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The transportation policy choices we make today will have far-reaching effects on our future quality of life: how we spend our time, the land use patterns we develop, the quality of the air we breathe, the agricultural, habitat and energy resources we consume and the noise levels of our environment. Transportation issues are so interwoven into the social, economic and environmental questions of our day that it is almost impossible to successfully address any one of them without also taking into account transportation policy.

Our region presently relies almost exclusively on the automobile for personal mobility. Assuming no major policy shifts or changes in trend, projections out to the year 2020 predict that traffic volumes will continue to increase at a faster rate than the population will grow. Higher traffic volumes portend solution-resistant congestion with attendant air, water and noise pollution and increased economic, social and environmental costs.

Changing trends in demographics indicate that the automobile alone may not be able to meet the mobility needs of all our residents going forward into the future. The number of residents over the age of 65 is rapidly increasing. With each passing year, an increasing percentage of residents will become unable to drive and will be in need of alternative modes of transportation to maintain personal independence and access to services. Alternative approaches (to exclusive automobile-dependence) include transit-oriented development, more walk-able, mixed-use communities as well as more public transit service that is accessible and affordable.

## MEANS TO WORK

### WHAT IS THE MEASURE?

The measure is the identified primary means of transportation to work for workers 16 years of age and over.

### WHY IS THE MEASURE IMPORTANT?

The means of transportation taken to work gives an indication of how balanced a transportation system is. A high percentage of drive-alone commuters is a major contributor to traffic congestion, which in turn increases vehicular emissions and air pollution. Carpooling and alternatives to the automobile, such as public transportation, bicycles, and more pedestrian-friendly communities, consume far fewer resources and produce less pollution.

### HOW ARE WE DOING?

We are presently relying almost exclusively on the automobile to meet our transportation needs. Of the nearly 95 percent of the workforce who drove to work, the vast majority drove alone, with only 16.6% carpooling. Low numbers of people walking and bicycling to work suggest substantial distances between job sites and housing, combined with a lack of infrastructure for them to do so safely. Low use of public transportation as a means to work suggests the possibility that entry barriers to the workplace may exist for people lacking access to a car.

MEANS TO WORK

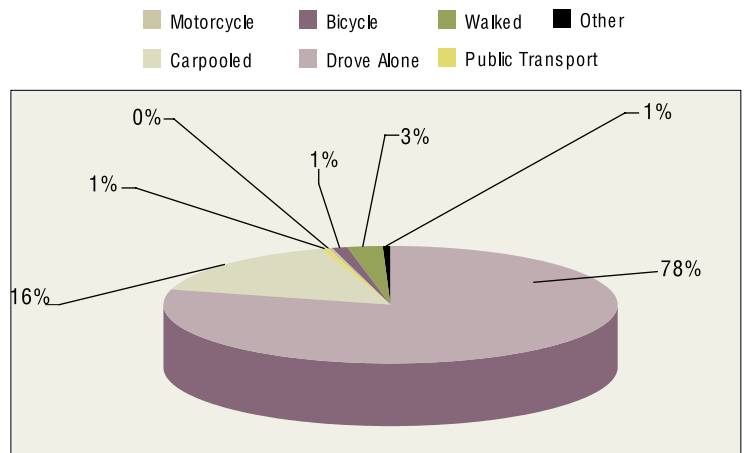


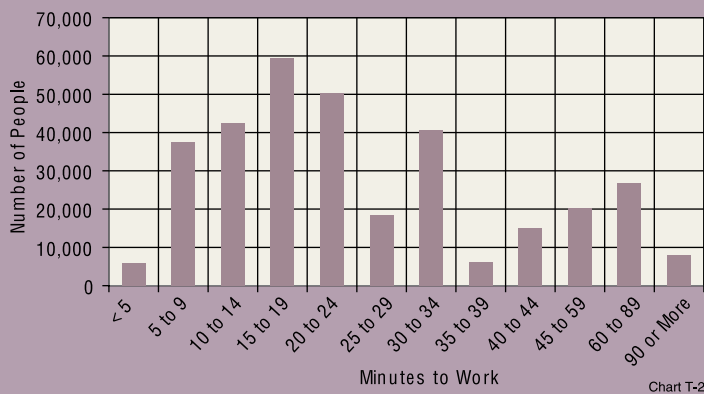
Chart T-1

## COMMUTE TIMES

### WHAT IS THE MEASURE?

The measure is the travel time to work for workers 16 years of age and older.

