PEOPLEFORBIKES COMMUNITY GRANT PROGRAM

This grant program is funded by members of the bicycle industry who want to make it easier and safer for people of all ages and abilities to ride. This program supports bicycle infrastructure projects including bike paths, lanes, trails, and bridges, as well as bike parks and pump tracks. Also included are end-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage. Funding can be used for engineering and design work, construction costs including materials, labor, and equipment rental, and reasonable volunteer support costs. The grant provides up to $10,000, and while it does not require a match, the grant should be no more than 50% of the projects overall budget.

PLAN4HEALTH COALITIONS

The American Planning Association (APA) and the American Public Health Association (APHA) work to build local capacity in addressing population health goals and promoting the inclusion of health in non-traditional sectors such as transportation. Each proposal must address inactivity,

unhealthy diets and/or health equity. Awards average $150,000, and no more than two awards will be granted in a single state.

DOPPELT FAMILY TRAIL DEVELOPMENT FUND

This fund, overseen by the Rails-to-Trails Conservancy, offers two types of grants. The first, Community Support Grants, help nonprofit organizations or "Friends of the Trail" groups that need funding to get trail development or trail improvement efforts off the ground. Awards range from $5,000 - $10,000. The second, Project Transformation Grants, enables organizations to complete a significant trail development or improvement project. Projects on rail-trails and rails-with-trails are given preference, but not required. Awards range from $15,000 - $50,000.

10-MINUTE WALK CAMPAIGN

The 10-Minute Walk Campaign offers grants and technical assistance to help cities increase access to high-quality parks within a 10-minute walk.

AMERICAN GREENWAYS EASTMAN KODAK AWARDS

This national program provides small grants ($500-$2,500) to local, regional, or statewide non-profit organizations to support the planning and design of greenways. Funds may be used for the planning and design of pathways. Grants are awarded based on the importance of the project to local greenway development efforts, demonstrated community support, extent to which the grant will result in matching funds, likelihood of tangible results, and the capacity of the organization to complete the project.

APPENDIX C: MAINTENANCE AND OPERATIONS

Recommended Maintenance Procedures

Signage

- Check regulatory and wayfinding signage along bikeways for signs of vandalism, graffiti, or normal wear.
- Replace signage along the bikeway network as-needed.
- Perform a regularly-scheduled check on the status of signage with follow-up as necessary.
- Create a Maintenance Management Plan.

Roadway Surface

- Maintain a smooth pothole-free surface.
- Ensure that on new roadway construction, the finished surface on bikeways does not vary more than 1/4-inch.
- Maintain pavement so that ridge buildup does not occur at the gutter-to-pavement transition or adjacent to railway crossings.
- Inspect the pavement two to four months after trenching construction activities are completed to ensure that excessive settlement has not occurred.

Pavement Overlays

- Extend the overlay over the entire roadway surface to avoid leaving an abrupt edge.
- If the shoulder or bike lane pavement is of good quality, it may be appropriate to end the overlay at the shoulder or bike lane stripe provided no abrupt ridge remains.
- Ensure that inlet grates, manhole and valve covers are within 1/4-inch of the finished pavement surface and are made or treated with slip resistant materials.

Drainage Grates

- Require all new drainage grates to be bicycle-friendly, including grates that have horizontal slats on them so that bicycle tires and assistive devices do not fall through the vertical slats.
- Create a program to inventory all existing drainage grates, and replace hazardous grates as necessary – temporary modifications such as installing rebar horizontally across the grate should not be an acceptable alternative to replacement.

Gutter to Pavement Transition

- Ensure that gutter-to-pavement transitions have no more than a 1/4" vertical transition.
- Examine pavement transitions during every roadway project for new construction, maintenance activities, and construction project activities that occur in streets.

Landscaping

- Ensure that shoulder plants do not hang into or impede passage along bikeways.
- After major damage incidents, remove fallen trees or other debris from bikeways as quickly as possible.

Maintenance Management Plan

- Provide fire and police departments with a map of the system, along with access points to gates/bollards.
- Enforce all trespassing laws for people attempting to enter adjacent private properties.
- Develop an online tool for riders to report hazards, potholes, and other bicycle-related issues for the County and local jurisdictions to address. Ensure these requests are addressed in a timely manner.
- Provide bicycle detour routes and signs during roadway construction.

Operations

Implementation and Design

- Implement on-street bicycle and pedestrian facilities proposed in this Plan when completing road rehabilitation and reconstruction projects.
- Design and maintain all streets so that they incorporate Complete Streets standards.
- Adopt an accelerated pavement maintenance schedule for all designated existing and planned bikeways.
- Apply pavement stenciling to indicate detention areas at all traffic signals.
- Identify opportunities to remove travel lanes from roads where there is excess capacity in order to provide new or improved bicycle facilities.
- Install context-sensitive bikeways that consider both the volume, speed, and complement surrounding land uses.

Evaluation

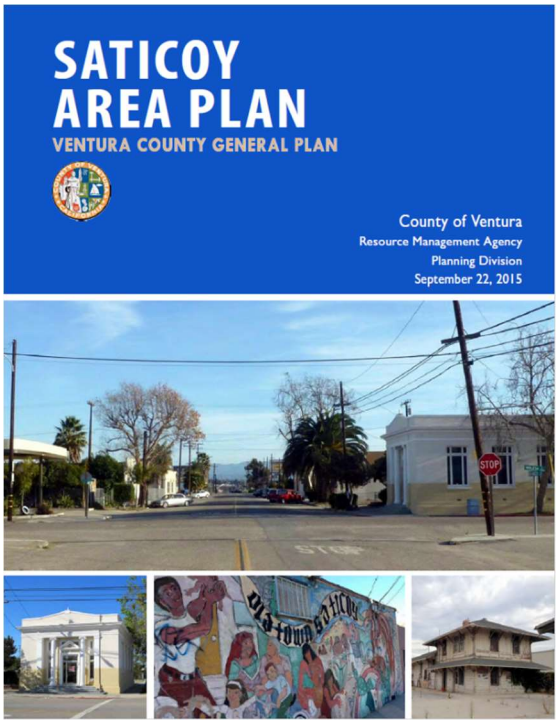
- Measure air quality and reductions in greenhouse gas emissions that may result from a decrease in vehicular use as bicycle use increases.
- Create an annual bicycle and pedestrian count program.
- Regularly monitor implementation of the Active Transportation Plan, and review and update the recommended bicycle and pedestrian facilities every five years.

APPENDIX D: PLANS AND POLICIES

To ensure this Plan is consistent with and builds upon the efforts of various planning, policy, and regulatory documents, the project team conducted a comprehensive review of relevant items. These include Ventura County General Plan, the Saticoy Area Plan, and the Saticoy & Wells Community Plan. The County intends to design a bicycle and pedestrian network that complements existing and planned bikeways and pedestrian projects in surrounding jurisdictions. Therefore, the planning context also includes bicycle and pedestrian plans, policies, and projects of the City of Ventura, Ventura County, and the State of California.

Local

Saticoy Area Plan (2015)



In September 2015, the County of Ventura adopted the Saticoy Area Plan (SAP), one of ten Area Plans in the unincorporated area of Ventura County. Area Plans have the same legal status as the Ventura County General Plan but they address issues unique to the specific area rather than the County as a whole. In addition, the SAP provides street classifications that will be used when implementing recommended projects. These classifications will help determine sidewalks, lighting, and other street design elements. Four principles guide the SAP; three of the four have active-transportation related objectives (listed below):

1. Sustainable Development that Supports a Healthy Community
    - Improve multimodal transportation (walking, bicycling, etc.) and reduce reliance on automobiles.
    - Improve human health through walking and bicycling and reduced air pollution.
    - Retain and enhance the small-block pattern of Old Town Saticoy.

2. Economic Revitalization
    - Develop a cohesive, pedestrian-oriented town center within the area historically used for commerce along L.A. Avenue.
3. Improved Housing Opportunities
4. Improved Infrastructure Systems
    - Implement key mobility changes to improve pedestrian and vehicular access within the community.

The Area Plan specifies that, "Unless otherwise specified, all road classifications shall accommodate Class III bicycle routes" (p. 5-10). In addition to recommending various multimodal improvements (such as a linear, landscaped pedestrian walkway over the Saticoy Drain), the SAP establishes the following goals and policies that further advance active transportation.

LAND USE ELEMENT

LU Goal 2: A well-designed, economically vital, and pedestrian-oriented commercial district that retains the historic character of Old Town Saticoy while meeting daily shopping and service needs.

LU Goal 5: Parks and community facilities are sized and located to provide adequate services, recreation, and social opportunities for Saticoy residents.

- LU-5.1 New or expanded community facilities should be located within, or in close proximity to, the Commercial area in a manner that provides safe, easy access for pedestrians, bicycles, transit users, and vehicles.
- LU-5.4 Community facilities should incorporate outdoor areas with benches, trees and other amenities or, when feasible, provide indoor amenities that allow for small social and civic gatherings.

MOBILITY ELEMENT

MOB Goal 1: An adequate, safe, and inter-connected mobility network to serve Saticoy residents, visitors and businesses.

MOB Goal 2: A local mobility network that supports existing and future development, planned land use, and economic revitalization within Saticoy.

MOB Goal 3: A multimodal network that provides alternate modes of transportation for pedestrians, bicyclists and transit users.

- MOB-3.1 Discretionary projects, as well as public improvement projects, shall include accessible crosswalks, sidewalks, street lighting, street trees, or other pedestrian amenities.
- MOB-3.4 Improvements within the public right-of-way should support existing and future transit service by including the following:
    (a) Adequate shoulder for bus stops;
    (b) Adequate space for, and construction of, benches or shelters at bus stops; and
    (c) Crosswalks at street corners.
- Mob-3.5 The design of replacement facilities for the Saticoy Drain shall accommodate the following vehicular and multimodal facilities:
    b. Completion of the north/south L.A. Avenue road link over the Saticoy Drain; and
    c. Pedestrian walkway over the Saticoy Drain that connects L.A. Avenue to Saticoy Park.
- MOB-3.6 Public or private projects intended to maintain, environmentally restore or enhance the Santa Clara River, Brown Barranca, Franklin Barranca, and Saticoy Drain, should incorporate pedestrian and bicycle paths.
- MOB-3.7 New or redesigned public streets shall include the bicycle path, lane, and route improvements outlined on Figure 4-4, Multimodal Mobility Map.
- MOB-3.8 Public and private projects shall include provisions for adequate, safe, and convenient long-term and short-term bicycle parking, pursuant to Article 8 of the Ventura County Non-Coastal Zoning Ordinance and the Ventura County Parking and Loading Design Guidelines.

