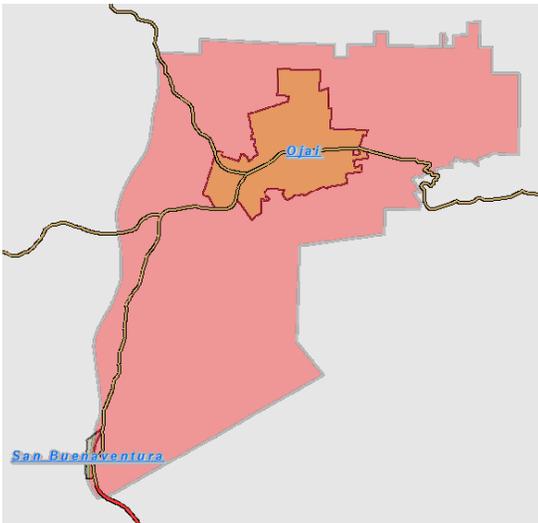


STATE ROUTE (SR) 33 TRAFFIC IMPACT ANALYSIS

This brochure provides a brief overview of policies applied by the Ventura County Public Works Agency (VCPWA)--Transportation Department when evaluating the traffic impacts of discretionary development on **State Route (SR) 33** in the Ojai Valley.

WHAT IS THE STATE ROUTE (SR) 33 IMPACT AREA?

The **SR 33 impact area** begins at the end of the freeway (Casitas Vista Road) and extends north, into the Ojai Valley.



Currently there are portions of SR 33 that are heavily congested with traffic and are functioning at a low Level of Service.

WHAT IS LEVEL OF SERVICE?

Level of Service (LOS) is a measure of quality that describes traffic conditions in terms of speed, travel time, comfort, convenience, safety, ability to maneuver, and traffic interruptions.

Six classifications are used to define LOS designated by the letters A through F. Level of Service A represents the best conditions, while Level of Service F represents heavily congested traffic, as illustrated below:

Level of Service Classifications



A



D



B



E



C



F

Currently during peak rush hours, State Route 33 between northerly end of the freeway to the Ojai City limit operates at LOS F in the following directions:

Southbound AM Trips 6:30 – 9:00
Northbound PM Trips 3:30 – 6:30

Because of these traffic conditions, the **Ventura County General Plan (GP)** lists goals and guidelines to help prevent further congestion in the SR 33 Impact Area.

WHAT ARE THE CURRENT POLICIES?

The Ventura County General Plan promotes a safe road system throughout the Ojai Valley. The GP policy requires SR 33 to have a minimum LOS E.; however, there are certain portions of SR 33 that are currently performing at LOS F during peak hours.

The **Ojai Valley Area Plan** is also a part of the GP and contains policies regarding land use and development affecting traffic levels in the SR 33 impact area. This plan can be found at the following web link: https://docs.vcrma.org/images/pdf/planning/plans/Ojai_Valley_Area_Plan.pdf

To help maintain LOS E or better, GP guidelines require any projects in unincorporated areas to **mitigate**, or reduce, the negative effects of traffic congestion that may result from development and growth.

The County follows **Initial Study Assessment Guidelines (ISAGs)** when studying environmental impacts of proposed development projects. The guidelines includes methods for evaluating traffic impacts. The ISAGs

can be found at the following web link: https://docs.vcrma.org/images/pdf/planning/ceqa/current_ISAG.pdf

HOW ARE IMPACTS ON (SR) 33 EVALUATED?

Detailed evaluation of traffic impacts is required for development projects in the Ojai Valley. Development, by itself or in combination with other closely-related, past, present and probable future projects, may result in cumulative, or collective impacts on the environment.

A **Traffic Impact Study (TIS)** is a tool that is used to estimate the anticipated traffic impacts that are likely to result from a new development. A TIS is required for most new or expanding development located in, or close to the SR 33 impact area. The TIS must be submitted along with a project application to determine if the project adds one or more trips to SR 33 in the peak hours and directions mentioned earlier. If one or more trips is added, then the project may be prohibited unless it can mitigate impacts by completely removing or reducing them. The Initial Study Assessment Guidelines provide standards for Traffic Impact Studies. Under certain circumstances, the requirement for a TIS may be waived or the study scope reduced by the Transportation Department. Consultants preparing a TIS should submit the proposed scope of work to the Transportation Department before beginning the TIS. Examples of when a TIS is required:

- For projects involving the re-use or expansion of a building or site for the same or different land use.

- For any land subdivision projects.
- For development projects that increase residential density.
- For commercial projects

For modifications to permits for existing businesses with no significant expansion, a TIS is not required.

WHAT ARE SOME OF THE WAYS TO MITIGATE IMPACTS?

Impact mitigation must be verifiable and enforceable. This means that the project should be able to demonstrate how impacts are reduced or removed and provide a way to make sure they stay that way. Your traffic consultant can assist with ways to minimize peak-hour impacts.

Some mitigation examples include:

- Reducing the size of the proposed project.
- Requiring other than single-occupant vehicles for transportation such as buses.

REQUESTS AND INQUIRIES

For question or suggestions, please call the Transportation Department at: **(805) 654-2049** or go on-line at: <http://www.countyofventura.org>

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