



Saticoy Active Transportation Plan

September 2020



Acknowledgements

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Executive Summary

The 2020 Active Transportation Plan (“Plan”) represents a new vision by Saticoy for walking and biking. It is part of a 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 Plan is guided by an Equity Framework which prioritizes equity and the needs of vulnerable residents. **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 four goals of this Plan, each of which is rooted in advancing our Equity Framework.



**1. Improve
Safety & Health**



**2. Improve
Access & Comfort**



**3. Enhance
Transportation
Affordability**



**4. Commit to
Maintain & Expand
the Network**



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



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



Affordability

- A. Reduce both anticipated and existing household transportation costs by reducing the need for vehicle ownership or for parking in new developments reducing the overall cost of construction and rent



Maintain & Expand the Network

- A. Integrate bicycle and pedestrian network and facility needs into all Saticoy planning documents and capital improvement projects
- B. Leverage existing funding to maximize project delivery
- C. Maintain designated facilities to be comfortable and free of hazards to biking and walking

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 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.



Thank you to the many residents who helped shape this Plan, and who are committed to improving access, safety, and health for all.

OUR COMMUNITY APPROACH

The Plan was created through intensive 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 4.4 miles of bikeways and sidewalks, and represent an investment in multi-modal, 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 recommended programs work to address key community concerns, and include 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 an 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.

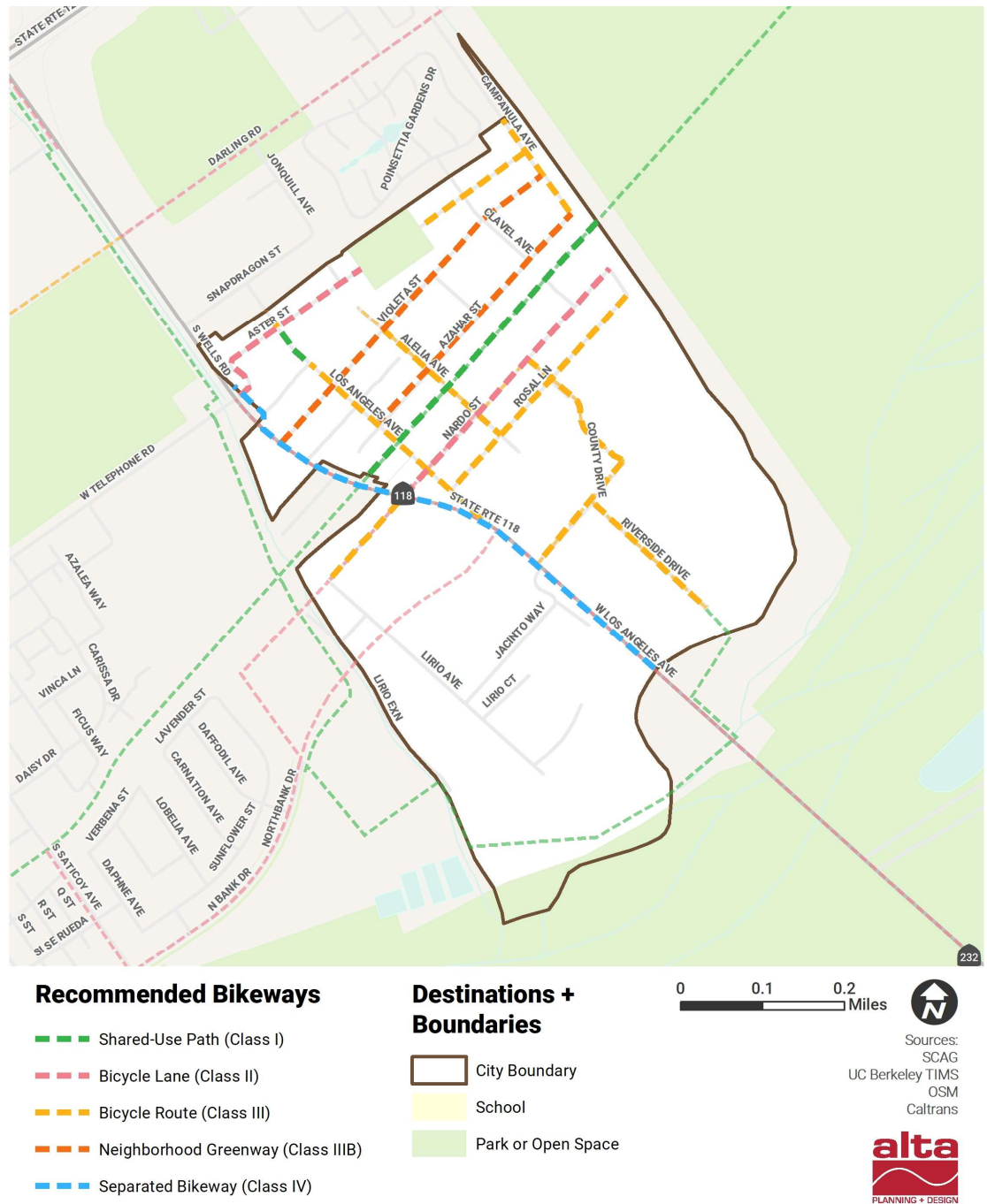


CLASS IV

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



Pedestrian Recommendations

- Crossing Facilities
- Curb Treatments
- Signals & Beacons
- Traffic Calming
- Transit Stop Amenities
- Green Infrastructure
- Pedestrian-Scale Lighting
- Sidewalks & Paths
- Traffic Calming
- - - Shared-Use Path (Class I)

