Transportation Concept Report

US 101

District 5

August 2013

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California Department of Transportation

Caltrans Improves Mobility Across California

Approval:

_____ _____

Timothy M. Gubbins Date

District 5 Director

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THIS TRANSPORTATION CONCEPT REPORT (TCR) HAS BEEN DEVELOPED TO SUPPORT THE REGIONAL TRANSPORTATION PLANNING PROCESS*

Recommend Approval

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**The US 101 TCR also serves as the Corridor System Management Plan for the San Juan Road Interchange Project.*

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CHAPTER 1: ABOUT THE TRANSPORTATION CONCEPT REPORT

A Transportation Concept Report (TCR) guides the development of California's state highway system (SHS) as required by Government Code 65086, Title 23 CFR Part 450 Subpart B, and the transportation needs of the public, stakeholders, and SHS users. A comprehensive TCR for each highway route and the corresponding transportation corridor provides a focused look at the existing conditions and performance of the route, future transportation needs and demands, and improvements necessary to address those needs within the context of the communities and rural areas the highways traverse. Each Caltrans district is delegated the responsibility to create a TCR for the SHS routes within their boundaries. The purpose of a TCR is to:

- Report on a range of performance measures.
- Provide a 20 to 25-year concept for how each State Highway System corridor should operate and possible improvements to obtain those operating conditions across all modes of transportation.
- Provide a basis for Caltrans' initial input into the regional transportation planning process and nomination of SHS projects for funding.
- Provide the basis for evaluating local government and developer requests for highway improvements and mitigation for local development.
- Provide future system goals for guiding operational improvements.

The goal of the TCR is to present a long-range concept for, and relevant data about, a corridor or route to inform decisions made regarding the management of the transportation network, all toward meeting the goals of safety, mobility, delivery, stewardship, and service. These goals enable the TCR to be a relevant and useful document to a broad audience, such as regional and local transportation agencies, tribal governments, external stakeholders, partner agencies, and related Caltrans functional units.

The TCR is a report, and is not considered a plan under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) process. Individual projects and sets of projects will be subject to NEPA/CEQA as they are developed and projects included in a Regional Transportation Plan (RTP) will be part of the plans programmatic Environmental Impact Report (EIR). Although an environmental document is not required for a TCR, environmental considerations still need to be adequately addressed in the planning process per SAFETEA-LU Section 6001 and MAP-21.

RELATIONSHIP OF THE TCR TO OTHER STATE, REGIONAL & LOCAL EFFORTS

State Planning:

TCRs are part of Caltrans' transportation planning process called System Planning. System planning is the long-range (20-25 years) transportation planning process to evaluate current and future operating conditions and deficiencies on the State Highway System (CA Gov. Code 65086). The system planning process is made up of four types of documents: the District System Management Plan (DSMP), the DSMP Project List, Transportation Concept Reports (TCRs), and Corridor System Management Plans (CSMPs) (*Figure 1.1*). System planning serves as the foundation for project initiation and programming. The development of all system planning products is guided by a variety of plans, policies, and informational sources from federal, state, regional and tribal agencies. For more information on system planning please see the California Corridor Mobility website at: http://www.dot.ca.gov/hq/tpp/corridor-mobility/.