MOBILITY PROGRAMS

- MOB-P1 Prioritize Mobility Improvements: Due to Saticoy's status as an economically disadvantaged community, PWA/Transportation Department shall incorporate and prioritize mobility improvements shown on Figures 4-3 and 4-4 (Vehicular and Multimodal Mobility Maps) in the Transportation Department's Strategic Master Plan. In addition, the Transportation Department shall continue to apply for grant funds through Caltrans or other organizations for road and multimodal improvements.
- MOB-P2 Reclassify portion of SR 118: To mitigate significant project and cumulative traffic impacts on SR 118 between Vineyard Avenue and Darling Road, the County should review and process a General Plan Amendment that would reclassify that segment of SR 118 from 4 to 6 lanes on the Regional Road Network. The road reclassification should be

incorporated into the next General Plan Update, tentatively scheduled for completion in 2020. Finally, the County shall work with the Ventura County Transportation Commission and Caltrans to reprioritize the re-striping of SR 118 from Vineyard Avenue to Darling Road on the Ventura County Congestion Management Plan and the Caltrans list of projects. Although the restriping project is currently listed in the Congestion Management Plan, the prioritization and timing for construction should be modified to occur within the 20-year horizon of the Saticoy Area Plan.

- MOB-P3 Mobility Improvements: Conduct detailed evaluations of, and propose potential funding sources for, the improvements listed below. Funding sources may include developer fees, grants, public/private partnerships, a town center maintenance district, or community facilities district.
    - a. New Road Links: New road linkages shown on the Figure 4-3 (Vehicular Mobility Map) and described in MOB-P4, -P5, -P6 and -P7;
    - b. Pedestrian Amenities: Sidewalks, street lights, benches, and landscaping within public rights-of way in Old Town Saticoy.
    - c. Existing Road Upgrades: Improvements to existing roads shown on Figure 4-3 (Vehicular Mobility Map) that will require upgrades to meet road classification standards. Ensure that such upgrades comply with stormwater pollution reduction requirements.
    - d. Linear Park: The design, construction and maintenance of a linear, landscaped pedestrian walkway over the Saticoy Drain.
    - e. Bicycle Network: See MOB-P9.
    - f. Transportation Impact Mitigation Fee (TIMF): Update the TIMF Ordinance, if necessary, to fund regional road improvements that address cumulative traffic impacts in Saticoy. Determine whether the TIMF Ordinance revisions require an update to the regional transportation model.
- MOB-P4 Coordinate Related Improvements: The County shall work with the City of Ventura to ensure that the LA. Avenue road connection to Snapdragon Street, included in the City of Ventura's Saticoy and Wells Community Plan Capital Improvement Deficiency Study (CIDs), is implemented and managed so as to properly facilitate related City and County improvements identified below:
    - a. Ancillary City improvements related to the L.A. Avenue connection that include removal of "S-Curve" connection at Telephone Road entrance and the termination of Aster Street into a cul-de-sac.

  - b. Telephone Road extension: The County shall coordinate with the City of Ventura, Caltrans, and affected landowners/developers to design, fund and build Telephone Lane (a new road that links SR 118 to L.A. Avenue)
  - c. Saticoy Drain: The County shall seek funding for the replacement or reconfiguration of the Saticoy Drain. (See HAZ-P1 and MOB-3.5.)

- MOB-P5 West Industrial Road Link: The County will work with private landowners/developers in the West Industrial Section to design and build a new, privately financed public road that provides public and emergency access between SR 118 and Lirio Avenue. In order to facilitate road construction, the County will establish a financing and construction program, as part of a Capital Improvement Plan, that provides a mechanism for fair share contributions for private development. (See MOB- 2.1.)
- MOB-P6 Amapola Avenue / Rosal Lane Improvements: The County will work with (and condition) private development(s) within Old Town Saticoy and the South Industrial Section to extend/improve Amapola Avenue and improve Rosal Lane pursuant to the Vehicular Mobility Map and road classifications table. (Figure 4-3, Figure 4-5, and Table 4-4.)
- MOB-P7 Nardo Street Extension from SR 118 to the Brown Barranca: The City and County will coordinate project conditions for private development and standards for the design/construction phase of the Nardo Street Extension, including road alignment, road classification, and multimodal improvements.
- MOB-P8 Truck Access Limits: If required, the Transportation Department shall post signage that prohibits truck access or limits trucks with more than two axles in the Residential (RES) zone, with the exception of emergency services and direct deliveries. Once Amapola Avenue is extended south from Rosal Lane to County Drive (see Figure 4-3), the same signage shall be posted on Nardo Street within the Residential/Mixed Use (R/MU) zone. (See MOB-1.3.)
- MOB-P9 Implement the following bicycle network improvements strategies:

  a. Meet with Caltrans to encourage striping of SR 118 to safely accommodate bicycles on this Class II Bike Lane.

  b. Coordinate with the City of Ventura to design/construct a Class II Bike Lane (Figure 4-4) along Nardo Street as part of road improvements undertaken by the City of Ventura.

  c. Design, seek funding for, and construct two Class I Bike Paths as identified in the Multimodal Mobility Map. (See Figure 4-4.) Pending available funding, design and construct the bike path along the Santa Clara River in coordination with the United Water Conservation District, the City of Ventura, and other affected landowners. Pending available funding, design and construct a bike path along the Santa Paula Branch line (i.e., the Santa Paula Branch Line Recreational Trail) in coordination with VCTC.

- MOB-P10 Alleys: Work with affected landowners to establish appropriate and safe traffic flow and signage for alleys located in the Town Center (TC) and Residential (RES) zones.
- MOB-P11 Transit: Evaluate the feasibility of expanding transit service by establishing additional bus stops accessible to the West Industrial Section (e.g., along L.A. Avenue)

ROADWAY CLASSIFICATION

The Area Plan identifies road classifications for the network of regional and local roads in Saticoy. The assigned road classification for each road segment is identified in tables and the figure below.

TABLE 4-4. ROAD CLASSIFICATIONS BY ROAD SEGMENT

ROAD NAME	SEGMENT FROM	SEGMENT TO	NEW PLATE# AND ROAD CLASSIFICATION		PREVIOUS CLASSIFICATION	PLATE[1]	NOTES
REGIONAL ROADWAYS							
SR 118 / Wells Road	All Segments		---		State Highway	--	Per Caltrans
LOCAL PUBLIC ROADWAYS							
Alella Ave.	Northern End (Park)	Azahar St	B-5S	Minor Urban Residential with Parkways	Minor Res	B-5[B]	
	Azahar St	Rosal Ln	B-3S[A]	Minor Commercial or Residential	Minor Comm/Ind	B-3[D]	End in cul-de-sac south of Rosal Lane. No on-street parking.
Amapola Ave.	Violeta St	Azahar St	B-5S	Minor Urban Residential with Parkways	Minor Res	B-5[B]	
	Nardo St	Rosal Ln	B-3S[C]	Minor Commercial or Industrial	Minor Res	B-5[B]	
	Rosal Ln	County Dr	B-3S[C]	Minor Commercial or Industrial	--	--	Reconfigure connection as a **new public road.**
Aster St.	Western End	Saticoy Park	B-5S	Minor Urban Residential with Parkways	Minor Res	B-5[B]	Eliminate S-curve and add cul-de sac at the western end.
	Saticoy Park	Campanula Ave	B-5S	Minor Urban Residential with Parkways	Minor Res	B-5[B]	
Azahar St.	Western cul-de-sac	Campanula Ave	B-3S[B]	Minor Commercial or Residential (with Angled Parking)	Comm/Ind (Collector)	B-3[C]	Angled (or mixed parallel / angled parking) is required. (See Figures 4-5 and 5-2a.)
Campanula Ave.	Northern Saticoy Boundary	Azahar St	B-3S[A]	Minor Commercial or Residential	Minor Res	B-5[B]	See customized standard (b).[2]
	Nardo St	Rosal Ln	B-3S[C]	Minor Commercial or Industrial	Minor Res	B-5[B]	See customized standard (b).[2]
Clavel Ave.	End	Azahar St	B-5S	Minor Urban Residential with Parkways	Minor Res	B-5[B]	
County Dr.	SR 118	Riverbank Dr	B-3S[D]	Commercial or Industrial Collector	Comm/Ind (Collector)	B-3[C]	
	Riverbank Dr	Amapola Ave	B-3S[C]	Minor Commercial or Industrial	Minor Comm/Ind	B-3[D]	
Jacinto Way	Lirio Ave.	SR 118	B-3S[C]	Minor Commercial or Industrial	--	--	**New Road** - Conceptual alignment.
Lirio Ave.	Nardo St	Southern Terminus	B-3S[C]	Minor Commercial or Industrial	Minor Comm/Ind	B-3[D]	End in cul-de-sac at southern terminus.

TABLE 4-4. ROAD CLASSIFICATIONS BY ROAD SEGMENT

ROAD NAME	SEGMENT FROM	SEGMENT TO	NEW PLATE# AND ROAD CLASSIFICATION		PREVIOUS CLASSIFICATION	PLATE[1]	NOTES
Los Angeles Ave.	Northern City/County Boundary	Nardo St	**B-3S[A]**	Minor Commercial or Residential	Minor Res or Minor Comm/Ind	B-5[B] or B-3[D]	
	Nardo St.	SR 118	**B-3S[A]**	Minor Commercial or Residential	Minor Comm/Ind		One-way street - northbound. No on-street parking.
Nardo St.	City/County Boundary	SR 118	**B-3S[C]**	Minor Commercial or Industrial	Minor Comm/Ind	B-3[D]	Potential Class II Bike Lane. See interim condition (a).[2]
	SR 118	Alelia Av	**B-3S[A]**	Minor Commercial or Residential	Minor Comm/Ind	B-3[D]	
	Alelia Ave	Campanula Ave	**B-3S[C]**	Minor Commercial or Industrial	Minor Comm/Ind	B-3[D]	
Riverbank Dr.	County Drive	Southern Terminus	**B-3S[C]**	Minor Commercial or Industrial	Minor Comm/Ind	B-3[D]	End in cul-de-sac at southern terminus.
Rosal Lane	Los Angeles Ave	Alelia Ave	**B-3S[A]**	Minor Commercial or Residential	Minor Res	B-5[B]	
	Alelia Ave	Campanula Ave	**B-3S[C]**	Minor Commercial or Industrial	Minor Res	B-5[B]	
Telephone Lane	SR 118	Los Angeles Ave	**B-3S[A]**	Minor Commercial or Residential	--	--	**New Road.**
Violeta St.	SR 118	Alelia Av	**B-3S[B]**	Minor Commercial or Residential (with Angled Parking)	Minor Comm/Ind	B-3[D]	Angled parking is required. (See Figures 4-5 and 5-2a.)
	Alelia Ave	Campanula Ave	**B-5S**	Minor Urban Residential with Parkways	Collector Res or Minor Res	B-5[A] or B-5[B]	
PRIVATE ROADS							
Existing Alleys	ALL in Old Town Saticoy.		**B-8S [A] or [B]**	Alleys	---		**New road classification.**

[1] Refer to Chapter 5. Road Classifications for details regarding each road classification.

[2] Interim Conditions / Customized Standards:

(a) Nardo Street (west of SR 118): Classified as a Minor Commercial/Industrial Road, Nardo Street west of SR 118 includes a possible Class II bicycle lane, which is not included within the minimum right-of-way (ROW) requirements shown above. Class II Bicycle lanes are 5 feet wide and an additional 3 feet of a buffer lane may be provided. Nardo Street (west of SR 118) may require a Class II bicycle lane, but adequate ROW is not available for the bicycle lane as well as parallel parking. Nardo Street therefore may be granted a parking restriction on one or both sides of the roadway if needed to accommodate a Class II bicycle lane. However, the bicycle lanes are not required until Nardo Street is connected to Northbank Drive in the City of Ventura by the Nardo Street Extension. Until that occurs, parallel parking is required. For further details on incorporating bicycle lanes, see Figure 5-6.