Destinations + Boundaries

- City Boundary
- School
- Park or Open Space

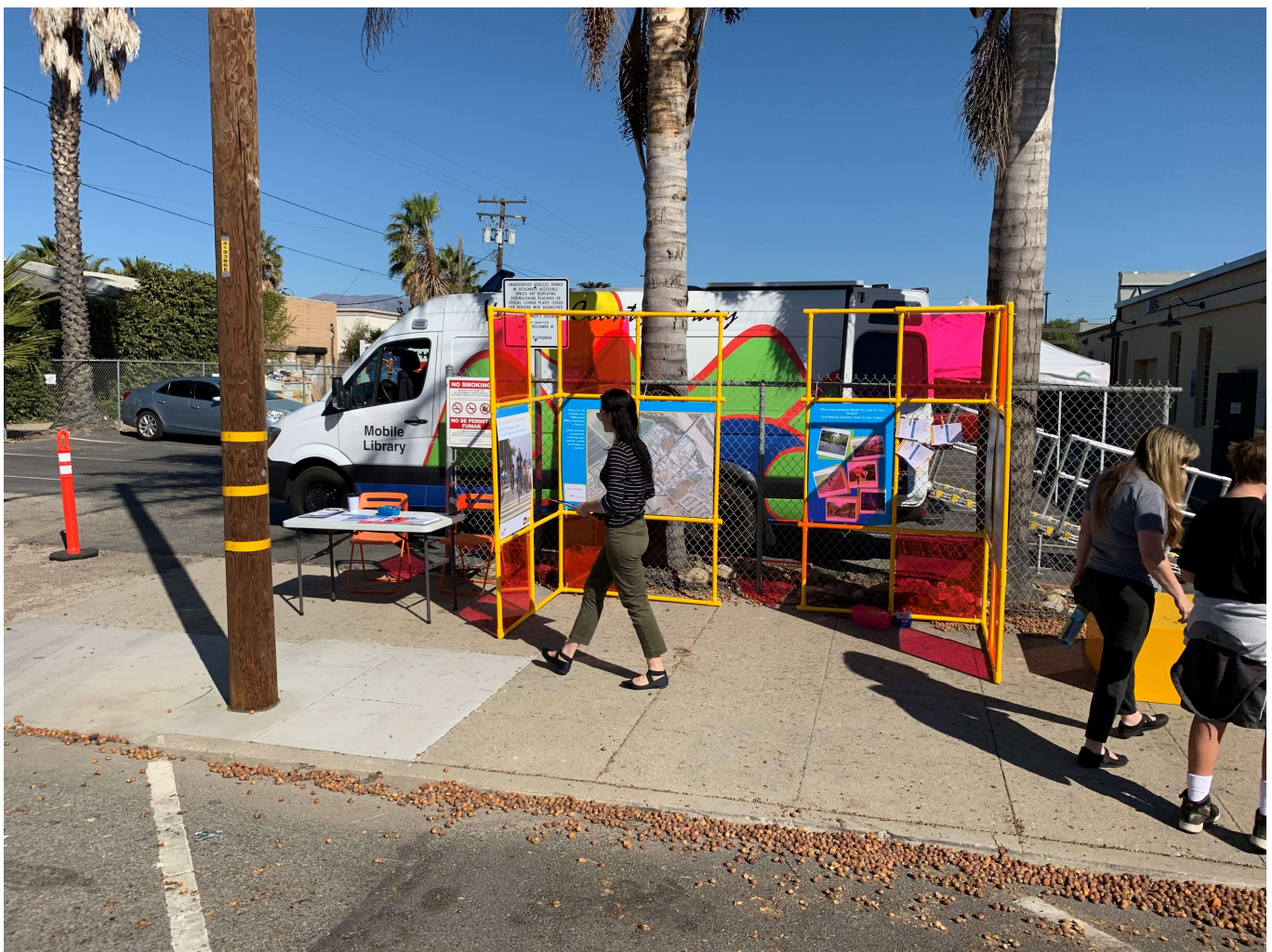


Sources:
SCAG
UC Berkeley TIGRS
OSM
Caltrans



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 build a comprehensive walking and biking network by 2040.