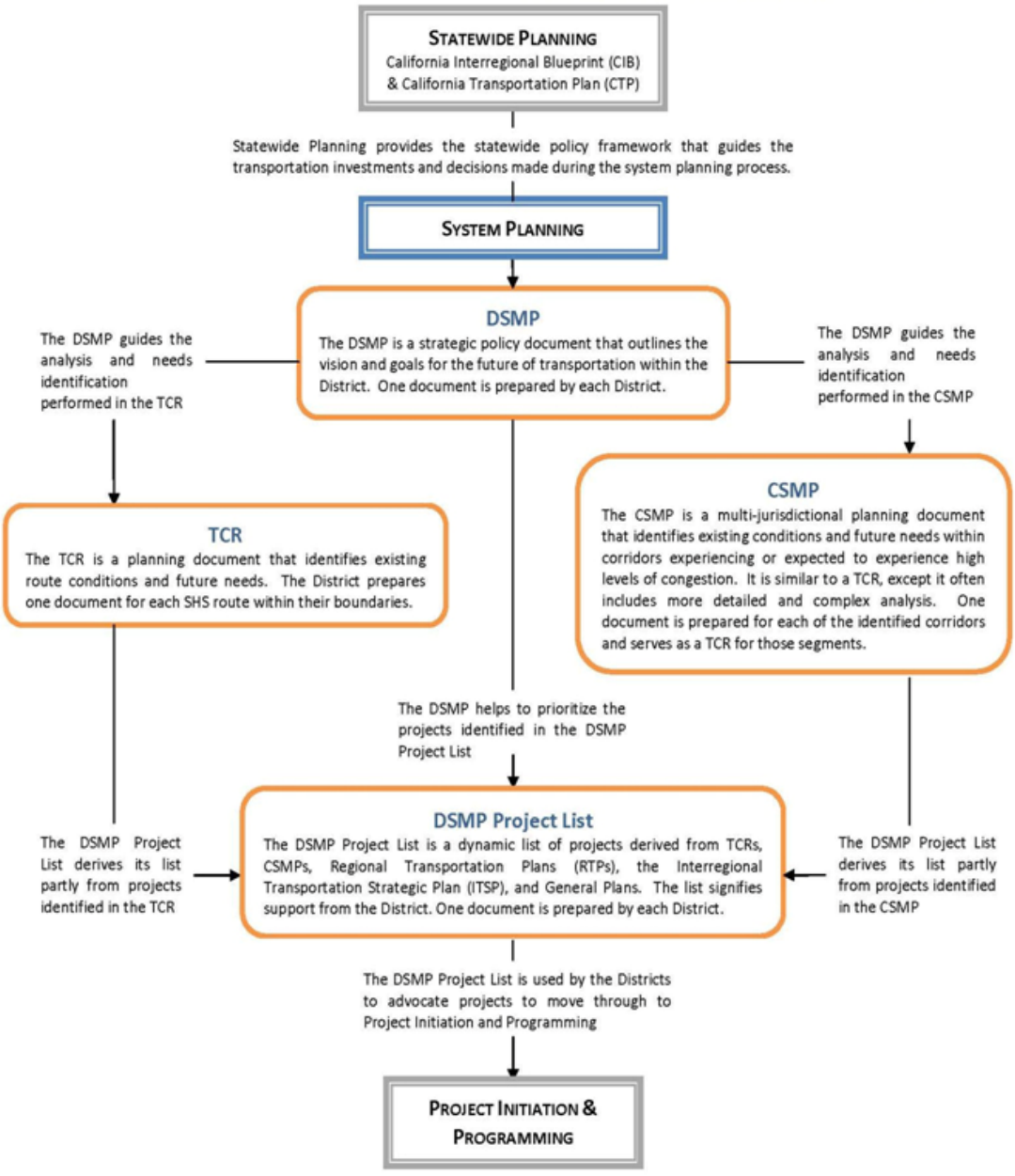

Figure 1.1: System Planning Process Flowchart

The District System Management Plan (DSMP) is a strategic policy and planning document that outlines the vision and goals for future transportation for each district. The DSMP details the district's major issues and challenges, and includes a project list which is derived from improvements outlined in TCRs, CSMPs, Regional Transportation Plans (RTPs) and the statewide Interregional Transportation Strategic Plan (ITSP). The DSMP for District 5 was last updated in 2005. The DSMP for District 5 is currently being updated and is expected to be completed by spring 2014.

The Interregional Transportation Strategic Plan (ITSP) provides direction to the Interregional Transportation Improvement Program (ITIP) by identifying corridors of greatest need thereby focusing investment in projects that best meet the intent of the program. A list of ITIP projects is chosen and submitted by Caltrans to the California Transportation Commission (CTC) for funding consideration for the State Transportation Improvement Program (STIP). The 2012 Draft ITSP recommends that for US 101 in District 5, expressway segments continue to be converted to freeway with added lane capacity for increased interregional travel demand, emphasizing goods movement and interregional travel volumes.

Transportation Concept Reports (TCRs) exist for each route for each of the 12 Caltrans Districts in California. TCRs identify existing route conditions and future needs (reference "About the Transportation Concept Report" section for more information).

The California Transportation Commission (CTC) requires Corridor System Management Plans (CSMPs) for all projects funded through the 2006 Proposition 1B Corridor Mobility Improvement Account (CMIA) and SR99 Bond Program. A CSMP is a complex, multi-jurisdictional planning document that identifies future needs within corridors experiencing or expected to experience high levels of congestion. The CSMP complements the TCR as it provides a more focused analysis of a portion of a route surrounding a CMIA project. This allows for a more detailed investigation of existing conditions, deficiencies and recommendations to inform investment choices and build stronger partnerships.