(b) Campanula Avenue: Due to ROW limitations, the following standards may be reduced on the eastern side of Campanula Avenue as follows: (i) a parking restriction is permitted and paved shoulder may be reduced from 8 to 3 feet (for Plate B-3S[C]); and (ii) parkway and sidewalk may be reduced in width or eliminated (For Plate B-3S[A]).

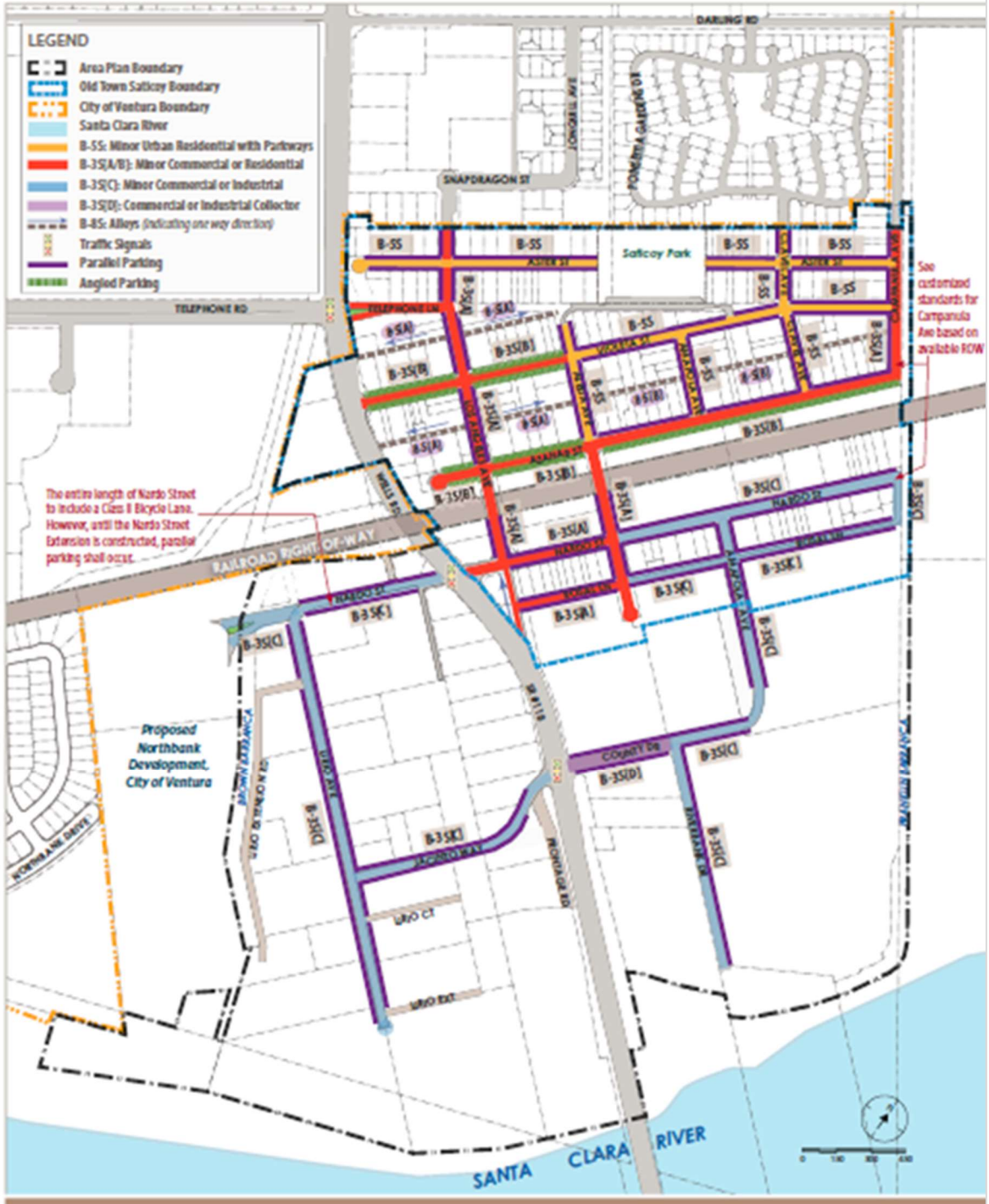


FIGURE 4-5. SATICOY ROAD CLASSIFICATIONS

SATICOY AREA PLAN 4-15

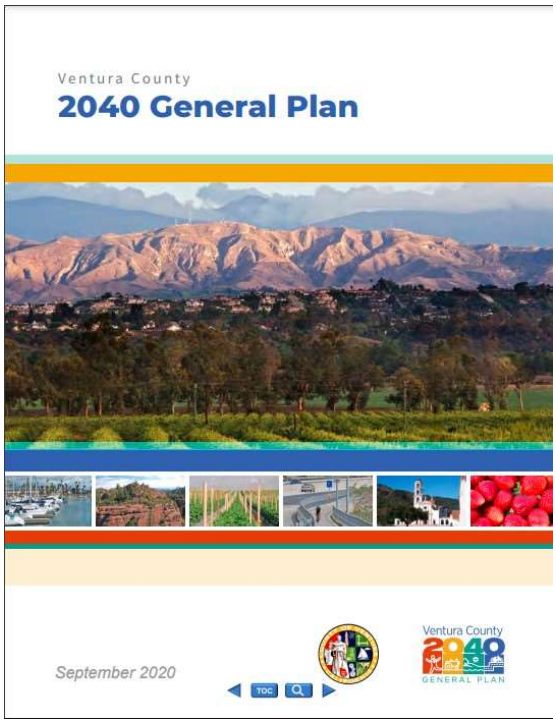
RESOURCES ELEMENT

RES Goal 1: Traffic-related air pollutants generated within the Saticoy community are reduced through land use changes and mobility improvements.

- RES-1.1 Discretionary development should be designed to reduce vehicle miles traveled by:
    - b. Incorporating multimodal connections and amenities.

Ventura County 2040 General Plan

Adopted September 2020, the Ventura County 2040 General Plan marks the first comprehensive update of the County's long-range plan since 1988. The plan establishes the following goals and policies related to active transportation in Saticoy.



LAND USE AND COMMUNITY CHARACTER ELEMENT

- LU-12: To provide parks and recreational facilities to serve all residents of Ventura County.
    - LU-12.1 Parks and Recreational Facilities: The County shall support the development of parks and recreation facilities within areas designated as Existing Community, Area Plans, or Areas of Interest.
- LU-16: To enhance the character and design of unincorporated communities in the county in order to cultivate self-contained communities designed to meet the daily needs of Ventura County residents.

  - LU-16.2 Urban Design Standards for Commercial and Industrial Development: The County shall require that discretionary commercial and industrial developments maintain high standards of urban design and environmental quality by incorporating compact form, maximizing pedestrian access and safety, and minimizing land use conflicts and traffic congestion.
  - LU-16.5 Multimodal Access to Commercial Development: The County shall encourage discretionary commercial development to promote ease of pedestrian/bicycle access to encourage walk-in business, while providing sufficient off-street parking.
- LU-17: Within designated disadvantaged communities, plan for and provide public facilities, services, and infrastructure that provide fair treatment and quality of life to all people regardless of race, color, national origin, or income.
  - LU-17.1 Providing Equitable Public Services: Within designated disadvantaged communities, the County shall consider environmental justice issues as they relate to the equitable provision of public services and infrastructure such as parks, recreational facilities, community gardens, public safety facilities, and other beneficial uses that improve the overall quality of life.
- LU-18: To promote meaningful dialogue and collaboration between members of designated disadvantaged communities and decision-makers to advance social and economic equity.
  - LU-18.2 Input on Proposed Planning Activities: Within designated disadvantaged communities, the County shall facilitate opportunities for community members and stakeholders to provide meaningful and effective input on proposed planning activities early on and continuously throughout the public review process.
  - LU-18.3 Times and Locations of Public Engagement Opportunities: Within designated disadvantaged communities, the County shall aim to hold meetings, workshops, and other public engagement opportunities at times and locations that make it convenient for community members to attend, particularly stakeholders who are the most likely to be directly affected by the outcome.
  - LU-18.4 Variety of Public Communication Methods: Within designated disadvantaged communities, the County shall continue to share public information across a variety of media, technological, and traditional platforms, and languages based on the demographics of the community.
  - LU-18.5 Participation in Climate Change Planning: The County shall encourage stakeholders in designated disadvantaged communities who are vulnerable to sea level rise or other climate change impacts to have the opportunity to learn about

and participate in the decision-making process for adaptation planning within Ventura County.

- LU-19: To enhance inter-agency coordination to achieve mutually-beneficial land use conservation and development.
- LU-20: To encourage the protection and use of state- and federally-owned beaches, hillsides, woodlands, grasslands, rivers, streams, wetlands, estuaries, and cultural resources for the education and enjoyment of Ventura County residents and visitors.

CICULATION, TRANSPORTATION, AND MOBILITY ELEMENT

- CTM-2: To facilitate the safe, efficient, and cost-effective movement of all users, including bicyclists, pedestrians, public transportation riders, children, older people, and disabled people, as well as motorists through the provision of an integrated multimodal system.
    - CTM-2.1 Complete Streets: The County shall prepare and adopt Complete Streets Design Guidelines to be used when constructing new roadways or improving existing roadways where Complete Streets would be appropriate/feasible. The Complete Streets Design Guidelines shall employ a context-sensitive approach to planning and designing the road and street network to reflect the distinct agricultural, rural, or urban character of a particular location.
    - CTM-2.2 Functional Classification: The County shall plan a roadway system that has adequate capacity and is designed to provide reasonable and safe use by vehicles, public transportation, bicycles and pedestrians with minimum delay pursuant to LOS standards described in Policy CMT-1.2. The road system should follow Federal Highway Administration (FHWA) classification as identified on Figure 4-4.
    - CTM-2.4 Transportation System Safety: The County shall strive to provide safe operating conditions for all appropriate modes and uses of County roadways.
    - CTM-2.6 Regional Transportation Planning: The County shall work with Caltrans, Southern California Association of Governments (SCAG), Ventura County Transportation Commission (VCTC), and cities in the county to plan, develop, and maintain regional transportation facilities and services, and to identify existing and future transportation corridors that should be linked across jurisdictional boundaries so that sufficient right-of-way may be preserved.
    - CTM-2.9 State Route 118 Improvement in Saticoy Area: The County shall work with the Ventura County Transportation Commission (VCTC) and Caltrans to reprioritize the re-striping of SR 118 from Vineyard Avenue to Darling Road on the

Ventura County Congestion Management Plan and the Caltrans list of projects to provide for an additional lane in each direction of travel.

