

BOARD OF SUPERVISORS, COUNTY OF VENTURA, STATE OF CALIFORNIA

TUESDAY, MARCH 11, 1969, AT 9:00 O'CLOCK A.M.

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20/800

RESOLUTION ESTABLISHING A RESIDENTIAL ACCESS POLICY FOR THE
COUNTY OF VENTURA

It is the desire of the Board to establish a policy to provide reasonable access into and out of residential types of development; and

It is desirable to encourage the design of a logical street system so that local streets flow into collector streets, with collector streets combining to join the major highway network; and

It is not the intent of this policy to require excessive road development; and

It is recognized that certain off-site development may be required in order to provide adequate access to a proposed development; and

Required road sections should be established by examining peak hour loadings, as determined by traffic engineering; and

Numerous studies have indicated that roadway design should consider an average of 1.45 trips generated during the design hour for each dwelling unit served, with 67 percent of the trips traveling in one direction; and

It is desired to correlate the width of access roadways with the volume of traffic to be carried on the roadway, and to recognize that no policy statement can substitute for an engineering analysis of traffic flow:

NOW, THEREFORE, BE IT RESOLVED that the roadway sections to be used within or leading to any residential development within the unincorporated areas of Ventura County will be determined by assuming the number of trips generated by each dwelling unit to be 1.45 trips during the design hour, with 67 percent of the generated trips flowing in one direction; and

BE IT FURTHER RESOLVED that roads leading from the development shall be constructed or widened to carry the traffic from that development in addition to any existing traffic on those roads; and

BE IT FURTHER RESOLVED that such roads leading from a particular development must connect with a public road adequate to carry the total anticipated traffic upon completion of the development; and

BE IT FURTHER RESOLVED that the Director of Public Works may, on the basis of an engineering report, permit deviations from the trip generation and road capacity figures established in this policy and may additionally recommend to the Planning Commission and/or the Board of Supervisors certain other deviations from this policy; however, approval of said deviations other than trip generation and road capacity figures may be granted only by the Board of Supervisors; and

BE IT FURTHER RESOLVED that a traffic engineering report is recommended for all developments and may be required by the Director of Public Works in developments of sufficient size to warrant such a report; and

BE IT FURTHER RESOLVED that the total anticipated volume of traffic upon any roadway shall not exceed the capacity of that roadway, and that the total volume of traffic upon any road in a residential area shall not exceed the following capacities hereby assigned to each of the Ventura County Roadway Sections:

ROAD CAPACITIES

<u>Plate</u>	<u>Type</u>	<u>Peak Hour Capacity</u>	<u>No. Avg. Dwelling Units**</u>
B-1	Primary	3000 VPH* one direction	
B-2	Secondary (Cont. Access)	2000 VPH* one direction	
B-3	Secondary (Free Access)	1300 VPH* one direction	
B-5	Standard Collector (Side Lots)	800 VPH* two directions	550
B-5	Standard Collector (Front Lots)	300 VPH* two directions	200
B-6 & B-7	Local Roads	200 VPH* two directions	140
B-8	Hillside Collector	250 VPH* two directions	170
B-9 & B-10	Hillside Local Roads	150 VPH* two directions	100
B-11 & B-12	Rural Roads	850 VPH* two directions	

* VPH = Vehicles Per Hour

** The number of average dwelling units shown is to be used as a guide only. All determinations of roadway adequacy must be based upon the generation factors and the indicated roadway capacities.

PASSED, APPROVED AND ADOPTED this 11th day of March, 1969.