#### MINUTES CONSUMED IN COMMUTING TO WORK (ONE WAY)



### WHY IS THE MEASURE IMPORTANT?

As commute times lengthen, the time available for economic productivity and for personal connectedness with family and within community is directly diminished. Negative health consequences related to stress and reduced opportunities for exercise and recreation are less directly obvious but are likely to be substantial. Commuter trips represent only a fraction of routine daily travel, but are the only type of trip presently being measured for duration.

### HOW ARE WE DOING?

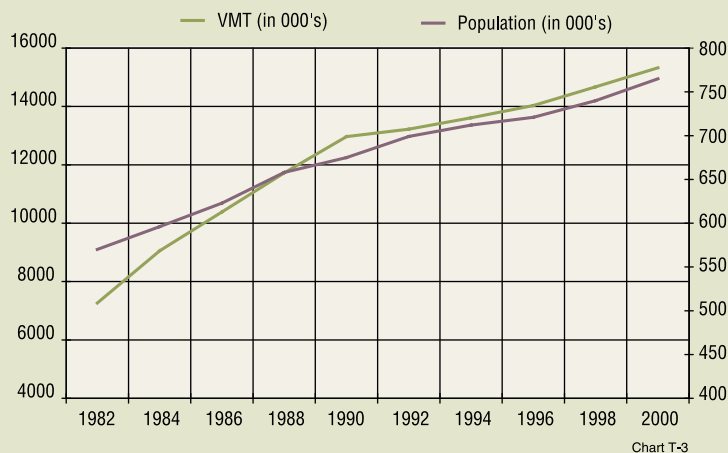
The average reported commute to work time for Ventura County in 2000 was 25.4 minutes (one way). This is somewhat better than for California as a whole (27.7 minutes), but is not as good as for the U.S. overall (24.3 minutes). The rates of increase in commute times between 1990 and 2000 were greater both in California overall (12.6%) and for the U.S. (8.5%) than for Ventura County (2.8%). Overall the trend is for longer commutes, although the changes to date have not been large. Whether this can continue remains to be seen. As vehicular traffic continues to grow faster than population growth, increased congestion and longer commuting times appear inevitable.

## VEHICLE MILES TRAVELED (VMT) IN RELATION TO POPULATION

### WHAT IS THE MEASURE?

VMT, or Vehicle Miles Traveled, is an estimate of the total number of miles driven annually in Ventura County, compared over time to population growth.

#### VEHICLE MILES TRAVELED COMPARED TO POPULATION GROWTH



### WHY IS THE MEASURE IMPORTANT?

VMT relates to all types of vehicular travel (not just the commute to work) and has direct correlations to land use patterns and consumption of resources. Increased VMT results in increased congestion, increased energy consumption and increased air, water and noise pollution. The construction of new roads to accommodate rising VMT consumes agricultural resources, wildlife habitats and substantial amounts of public funds. Capacity improvements to highway infrastructure, intended to ease congestion caused by rising VMT, ultimately serve to induce further increases in VMT. A decrease in VMT would suggest improved efficiencies in use of land, energy and other resources and improved air quality.

### HOW ARE WE DOING?

The distances we travel daily are increasing at a rate faster than our population is growing. From 1992 to 2002, VMT increased by 15%; population increased by 9% over the same period. Ventura County residents are driving more or farther for all types of routine trips. Rising VMT suggests possible disconnections between land use planning and transportation planning: our homes seem to be getting farther away from the places we need to go and the things we want to do.