- CTM-2.11 Efficient Land Use Patterns: The County shall establish land use patterns that promote shorter travel distances between residences, employment centers, and retail and service-oriented uses to support the use of public transportation, walking, bicycling, and other forms of transportation that reduce reliance on single-passenger automobile trips.
- CTM-2.12 Countywide Bicycle Lane and Trail System: The County shall coordinate with cities in the county and Ventura County Transportation Commission (VCTC) to plan and implement a system of bicycle lanes and multi-use trails that link the cities, unincorporated communities, schools including colleges and universities, commercial/retail, employment centers, health care service facilities, public transportation, and other points of interest.
- CTM-2.13 Transportation System Connectivity: The County shall strive to eliminate "gaps" in roadways, bikeways, and pedestrian networks by planning for and seeking funding to construct necessary improvements to remove barriers and improve transportation system connectivity as well as connections that support first and last mile accessibility to and from public transportation.
- CTM-2.14 Bicycle Facility Design: When designing new bicycle facilities, or modifying existing roadways with bicycle facilities, the County shall prioritize and install features to improve the safety and visibility of bicyclists.
- CTM-2.15 Bicycle/Pedestrian Design: The County shall rely on the guidelines and design standards for bicycle and pedestrian facilities established by the California Manual on Uniform Traffic Control Devices (CAMUTCD) and supporting guidelines provided the Federal Highway Administration, Caltrans, and the American Association of State Highway and Transportation Officials (AASHTO).
- CTM-2.16 Pedestrian Planning: The County shall consider the safety and accessibility of pedestrians when preparing transportation plans, studies, and reports.
- CTM-2.17 Complete Streets Standards in Existing Communities: The County shall require discretionary development in designated Existing Communities to construct roadways to urban standards and Complete Streets principles, including curb, gutter, sidewalks, and bike lanes when there is a nexus for improvement. The County shall rely on the guidelines and design standards for Complete Streets design established by the California Manual on Uniform Traffic Control Devices (CAMUTCD), Caltrans in the Highway Design Manual, and Complete Streets

Guidelines (pursuant to Deputy Directive-64-R2), Federal Highway Administration, American Association of State Highway and Transportation Officials (AASHTO).

- CTM-2.19 Safe Pedestrian Crossings: The County shall improve pedestrian safety at intersections and mid-block locations in Existing Communities through approved features consistent with the California Manual on Uniform Traffic Control Devices (CAMUTCD), Highway Design Manual, Federal Highway Administration, American Association of State Highway and Transportation Officials (AASHTO), and the National Cooperative Highway Research Program Report 498 (Application of Pedestrian Crossing Treatments for Streets and Highways).
- CTM-2.20 Pedestrian/Bicycle Conflicts along Overweight Vehicle Corridor and Surface Transportation Assistance Act (STAA) Truck Routes: Within Existing Communities, the County shall provide/retrofit separated or buffered pedestrian and bicycle paths from the outside travel lane along County Road Network roads that are designated Overweight Vehicle Corridors and STAA designated Terminal Access Routes. Where the application or retrofitting of separated or buffered facilities is not feasible, the County shall prioritize alternative pedestrian and bicycle connections that encourage and attract pedestrian and bicycle traffic off designated Overweight Vehicle Corridors or STAA designated truck routes.
- CTM-2.22 Non-Drivers Living in Rural Areas: The County shall work with Ventura County Transportation Commission (VCTC) and local public transportation providers to address the needs of non-drivers living in rural areas to provide public transportation and paratransit service.
- CTM-2.24 Abandoned Railroad Rights-of-Way: When railroad rights-of-way are abandoned, the County shall evaluate the feasibility of acquiring the land for public use as public transportation, bicycle, pedestrian, or equestrian paths.

- CTM-3: To develop an accessible and interconnected bicycle network that addresses resident and visitor needs for commuting, daily activities, and recreation.
  - CTM-3.1 Bicycle Network Strategy and Prioritization: The County shall identify and prioritize components of a bicycle network to increase public access and ridership on bicycle routes.
  - CTM-3.2 Inclusive Bicycle Network: The County shall develop a bicycle network for all user types and routes across the county.
  - CTM-3.3 Regional Destination Focus for Bicycle Network: The County shall encourage the development of a bicycle network that connects to regional

destinations such as parks, trails, educational institutions, employment centers, transit, park and ride lots, and tourist destinations.

- CTM-3.4 Interjurisdictional Bicycle Network Connectivity: The County shall promote bicycle network connectivity between Ventura County communities as well as Santa Barbara and Los Angeles Counties.
- CTM-3.5 Bicycle Routes in Rural Areas: The County shall plan for bicycle network connectivity in rural, agricultural, and open space areas in a way that supports and complements business and agricultural activities in those areas.
- CTM-3.6 Bicycle Network Routes and Wayfinding: The County shall use clear and consistent message and placement for on- and off-street regional bikeways and to regional destinations.
- CTM-3.7 Funding for Bicycle Network and Wayfinding Planning and Improvements: The County shall actively pursue outside funding opportunities for bicycle network improvements.
- CTM-3.8 Bicycle Storage Facilities: The County shall require adequate bicycle storage facilities (e.g., bicycle racks, lockers) for discretionary development as determined by allowable land uses at a given site.

- **CTM-4:** To ensure that land use and transportation planning efforts in the county are cohesive, mutually supportive, and reduce Vehicle Miles Traveled (VMT) per capita within the unincorporated areas of the County.
  - CTM-4.1 Reduce Vehicle Miles Traveled (VMT): The County shall work with Caltrans and Ventura County Transportation Commission (VCTC) to reduce VMT by:
    - facilitating the efficient use of existing transportation facilities;
    - striving to provide viable modal choices that make driving alone an option rather than a necessity,
    - supporting variable work schedules to reduce peak period VMT, and
    - providing more direct routes for pedestrians and bicyclists.
  - CTM-4.2 Alternative Transportation: The County shall encourage bicycling, walking, public transportation, and other forms of alternative transportation to reduce Vehicle Miles Traveled (VMT), traffic congestion, and greenhouse gas emissions.
- **CTM-6:** To use emerging technologies and environmentally-sustainable practices to increase transportation system efficiency and resiliency.

  - CTM-6.1 Routine Use of Alternative Transportation Options: The County shall support the integration of emerging technologies that increase the routine use of alternative transportation options to decrease single-passenger automobile travel.
  - CTM-6.3 Permeable Pavement: As part of new roadway planning and design as part of discretionary development, the County shall promote the use of permeable paving and other passive drainage features such as bioswales to prevent flooding, particularly in urban areas.
  - CTM-6.8 Micro-Mobility Operations: The County shall evaluate the feasibility and work to establish requirements for shared micromobility (e.g., bike sharing) vendors within unincorporated areas.
- CTM-7: To maintain sufficient funding to provide for existing and future transportation facility and service needs, including the operation and maintenance of the transportation system.
  - CTM-7.1 Federal and State Funding: The County shall identify, develop, and prioritize transportation projects to best compete for federal and state funds for roadway safety improvements, public transportation, bicycle and pedestrian improvements.
  - CTM-7.2 Local Funding Mechanisms: The County shall continue to use local financing mechanisms such as gas tax, vehicle registration fees, and Traffic Impact Mitigation Fees to help fund transportation projects. The County shall continue to support regional and county-wide measures for transportation funding.

IMPLEMENTATION PROGRAMS

- A - Traffic Impact Mitigation Fee Program: The County shall update its Traffic Impact Mitigation Fee Program and perform a comprehensive update to the program a minimum once every ten (10) years pursuant to Government Code Section 66000 et seq.
- B - Initial Study Assessment Guidelines: The County shall update and adopt its Initial Study Assessment Guidelines (ISAG) no later than 2025 to address Vehicle Miles Traveled (VMT) and safety metrics pursuant to CEQA Guidelines Section 15064.3. This program shall consider inclusion of the following components:
  - Establishment of screening criteria to define projects not required t0 submit detailed VMT analysis, such as infill projects, inclusion of locally serving commercial, transit supportive projects, or transportation enhancements that reduce VMT;
  - Establishment of thresholds of significant for identifying VMT related transportation impacts to meet or exceed State requirements; at minimum the

thresholds will be equivalent to the threshold values for different project types identified in Mitigation Measure CTM-1;
    - Standard mitigation measures for significant transportation impacts; and
    - Specify the County's procedures for reviewing projects with significant and unavoidable impacts, under CEQA, related to VMT.
- C - Vehicle Miles Traveled (VMT) Reduction Program: To support climate change related goals and CEQA related VMT policies pursuant to SB 743 (2013), the County shall develop a VMT Reduction Program no later than 2025. This program will contain a range of project- and program-level mitigation measures and VMT reduction strategies, that could include:
    - Preparation of a Transportation Demand Management (TDM) program to promote mode shifts from single occupant vehicle use to transit, ridesharing, active transportation, telecommuting, etc.; and,
    - Transportation System Management applications such as park-and-ride lots, intelligent transportation system (ITS) field deployment, pavement management, etc.

  This program shall identify measures to achieve an additional five percent overall reduction in VMT by 2030, and 10 percent by 2040 relative to 2030 and 2040 business as usual scenarios, respectively. During implementation of the 2040 General Plan, the County will review and update the VMT Reduction Program as warranted to provide additional mitigation measures and programs that achieve these levels of VMT reduction.
- D- Regional Road Network Coordination: The County shall continue to coordinate across its own agencies as well as with cities in Ventura and Los Angeles Counties and Caltrans to identify needed improvements to the Regional Road Network. This will include identification of funds available and needed for County and cities inter-city road-building purposes to construct improvements.
- E - Pavement Management System: The County shall continue to maintain its Pavement Management System (PMS) to identify Pavement Condition Index (PCI) and ensure that the County road network is kept in a state of good repair with an emphasis and priority on goods movement corridors (e.g., Surface Transportation Assistance Act, Overweight Vehicle corridor, or local County roadways designated as part of the National Highway System). The PCI thresholds for pavement rehabilitation shall be based on guidance provided by the Board of Supervisors.
- H - Complete Streets Guidelines: The County shall prepare and adopt Complete Streets Design Guidelines/standards to be used when constructing new roadways or improving existing roadways where Complete Streets would be appropriate/feasible. Complete Streets Design Guidelines/standards should be consistent with the pedestrian and bicycle design guidelines and design standards established by Caltrans and supporting state/federal guidelines when designing bicycle/pedestrian facilities. These include the California Manual on Uniform Traffic Control Devices (CAMUTCD), Highway Design Manual, Federal Highway Administration, American Association of State Highway and Transportation Officials (AASHTO). The County shall improve pedestrian safety at intersections and mid-block locations in developed communities by providing pedestrian crossing treatments where appropriate.

- I - County Road Standards Update: The County shall update Road Standards to include the Complete Street Design Guidelines/Standards.
- J - Vision Zero: The County shall develop a Vision Zero strategy for the County of Ventura with the goal of reducing all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.
- K - Safe Routes to School: The County shall support the Safe Routes to School Program by identifying opportunities to support bike and pedestrian routes to schools, identify needed improvements and opportunities to increase public access and use of these routes.
- L - Master Bicycle Network Plan: The County shall develop a master bicycle network plan that includes the recommendations from the Bicycle Wayfinding Study and the prioritized list of bike lanes from the Board approved criteria.
- M - Bicycle Wayfinding Plan Participation: The County shall continue to participate in and support the Ventura County Transportation Commission in updates to the Bicycle Wayfinding Plan linking all Ventura County cities, unincorporated communities, and CSUCI.
- N - Storage Facilities for Shared Mobility Enterprises: The County shall work with the Ventura County Transportation Commission to analyze the feasibility of shared micromobility (e.g., bike sharing) vendors being required to provide storage/parking areas or facilities to be designated and/or physically placed outside of the public right-of-way if private shared mobility vendors are allowed to operate within the unincorporated areas of the county.
- O Mobility-as-a-Service Enterprises – Parking: The County shall consider designating parking areas in County parking facilities for Mobility-as-a-Service (MaaS) vehicles to use between customer service runs and will work with cities to provide locations as well.

PUBLIC FACILITIES, SERVICES, AND INFRASTRUCTURE ELEMENT

- PFS-2: To be a regional leader in energy efficiency.
    - PFS-2.2 Sustainable Community Facility Design: The County shall encourage the incorporation of sustainable design features in community facilities to reduce energy demand and environmental impacts, such as reflective roofing, permeable pavement, and incorporation of shade trees.
- PFS-10: To develop and maintain a comprehensive system of parklands and recreational facilities that meet the active and passive recreational needs of residents and visitors, as funding is available.
    - PFS-10.1 Trail Network: The County shall encourage the establishment of a countywide network of trails to meet the needs of equestrians, bicyclists, hikers, and other trail user groups.
    - PFS-10.3 Amenities at Public Parks and Recreational Facilities: The County shall provide a full range of amenities at public parks and recreational facilities including playgrounds, restrooms, drinking fountains, trees and landscaping, outdoor furniture, and lighting, to the maximum extent feasible.

CONSERVATION AND OPEN SPACE ELEMENT

- COS-10: To improve the long-term sustainability of the community through local efforts to reduce greenhouse gas (GHG) emissions.
    - COS-10.2 Community Greenhouse Gas Emissions Reduction Target for 2030: The County shall achieve a community-wide GHG emissions reduction target of 41 percent below 2015 levels by 2030.
    - COS-10.3 Community Greenhouse Gas Emissions Reduction Goals for 2040 and 2050: The County shall work towards achieving longer-term, post-2030 community-wide GHG emissions reduction goals, as follows:
        - 61 percent below 2015 levels by 2040, and
        - 80 percent below 2015 levels by 2050.

HAZARDS AND SAFETY ELEMENT

- HAZ-10: To promote a high level of air quality in order to protect public health, safety, and welfare, and mitigate any adverse air quality impacts to the maximum extent feasible.
    - HAZ-10.1 Air Pollutant Reduction: The County shall strive to reduce air pollutants from stationary and mobile sources to protect human health and welfare, focusing efforts on shifting patterns and practices that contribute to the areas with the highest pollution exposures and health impacts.
    - HAZ-10.6 Transportation Control Measures Programs: The County shall continue to work with the Ventura County Air Pollution Control District (VCAPCD) and Ventura County Transportation Commission (VCTC) to develop and implement Transportation Control Measures (TCM) programs consistent with the APCD's Air Quality Management Program (AQMP) to facilitate public transit and alternative transportation modes within the county.
    - HAZ-10.8 Alternative Transportation Modes: The County shall promote alternative modes of transportation that reduce single-occupancy vehicle (SOV) travel and enhance "last-mile" transportation options to improve air quality.
- HAZ-11: To improve resilience to increasing temperatures resulting from climate change.
    - HAZ-11.3 Limit Impacts of Climate Change on Designated Disadvantaged Communities: The County shall work with public, private, and nonprofit partners to limit impacts of climate change on Designated Disadvantaged Communities by focusing planning efforts and interventions on communities with the highest need and ensuring representatives of these communities have a role in the decision-making process for directing climate change response.

Ventura County Municipal Code

Although Ventura County's municipal code does not require bicycle parking for residential uses other than boarding houses/Single Room Occupancy (SRO) Units and homeless shelters, bike parking is required for most commercial and institutional properties. However, per § 8119-1.8.6 - Parking Standards, which covers additional land uses allowed in Old Town Saticoy, bike parking is required at multifamily units and other community land uses.

§ 8108-4.3 - BICYCLE PARKING

A minimum number of bicycle parking spaces shall be provided, as set forth in Section 8108-4.7. Where there are two (2) or more separate primary land uses on a site, the required bicycle parking for the site is the sum of the required bicycle parking for each of the individual land uses.

(Ord. No. 4407, § 1, 10-20-2009)

Saticoy & Wells Community Plan (2009)

Developed by the City of Ventura and adopted in 2009 by the City, the Saticoy & Wells Community Plan pertains to the portions of the Wells and Saticoy Planning Communities not designated as agricultural land or fully developed residential areas. The Plan aims "to create six distinct, yet interconnected, walkable neighborhoods that improve over time by requiring well-designed development, thoroughfares usable by all modes of transportation, and providing neighborhood amenities that meet the unique needs of the Saticoy and Wells communities" (p. 11-1).

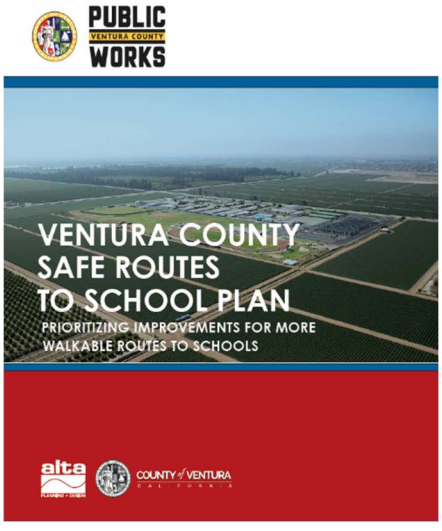
Under this Plan, Old Town Saticoy is recognized as the historic town center for the area and as such, is intended to serve as the primary location for civic uses with office and retail uses for the entire Saticoy & Wells Plan Area and for eastern Ventura, allowing the communities to benefit from the concentration of existing commercial and industrial uses. The following policies relate to active transportation in Saticoy:

- Policy 11K Improve thoroughfare design and ensure that the circulation system is interconnected and usable by all modes of transportation.
    - *Action 11.4.2:* Develop street standards that emphasize the safe and sufficient movement of vehicles, pedestrian safety, streetscapes, and compatibility with adjoining urban features and incorporate naturalistic 'green street' design elements into the streetscape to minimize impacts to the natural environment.
    - *Action 11.4.3:* Create standards for properties fronting Wells Road to facilitate the efficient movement of vehicles, bicyclists, and pedestrians between community gathering places, transportation nodes, and public areas, and to protect the public/private realm.
    - *Action 11.4.4:* Work with Caltrans to reconfigure Wells Road (south of Citrus Drive) to accommodate new buildings and uses and to create it as a pedestrian-friendly, mixed-use thoroughfare.
    - *Action 11.4.5:* Improve connectivity between schools and neighborhoods through pedestrian access across and along major thoroughfares.
    - *Action 11.4.6:* Develop a cohesive network of bicycle paths that link neighborhoods, community gathering places, and recreational areas as an extension of the City's "Select System of Bikeways."
    - *Action 11.4.13:* Require new multi-family/mixed-use developments to provide common transportation amenities such as transit passes, bicycles, personal mobility devices, scooters, neighborhood-use electric vehicles, and shared cars as part of the development and in numbers proportionate to the size of the development.
    - *Action 11.4.15:* Integrate and increase bus transit and pedestrian/bicycle routes with future rail transit in Old Town Saticoy. Provide bus stops as close as possible to the train station in order to provide easy transfers.
    - *Action 11.4.32:* Work with the County of Ventura to encourage changes to Los Angeles Avenue in Old Town Saticoy to a narrower (with parallel parking) thoroughfare.

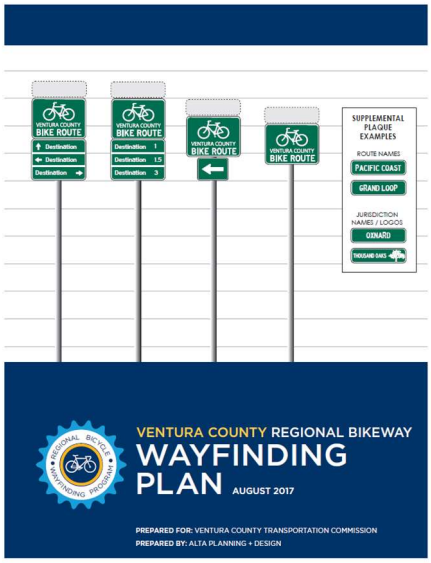
  - *Action 11.4.33:* Reconfigure Los Angeles Avenue around the rail station with on-street parking and varied shop fronts.
  - *Action 11.4.34:* Study the feasibility of providing a pedestrian crossing from Amapola Avenue south over the rail tracks.
  - *Action 11.4.35:* Reconfigure Los Angeles Avenue north of the rail hub from the current angled parking configuration into a narrower parallel parking thoroughfare with live-work frontages on the ground floor.
  - *Action 11.4.36:* Study the feasibility of extending Azahar Street west to connect to Wells Road.
- Policy 11N: Develop a rich and interconnected palette of public open spaces in an inspirational manner that facilitates social interaction and a sense of community, and provides ecoservices such as planned sub-basin drainage and storage.
- Policy 11O: Design community facilities to provide multiple community benefits, including daytime activities for seniors, weekend athletic programs requiring a gymnasium, a community theater venue, and community-based meeting space.
  - *Action 11.6.13:* Centrally locate new community facilities with safe, easily accessed pedestrian and bicycle connections to existing and future neighborhoods.

Ventura County Safe Routes to School Plan (2019)

The County of Ventura Safe Routes to School Plan (SRTS Plan) evaluates and prioritizes walking improvements near twelve selected project schools in unincorporated Ventura County. Informed by school information, walk audits, and pedestrian/bicycle collision data, recommendations are meant to improve safety and walkability to and from school and include both infrastructural and programmatic suggestions. The closest school to Saticoy included in the plan is Rio Mesa High School. Various improvements are recommended for the area immediately adjacent to the school (particularly on Central Avenue).