# TRANSIT RIDERSHIP

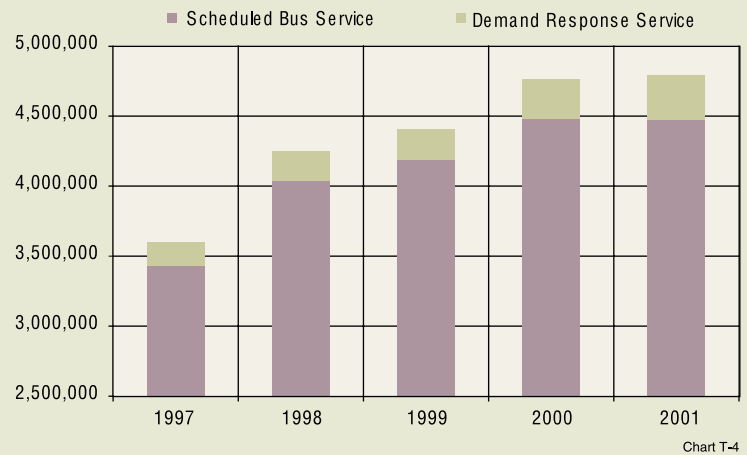
## WHAT IS THE MEASURE?

This measure aggregates total annual unlinked, fixed-route bus and demand-response (dial-a-ride) ridership for the four transportation systems in the county that are large enough to be included in the National Transit Database. These are South Coast Area Transit (SCAT), Simi Valley Transit (SVT), Thousand Oaks Transit (TOT) and the Ventura Intercity Transit Authority (VISTA). Ridership is calculated by counting each passenger boarding.

## WHY IS THE MEASURE IMPORTANT?

Public transportation can be the only means of personal mobility and access to jobs, health care, and community participation for those who are unable to drive or cannot afford the high cost of automobile ownership. Increased transit ridership would reduce traffic congestion, energy consumption, air pollution, and the conversion of agricultural land and wildlife habitat into paved roads and parking lots. As the aging portion of our population continues to increase dramatically over the next 20 years, demand for transportation alternatives to car ownership is also increasing.

## USE OF PUBLIC TRANSIT - ANNUAL UNLINKED PASSENGER TRIPS



## HOW ARE WE DOING?

Present transit ridership levels are low but rising. Most transit trips are made on scheduled service, rather than on demand-for-service vehicles. Though the national and California state averages for transit ridership to work exceed 5%, only 1.1% of the Ventura County working population presently takes public transportation to work. Ridership trends vary by service area and by type of service, remaining relatively flat in some areas while rising substantially in others. The reasons for these differences aren't always clear but bear watching over time.

# TRANSIT COSTS

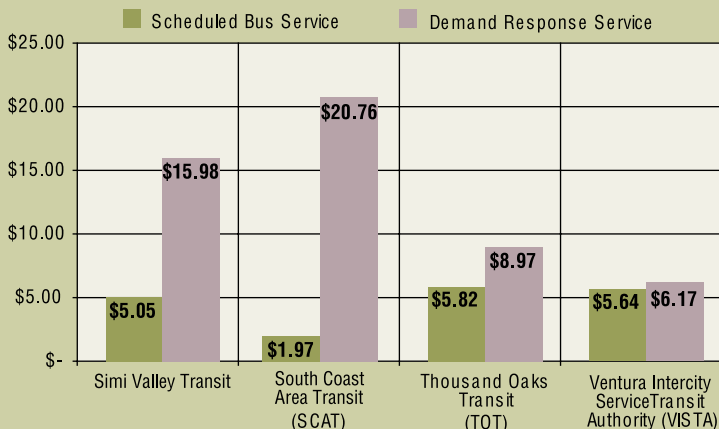
## WHAT IS THE MEASURE?

The measure is the cost to each of the four largest fixed-route bus and demand-response (dial-a-ride) services in the county to provide a ride to a passenger. It is calculated by dividing the total cost of operations for the transit authority for the year by the total number of passenger rides delivered. (Fuller information on how costs and ridership data is derived can be found in the Glossary.)

## WHY IS THE MEASURE IMPORTANT?

Relative costs between types of transit and systems of transit demonstrate important variables for cost-effective future transportation planning: costs of transit go down as economies of scale go up: (e.g. when serving higher-density areas and/or areas whose populations are most likely to use transit.)

## COST OF PUBLIC TRANSIT OPERATIONS PER PASSENGER TRIP



## HOW ARE WE DOING?

Costs of transit vary among types of service and across transit systems. Costs vary for districts depending on many variables, including differences in route structures, frequency of service, ridership relative to capacity and other factors. Fixed route, scheduled service using larger vehicles has the potential for operating efficiencies not possible with the more customized service provided in the "demand-response" mode and is therefore generally less expensive per ride.