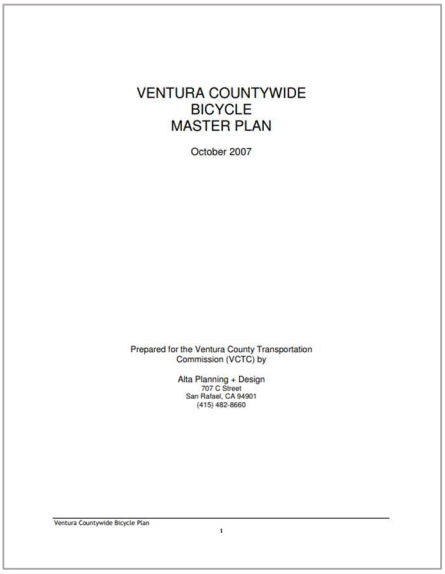
Ventura County Regional Bikeway Wayfinding Plan (2017)



The Ventura County Transportation Commission (VCTC) developed the Bicycle Wayfinding Plan to help improve the convenience and safety of people traveling by bike in Ventura County. Prepared collaboratively with county and municipal agencies, stakeholder groups and the general public, the plan serves as a toolkit for the development of a regional wayfinding network. The plan identifies regional bicycle routes meriting signage and proposes a family of consistent bicycle wayfinding sign designs for regional bike routes throughout Ventura County. The following routes identified in the plan pass near Saticoy:

- Route 7: Ojai Loop (Ventura / Santa Paula / Ojai)
- Route 15: Ventura to Port Hueneme (Rose Avenue)
- Route 17: Ventura to Simi Valley

Ventura Countywide Bicycle Master Plan (2007)



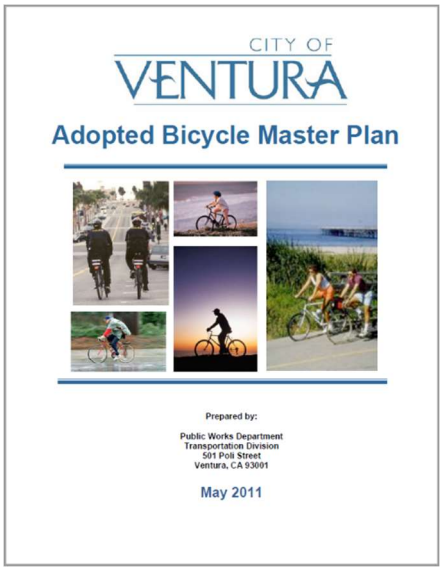
The 2007 Ventura Countywide Bicycle Master Plan (VCBMP) provides a blueprint for bicycle transportation and recreation in Ventura County. Led by the Ventura County Transportation Commission (VCTC), the VCBMP builds upon the 1996 Ventura County Regional Bikeway Plan and other planning efforts within the county and incorporated cities. The VCBMP makes recommendations to enhance and expand the existing bikeway network, close gaps, integrate with facilities in the ten incorporated cities, address constrained areas, provide for greater local and regional connectivity, and encourage more residents to bicycle.

Multiple bikeways are recommended to expand the network in Saticoy, including a Class I multi-use trail along Los Angeles Avenue and the railway.

Adjacent Jurisdictions

City of Ventura Bicycle Master Plan (2011)

Adopted by City Council in 2011, the Ventura Bicycle Master Plan establishes a 20-year long-range bicycle plan for the City of Ventura. Designed to encourage improvements to the City's bicycle facilities infrastructure while striving to improve the use and recognition of the bicycle as a viable commuter vehicle, the plan envisions increased connectivity within the City and surrounding area. Near Saticoy, the plan proposes a Class II bike lane on SR 118 and a Class I shared use path along the railroad right-of-way.



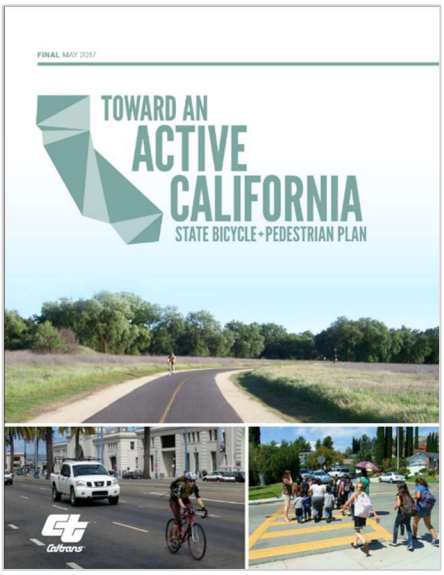
Regional

Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) (2016)

The SCAG Regional Transportation Plan includes a commitment to reduce transportation related emissions to comply with California Senate Bill 375. This Plan will help the County and community of Saticoy contribute to this goal.

State

California State Bicycle & Pedestrian Plan (2017)



The California State Bicycle and Pedestrian Plan is a visionary and comprehensive policy plan to promote a multi-modal transportation system that supports active modes of transportation and creates a framework to increase safe bicycling and walking. The plan contains:

- Strategies to achieve the goals and objectives outlined in the plan
- Performance measures and data needs to evaluate success
- Recommendations for improved Caltrans processes
- Safety statistics and a safety awareness brochure
- Investment strategies

This plan will help Saticoy to work with the local Caltrans office to implement projects on Caltrans rights-of-way.

Complete Streets Implementation Action Plan 2.0 (2017)

The intent of the Complete Streets Implementation Action Plan 2.0 is to describe the current California Department of Transportation (Caltrans) complete streets policy framework and to provide an overview of Caltrans' complete streets efforts. This policy directs Caltrans to provide for the needs of all travelers of all ages and ability in all planning, programming, design, construction, operations, and maintenance activities, and products on the State highway system. This update of the plan lays out the structure for monitoring, reporting, and overcoming barriers to further integrate complete streets into all Caltrans functions and processes.

Senate Bill 99 - Active Transportation Program Act (2013)

SB 99 establishes the Active Transportation Program for the state, in accordance with the federal Moving Ahead for Progress in the 21st Century (MAP-21) legislation, to encourage increased use of active modes of transportation and create a mechanism for distributing federal funds to local and regional efforts. The bill includes the following goals for the Active Transportation Program:

- Increase the proportion of trips accomplished by bicycling and walking
- Increase safety and mobility for non-motorized users
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

Caltrans Deputy Directive 64 – Complete Streets (2008)

In 2001, the California Department of Transportation (Caltrans) adopted Deputy Directive 64, "Accommodating Non-Motorized Travel," which contained a routine accommodation policy. The directive was updated in 2008 as "Complete Streets – Integrating the Transportation System." The new policy includes the following language:

> *The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.*
>
> *The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance operations.*

The directive establishes Caltrans' own responsibilities under this policy. The responsibilities Caltrans assigns to various staff positions under the policy include the following:

- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identifies during system and corridor planning, project initiation, scoping, and programming.

- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Research, develop, and implement multimodal performance measures.

Assembly Bill 1358 - Complete Streets Act (2008)

In September 2008, California adopted a new law that requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older adults, and people with mobility impairments, as well as motorists.

Senate Bill 375 - California Sustainable Communities Strategy (2008)

SB 375 is the first law in the nation that attempts to control greenhouse gas emissions by curbing sprawl. The law requires the California Air Resources Board (CARB) to develop regional targets for reductions in greenhouse gas emissions from passenger vehicles for 2020 and 2035. Each of the 18 metropolitan planning organizations in California will need to prepare a "sustainable communities strategy" for meeting the emissions reductions target in its region through transportation and land use actions that reduce the number of vehicle miles traveled. SB 375 establishes per-capita greenhouse gas emission reduction targets of seven percent by the year 2020 and 15 percent by the year 2035, using 2005 levels as the base year.

Assembly Bill 32 - California Global Warming Solutions Act (2006)

The California Global Warming Solutions Act aims to reduce the state's emissions of greenhouse gases to 1990 levels by 2020 and to 80% below 1990 levels by 2050. The law requires the California Air Resources Board (CARB) to adopt a "scoping plan" indicating how the 2020 target for emission reductions may be achieved from significant greenhouse gas sources through regulations, market mechanisms, and other actions. One of the recommended actions in the CARB scoping plan is to "develop regional greenhouse gas emissions reduction targets for passenger vehicles." The mechanism for developing these targets was established by separate legislation, Senate Bill 375.

Federal Plans and Policies

US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (2010)

The United States Department of Transportation (US DOT) issued this Policy Statement to support and encourage transportation agencies at all levels to establish well-connected walking and bicycling networks. The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system.

APPENDIX E: RESOLUTION

APPENDIX F: NEEDS ASSESSMENT

Variables were then assessed by level of concern for this planning effort. Variables in which Saticoy experiences poorer conditions than 61% or more of other cities in California were given high priority; medium priority was given to variables in which Saticoy experiences worse conditions than 40% to 60% of other cities; and low priority was given to variables in which Saticoy experiences poorer conditions than 39% or less of comparison cities. The charts below illustrate the number of health variables that are high, medium, or low priority consideration during this planning effort. Twelve of the 26 health related variables in Saticoy classify as high priority (46%). Only 35% classify as medium priority and 19% as low priority.

Number of Health Variables of Low, Medium, and High Priority

Category	Low	Medium	High
Physical Activity	0	4	8
Safety	1	0	0
Environment	1	3	1
Health Equity	3	2	3
Total Count	5	9	12
Total Percent	19%	35%	46%

High Priority Health Variables

Category	Variables in which Saticoy experiences worse conditions than 61% or more of California cities
Physical Activity	1. Active Commuting: Low % of workers who walk, bike, or take transit to work 2. Physical Health Not Good: Higher prevalence of poor physical health 3. Stroke: Higher prevalence of strokes among adults 4. High Blood Pressure: Higher prevalence of high blood pressure among adults 5. Cancer: Higher prevalence of cancer (excluding skin cancer) among adults

Category	Variables in which Saticoy experiences worse conditions than 61% or more of California cities
	6. Coronary Heart Disease: Higher prevalence of coronary heart disease among adults 7. Diagnosed Diabetes: Higher prevalence of diagnosed diabetes 8. Heart Attack ER Admissions: High rate of emergency department visits for AMI 10,000
Safety	N/A
Environment	1. Asthma: High prevalence of current asthma among adults
Health Equity	1. Automobile Access: Lower % of households with access to an automobile 2. Supermarket Access: Lower % of people within walking distance of a supermarket/large grocery store 3. Tree Canopy: Low % of land with tree canopy (weighted by number of people per acre)

Health Assessment

Active transportation is an important element in efforts to improve community health. It has direct and indirect implications on human and environmental health outcomes. The major health benefits of active transportation relate to physical activity, traffic safety, health equity, and environmental conditions (air quality and noise).

Physical Activity

In Saticoy, 24% of people did not participate in physical activities or exercise, other than for their regular job. This is a higher percentage of people who do *not* participate in physically activity than 59% of other cities in California. With only 2.51% of workers (16 years and older) commuting to

work by transit, walking, or cycling,[27] the rate of active commuting in Saticoy is lower than 79% of the other California cities. Increasing the percentage of active commuters in Saticoy may help to increase health-enhancing physical activity, especially for those who do not meet the recommended amount via leisure-time activities and exercise.

Health Conditions

Physical activity, whether through leisure time activities, exercise, or active commuting, helps to combat many chronic health conditions. In Saticoy, 14% of adults reported 14 or more days during the past 30 days during which their physical health was not good, which is higher than 68% of other California cities. Similarly, approximately 11% of adults reported 14 or more days during the past 30 days during which their mental health was not good – a rate higher than 45% of other California cities. As a result, both physical and mental health are of high concern in this planning process.

When considering body mass index, 24% of adults in our community have a score greater than or equal to 30.0 kg/m² – a rate that is higher than 53% of other California cities – making obesity another high priority for the community. In addition, 34% of adults have high blood pressure, 8% of adults have angina or coronary heart disease, 11% of adults have diabetes (other than during pregnancy), and 7% of adults have cancer (except skin cancer). Saticoy performs worse than more than 92% of other California cities for rates of high blood pressure and coronary heart disease making them of high concern.

Approximately 9% of Saticoy residents have asthma – higher than 63% of other California cities. Furthermore, 37.85 per 10,000 emergency department visits were for asthma, a rate that exceeds 42% of other cities.

Safety

The 5-year annual average rate of severe and fatal pedestrian injuries in Saticoy per 100,000 people is 6.96, which is a higher average rate than 28.63% of other California cities. To see more details regarding where pedestrian- and bicycle-involved collisions have occurred in the city, refer to the Collision Analysis.

[27] For this metric, the Healthy Places Index uses 2015 ACS Five-Year Estimates. According to the 2017 ACS Five-Year Estimates, 4.6% of Saticoy residents commute to work by transit, representing a significant increase in active commuting.

Environment

Replacing motor vehicle trips with active transportation modes can reduce the vehicle emissions that contribute to poor air quality conditions, and decrease people's exposure to harmful pollutants. With low rates of active commuting and high rates of vehicle ownership, it is surprising that Saticoy has healthier environmental conditions than just 44% of other California cities.

Clean Environment Conditions in Saticoy Compared to Other Cities in California

In fact, the yearly average of fine particulate matter concentration (very small particles from vehicle tailpipes, tires and brakes, powerplants, factories, burning wood, construction dust, and many other

sources) is 9.54 µg/m^3, which is a higher yearly average than 59% of other California cities. Furthermore, the average daily amount of particulate pollution from diesel sources for July was 8.22 kg/day—a rate higher than 60% of other California cities. The average of daily maximum eight-hour ozone concentration during the summer months (May to October) over three years (2012 to 2014) was .04 ppm, which exceeds 33% of other California cities.

Built Environment Assessment

Changing the built environment can increase opportunities for more active modes of transportation, and therefore physical activity, while also reducing greenhouse gas emissions. Both physical activity and improved air quality reduce one's risk for chronic health conditions and increase life expectancy. Compared to other cities in California, Saticoy experiences slight below average to high levels of supermarket access, park access, and retail density. However, that Saticoy has one of the lowest tree canopy coverages in the state. Using data provided on the California Healthy Places Index website, the current built environment conditions for Saticoy are described in more detail below.

Neighborhood Conditions in Saticoy Compared to Other Cities in California

Access to Supermarkets

Having nearby supermarkets that are convenient to access by walking or biking can encourage a better diet and eating behaviors, lower the costs of obtaining food, reduce chronic diseases, and lower the risk of food insecurity. In Saticoy, 19% of people reside less than half-mile from a

supermarket or large grocery store. Saticoy has a lower percentage of people in urban areas who live less than a half mile from a supermarket/large grocery store, or less than one mile in rural areas than 60% of other California cities.

Destinations

Living in a community with a mix of uses and destinations can improve health by reducing household transportation costs, encouraging active transportation, and fostering community connections. One measure of destinations includes employment sites, which serve as destinations for both employees and patrons. In Saticoy, the number of retail, entertainment, and education jobs per acre on unprotected land amounts to 0.6, which is lower than 33% of other California cities.

Parks

Parks can encourage physical activity, reduce chronic diseases, improve mental health, foster community connections, and support community resilience to climate change and pollution. A 3.3-acre, neighborhood park with a softball diamond, basketball court, playground, and open grass areas, Saticoy Park sits in the heart of the residential portion of the community and is home to the Boys & Girls Club of Ventura. As a result, almost every resident in Saticoy lives within walking distance (or a half-mile) of a park or open space greater than one acre. This is a higher percentage than 96% of other California cities. However, some residents have expressed desire for improved bicycle and pedestrian access, lighting, and signage, at Saticoy Park.

Trees

Trees are beneficial for mental and physical health. Adequate tree canopy can provide shade and cool surrounding areas, reduce stress, and promote health, wellness, and physical activity. They also provide many ecosystem services, including absorbing carbon dioxide and improving air quality. According to the Healthy Places Index, only 3% of land in Saticoy has tree canopy – an amount that exceeds only 14% of other California cities. However, this percentage is a likely underestimation of overall tree canopy in Saticoy as the Healthy Places Index data only captures trees within the public right-of-way.

Findings

The top ten variables for which Saticoy experiences some of the worst conditions among cities in California, as identified in the health and built environment assessments, are (in order of severity):

1. High Rates of Heart Disease
2. High Rates of High Blood Pressure
3. High Rates of Stroke
4. High Rates of Cancer (Excluding Skin Cancer)
5. Low Tree Canopy
6. Low Rates of Active Commuting
7. Low Rates of Automobile Access
8. High Rates of Diagnosed Diabetes
9. Poor Physical Health
10. High Rates of Asthma

The health and built environment assessments highlight the intersections of health and transportation and the potential active transportation has to benefit multiple aspects of our community. Once complete, this Plan will be another extension of our efforts to improve health and wellness in our community.

APPENDIX G: PRIORITIZATION MATRIX

Prioritization Matrix: Pedestrian Projects

Street	From (or Cross Street)	To	Description	Safety	Equity	Cost	Ease	Need	Destination	Regional Significance	Total
Alelia Ave	Violeta St		High-Visibility Crosswalk	10	7	10	10	10	1	0	48
Alelia Ave	Violeta St		Advanced yield sign	10	7	10	10	10	1	0	48
Alelia Ave	Azahar St		High-Visibility Crosswalks	10	7	10	10	10	0	0	47
Alelia Ave	Azahar St		Advanced yield sign	10	7	10	10	10	0	0	47
Los Angeles Ave	Azahar St		High Visibility Crosswalk	5	7	10	10	10	0	0	42
Los Angeles Ave	Violeta St		High Visibility Crosswalk	5	7	10	10	10	0	0	42
Los Angeles Ave	Violeta St		Stop Sign	5	7	10	10	10	0	0	42

Street	From (or Cross Street)	To	Description	Safety	Equity	Cost	Ease	Need	Destination	Regional Significance	Total
Alelia Ave	Nardo St		High-Visibility Crosswalks	5	7	10	10	10	0	0	42
Alelia Ave	Nardo St		Advanced yield sign	5	7	10	10	10	0	0	42
Los Angeles Ave	Nardo St		High-Visibility Crosswalk	5	6	10	10	10	0	0	41
Los Angeles Ave	Nardo St		Advance yield sign	5	6	10	10	10	0	0	41
Violeta St	Los Angeles Ave	Campanula Ave	New Sidewalk and filling gaps	10	7	5	5	10	3	0	40
Highway 118	Aster St		High Visibility Crosswalk	0	7	10	10	10	1	0	38
Highway 118	Aster St		High Visibility Crosswalk	0	7	10	10	10	0	0	37
Los Angeles Ave	Azahar St	Nardo St	New sidewalk	10	7	5	5	10	0	0	37
Violeta St	Los Angeles St	Campanula Ave	Ped lighting	10	7	0	5	10	3	0	35

Street	From (or Cross Street)	To	Description	Safety	Equity	Cost	Ease	Need	Destination	Regional Significance	Total
Azahar St	Alelia St	Campanula Ave	New sidewalk and expanded existing sidewalk	10	7	0	5	10	3	0	35
Saticoy Wash	Aster St	Alelia Ave	Formalize walking path	10	7	5	0	10	2	0	34
Violeta St			High Visibility Mid-Block Crossing	0	7	10	5	10	1	0	33
Violeta St			Advance yield sign	0	7	10	5	10	1	0	33
Violeta St	Amapola Ave		Transit stop amenities	5	7	5	5	10	1	0	33
Los Angeles Ave	Azahar St		Curb ramps	5	7	5	5	10	0	0	32
Highway 118	Nardo St		High Visibility Crosswalk	0	6	10	5	10	0	0	31
Violeta St	Highway 118	Campanula Ave	Traffic calming	10	7	0	0	10	3	0	30

Street	From (or Cross Street)	To	Description	Safety	Equity	Cost	Ease	Need	Destination	Regional Significance	Total
Violeta St	Campanula Ave		Curb extension	0	7	5	5	10	2	0	29
Aster St	Highway 118	Saticoy Park	Ped Lighting	10	7	0	0	10	2	0	29
Azahar St	Alelia Ave	Campanula Ave	Traffic Calming	10	7	0	0	10	2	0	29
Campanula Ave	North Community Limit	Azahar St	Sidewalk	0	7	5	5	10	2	0	29
Violeta St	Alelia Ave		Mini traffic circle or Chicane	10	7	0	0	10	1	0	28
Highway 118	Aster St		Pedestrian lead interval	0	7	5	5	10	1	0	28
Los Angeles Ave	Violeta St		Curb Extension	5	7	5	0	10	0	0	27
Highway 118	Railroad Tracks		Bridge/Underpass	0	7	0	0	10	0	10	27
Los Angeles	Nardo St		Curb ramps	5	6	5	0	10	0	0	26
Highway 118	Nardo St		Pedestrian Lead Time	0	6	5	5	10	0	0	26

Street	From (or Cross Street)	To	Description	Safety	Equity	Cost	Ease	Need	Destination	Regional Significance	Total
Los Angeles Ave	Nardo St	Highway 118	New Sidewalk	5	6	5	0	10	0	0	26
Highway 118	Aster St	Nardo St	Expanding sidewalk	0	7	5	0	10	1	0	23
Los Angeles Ave	Saticoy Wash barrier	Violeta St	Ped Lighting	5	7	0	0	10	0	0	22
Alelia Ave	Azahar St	Nardo St	Complete sidewalk gap	10	7	5	0	0	0	0	22
Highway 118	Aster St		Pedestrian Refuge Island	0	7	0	0	10	1	0	18
Azahar St			Chicanes	0	7	0	0	10	0	0	17
Highway 118	Nardo St		Pedestrian island	0	6	0	0	10	0	0	16
Los Angeles Ave	Saticoy Wash Barrier	Violeta St	Sidewalk	5	7	0	0	0	0	0	12

Prioritization Matrix: Bicycle Projects

Street	From	To	Description	Safety	Equity	Cost	Ease	Need	Destination	Regional Significance	Total
Aster St	Highway 118	Saticoy Park	Bicycle Lane (Class II)	10	7	10	10	10	2	0	49
Alelia Ave	Violeta St	Rosal Lane	Bicycle Route (Class III)	10	7	10	10	10	1	0	48
Los Angeles Ave	Violeta St 500 feet north	Nardo St	Bicycle Route (Class III)	10	7	10	10	10	0	0	47
Nardo St	Highway 118	Campanula Ave	Bicycle Lane (Class II)	5	7	10	10	10	2	0	44
Los Angeles Ave	Nardo St	Highway 118	Bicycle Route (Class III)	5	6	10	10	10	0	0	41
Aster St	Saticoy Park	Campanula Ave	Bicycle Route (Class III)	0	7	10	10	10	3	0	40
Campanula Ave	North Community Limit	Azahar St	Bicycle Route (Class III)	0	7	10	10	10	2	0	39
Los Angeles Ave	Community Limit	Aster St	Bicycle Route (Class III)	0	7	10	10	10	0	0	37
Violeta St	Highway 118	Campanula Ave	Bicycle Boulevard (Class IIIB)	10	7	0	5	10	3	0	35
Azahar St	Los Angeles Ave	Campanula Ave	Bicycle Boulevard (Class IIIB)	10	7	0	5	10	3	0	35
Santa Paula Branch Line	West Community Limit	East Community Limit	Shared-Use Path (Class I)	5	7	0	0	10	2	10	34
Rosal Lane	Los Angeles Ave	Campanula Ave	Bicycle Route (Class III)	5	7	10	10	0	0	0	32

County Dr	Nardo St	Highway 118	Bicycle Route (Class III)	5	7	10	10	0	0	0	32
Nardo St	Lirio Ave	Highway 118	Bicycle Route (Class III)	5	6	10	10	0	0	0	31
Highway 118	North Community Limit	South Community Limit	Separated Bikeway (Class IV)	0	7	0	0	10	1	10	28
Los Angeles Ave	Aster St	Saticoy Wash	Shared-Use Path (Class I)	5	7	5	0	10	0	0	27
Riverbank Dr	County Dr		Bicycle Route (Class III)	0	7	10	10	0	0	0	27

County Prioritization Matrix: Pedestrian Projects

Street	From	To	Cross Street	Facility Type	Description	Roadway Speed	Ped Related Collisions	ADT of Roadway	School Walking Zone	Gap Closure	Land Use	Connectivity	Disadvantaged Community	Community Support	Constructability	Existing Funding	Total
Violeta St	Los Angeles Ave	Campanula Ave		Sidewalks & Paths	New Sidewalk and filling gaps	5	10	2	5	10	5	10	0	5	10	0	62
Violeta St	Highway 118	Campanula Ave		Traffic Calming	Traffic calming	5	10	2	10	0	10	10	0	5	5	0	57
Violeta St	Los Angeles St	Campanula Ave		Pedestrian-Scale Lighting	Ped lighting	5	10	2	10	0	10	10	0	5	1	0	53
Alelia Ave	Azahar St	Nardo St		Sidewalks & Paths	Complete sidewalk gap	5	0	2	0	10	10	10	0	5	10	0	52
Highway 118			Aster St	Signals & Beacons	Pedestrian lead interval	7	0	5	10	0	5	10	0	5	10	0	52
Highway 118			Aster St	Crossing Facilities	High visibility Crosswalk (existing legs)	7	0	5	10	0	5	10	0	5	10	0	52
Highway 118			Aster St	Crossing Facilities	High visibility Crosswalk (new leg)	7	0	5	10	0	5	10	0	5	10	0	52
Violeta St				Crossing Facilities	High visibility Mid-Block Crossing	5	5	2	5	0	10	10	0	5	10	0	52

Street	From	To	Cross Street	Facility Type	Description	Roadway Speed	Ped Related Collisions	ADT of Roadway	School Walking Zone	Gap Closure	Land Use	Connectivity	Disadvantaged Community	Community Support	Constructability	Existing Funding	Total
Violeta St				Crossing Facilities	Advance yield sign	5	5	2	5	0	10	10	0	5	10	0	52
Los Angeles Ave	Nardo St	Highway 118		Sidewalks & Paths	New Sidewalk	5	0	2	0	7	10	10	0	5	10	0	49
Azahar St	Alelia St	Campanula Ave		Sidewalks & Paths	New sidewalk and expand existing sidewalk	5	0	2	0	10	5	10	0	5	10	0	47
Highway 118			Aster St	Crossing Facilities	Pedestrian Refuge Island	7	0	5	10	0	5	10	0	5	5	0	47
Los Angeles Ave			Violeta St	Crossing Facilities	High visibility Crosswalk	5	0	2	5	0	10	10	0	5	10	0	47
Los Angeles Ave			Violeta St	Crossing Facilities	Stop Sign	5	0	2	5	0	10	10	0	5	10	0	47
Los Angeles Ave			Violeta St	Curb Treatments	Curb Extension	5	0	2	5	0	10	10	0	5	10	0	47
Los Angeles Ave	Azahar St	Nardo St		Sidewalks & Paths	New sidewalk	5	0	2	0	7	5	10	0	5	10	0	44
Highway 118			Railroad Tracks	Crossing Facilities	Bridge/Underpass	7	0	5	0	10	5	10	0	5	1	0	43
Alelia Ave			Violeta St	Crossing Facilities	High-visibility Crosswalk	5	5	2	0	0	5	10	0	5	10	0	42
Alelia Ave			Violeta St	Crossing Facilities	Advanced yield sign	5	5	2	0	0	5	10	0	5	10	0	42

Street	From	To	Cross Street	Facility Type	Description	Roadway Speed	Ped Related Collisions	ADT of Roadway	School Walking Zone	Gap Closure	Land Use	Connectivity	Disadvantaged Community	Community Support	Constructability	Existing Funding	Total
Azahar St	Alelia Ave	Campanula Ave		Traffic Calming	Traffic Calming	5	0	2	0	10	5	10	0	5	5	0	42
Highway 118			Nardo St	Crossing Facilities	High visibility Crosswalk	7	0	5	0	0	5	10	0	5	10	0	42
Highway 118	Aster St	Nardo St		Sidewalks & Paths	Expanding sidewalk	7	0	5	5	7	5	7	0	5	1	0	42
Violeta St			Alelia Ave	Traffic Calming	Mini traffic circle or Chicane	5	10	2	5	0	5	7	0	5	1	0	40
Los Angeles Ave	Saticoy Wash barrier	Violeta St		Pedestrian-Scale Lighting	Ped Lighting	5	0	2	5	0	10	10	0	5	1	0	38
Highway 118			Nardo St	Crossing Facilities	Pedestrian Refuge Island	7	0	5	5	0	5	10	0	5	1	0	38
Highway 118			Nardo St	Signals & Beacons	Pedestrian Lead Time	7	0	5	0	0	5	5	0	5	10	0	37
Los Angeles Ave			Nardo St	Curb Treatments	Curb ramps	5	0	2	0	0	5	10	0	5	10	0	37
Los Angeles Ave			Nardo St	Crossing Facilities	High visibility Crosswalks	5	0	2	0	0	5	10	0	5	10	0	37
Los Angeles Ave			Nardo St	Crossing Facilities	Advance yield sign	5	0	2	0	0	5	10	0	5	10	0	37
Los Angeles Ave			Azahar St	Crossing Facilities	High visibility Crosswalk	5	0	2	0	0	10	10	0	5	10	0	42

Street	From	To	Cross Street	Facility Type	Description	Roadway Speed	Ped Related Collisions	ADT of Roadway	School Walking Zone	Gap Closure	Land Use	Connectivity	Disadvantaged Community	Community Support	Constructability	Existing Funding	Total
Los Angeles Ave			Azahar St	Curb Treatments	Curb ramps	5	0	2	0	0	10	10	0	5	10	0	42
Saticoy Wash	Aster St	Alelia Ave		Sidewalks & Paths	Formalize walking path		0	2	5	10	5	7	0	5	1	0	35
Alelia Ave			Nardo St	Crossing Facilities	High-visibility Crosswalks	5	5	2	0	0	5	0	0	5	10	0	32
Alelia Ave			Nardo St	Crossing Facilities	Advanced yield sign	5	5	2	0	0	5	0	0	5	10	0	32
Aster St	Highway 118	Saticoy Park		Pedestrian-Scale Lighting	Ped Lighting	5	0	2	5	0	5	5	0	5	5	0	32
Azahar St				Traffic Calming	Chicanes	5	0	2	0	0	5	10	0	5	5	0	32
Campanula Ave	North Community Limit	Azahar St		Sidewalks & Paths	Sidewalk	5	0	2	0	10	5	0	0	5	5	0	32
Alelia Ave			Azahar St	Crossing Facilities	High-visibility Crosswalks	5	0	2	0	0	10	0	0	5	10	0	32
Alelia Ave			Azahar St	Crossing Facilities	Advanced yield sign	5	0	2	0	0	10	0	0	5	10	0	32
Violeta St			Campanula Ave	Curb Treatments	Curb extension	5	0	2	0	0	5	0	0	5	10	0	27
Violeta St	Amapola Ave			Transit Stop Amenities	Transit stop amenities	5	0	2	0	0	5	0	0	5	10	0	27

County Prioritization Matrix: Bicycle Projects

Street	From	To	Class	Roadway Speed	Travel Lane Width	Collisions	ADT Bikes	ADT Auto	Constructability	Connectivity to other modes	Previous Plan	Pop Density	Connectivity to other modes	Connectivity to POI	Community Support	Existing Funding	Total
Highway 118	North Community Limit	South Community Limit	Separated Bikeway (Class IV)	10	5	0		5	5	5	10	5	0	5	10	0	60
Violeta St	Highway 118	Campanula Ave	Bicycle Boulevard (Class IIIB)	5	5	0		2	10	5	0	5	5	7	10	0	54
Aster St	Highway 118	Saticoy Park	Bicycle Lane (Class II)	5	10	0		2	15	5	0	5	0	5	5	0	52

Street	From	To	Class	Roadway Speed	Travel Lane Width	Collisions	ADT Bikes	ADT Auto	Constructability	Connectivity to other modes	Previous Plan	Pop Density	Connectivity to other modes	Connectivity to POI	Community Support	Existing Funding	Total
Los Angeles Ave	Violeta St 500 feet north	Nardo St	Bicycle Route (Class III)	5	5	0		2	15	5	0	5	5	5	5	0	52
Santa Paula Branch Line	West Community Limit	East Community Limit	Shared-Use Path (Class I)	5	5	0		2	5	5	10	5	0	5	10	0	52
Azahar St	Los Angeles Ave	Campanula Ave	Bicycle Boulevard (Class IIIB)	7	5	0		2	10	3	0	5	0	7	10	0	49
Aster St	Saticoy Park	Campanula Ave	Bicycle Route (Class III)	5	5	0		2	15	3	0	5	0	7	5	0	47
Alelia Ave	Violeta St	Rosal Lane	Bicycle Route (Class III)	5	5	0		2	15	3	0	5	0	5	5	0	45
Nardo St	Highway 118	Campanula Ave	Bicycle Lane (Class II)	5	5	0		2	15	3	0	5	0	5	5	0	45
Los Angeles Ave	Nardo St	Highway 118	Bicycle Route (Class III)	5	5	0		2	15	3	0	5	0	5	5	0	45
Campanula Ave	North Community Limit	Azahar St	Bicycle Route (Class III)	5	5	0		2	15	3	0	5	0	5	5	0	45
Los Angeles Ave	Community Limit	Aster St	Bicycle Route (Class III)	5	5	0		2	15	3	0	5	0	5	5	0	45
Riverbank Dr	County Dr		Bicycle Route (Class III)	5	5	0		2	15	3	0	5	0	5	5	0	45

Street	From	To	Class	Roadway Speed	Travel Lane Width	Collisions	ADT Bikes	ADT Auto	Constructability	Connectivity to other modes	Previous Plan	Pop Density	Connectivity to other modes	Connectivity to POI	Community Support	Existing Funding	Total
Nardo St	Lirio Ave	Highway 118	Bicycle Route (Class III)	7	5	0		2	15	3	0	5	0	5	0	0	42
Rosal Lane	Los Angeles Ave	Campanula Ave	Bicycle Route (Class III)	5	5	0		2	15	3	0	5	0	5	0	0	40
County Dr	Nardo St	Highway 118	Bicycle Route (Class III)	5	5	0		2	15	3	0	5	0	5	0	0	40
Los Angeles Ave	Aster St	Saticoy Wash	Shared-Use Path (Class I)	5	5	0		2	5	3	0	5	0	5	5	0	35

SATICOY

Active Transportation Plan