In April 2012, the CTC awarded Caltrans and the Transportation Agency for Monterey County (TAMC) $30.8 million for the San Juan Road Interchange project on US 101. Since this TCR provides a detailed analysis of existing conditions, corridor performance, key issues and recommendations, and corridor concept, a separate CSMP was not needed for the San Juan Road Interchange project. The San Juan Road Interchange project is located near the Monterey/San Benito county line (between segments 9 and 10) and will address safety concerns in the corridor, eliminate left turn conflicts, and reduce delays on US 101. Construction began on the project November 2012 and it is anticipated that the project will be complete by winter 2014.

Two other CSMPs that have been completed for portions of US 101 include:

- US 101 CSMP from Winchester Canyon Creek in Santa Barbara to Rice Avenue in Ventura County (2009) for the Ventura to Santa Barbara High Occupancy Vehicle (HOV) project.
- US 101 CSMP from Santa Maria to Arroyo Grande (2012) for the Santa Maria River Bridges widening project and Union Valley Parkway Interchange project.

Information, findings, and recommendations presented in these two CSMPs complement and are consistent with the TCR and were integrated into the document.

Regional and Local Planning:

Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) are required by federal and state law, respectively, to produce Regional Transportation Plans (RTP) identifying and prioritizing transportation projects that can be funded over the next 20 to 25 years. The RTP also outlines the region's goals and policies for meeting current and future transportation needs, and provides a foundation for

transportation decision-making. In District 5, US 101 falls within the MPO and RTPA jurisdictions of Santa Barbara County Association of Governments (SBCAG), San Luis Obispo Council of Governments (SLOCOG), Association of Monterey Bay Area Governments (AMBAG), Transportation Agency for Monterey County (TAMC), and the Council of San Benito County Governments (SBtCOG).

It is anticipated that TCRs will serve as a tool in updating the RTP for each of these agencies. It is expected that the analysis, as well as corridor deficiencies identified and recommendations from a statewide perspective, will influence the analysis and improvements identified in the RTPs. Conversely, it is anticipated that RTPs will also influence TCRs by providing a regional perspective of transportation concerns and improvement recommendations. More specific information about RTP recommendations for US 101 in District 5 can be found in Tables 7.1 through 7.8.

Within District 5, US 101 extends through the counties of Santa Barbara, San Luis Obispo, Monterey and San Benito and serves as the lifeline to numerous communities that depend on the highway to receive and distribute goods and for regional and interregional travel. All the counties and the cities in the corridor have their own general plans, which guide future community growth through established goals and policies. By state law, local governments must include a circulation element consistent with their general plan's land use element. A local agency's specific or area plan(s) also provides recommendations and guidance for future development. It is anticipated that the TCRs will serve as a tool for local agencies to better understand the state's perspective and recommendation for improvements along the State Highway System (SHS) as well as integrating local and regional goals to meet Caltrans' vision. A comprehensive survey of general plan recommendations pertaining to US 101 throughout District 5 integrated into this TCR can be found in Appendix F.

Local agencies are also responsible for planning, implementing, and monitoring land use, development, and the majority of alternative transportation modes. The TCR should be consulted to ensure that permitted land uses are compatible with the TCR route concept and recommendations for the state highway.

CHAPTER 2: STAKEHOLDER PARTICIPATION

Stakeholder participation is a key element of developing a TCR as it provides the opportunity to serve and support the local and regional transportation planning process. This will be done through providing opportunities to share key findings from the report from local and regional agencies. This will be done through presentations to technical advisory committees for each of the MPOs and RTPAs impacted by US 101 in District 5 and members will be asked to provide feedback. Once comments are satisfactorily addressed, the final draft of the TCR will be circulated to the MPO and RTPA agency boards for acceptance as a document that has been developed to support the regional transportation planning process.

More information to reflect future stakeholder outreach will be included here.

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CHAPTER 3: EXECUTIVE SUMMARY

The purpose of the US 101 Transportation Concept Report (TCR) is to conduct a health assessment of the route. This provides an opportunity to diagnose and plan for treatment of projected issues early on so that quality of life for the system can be sustained. Just like with the human body, in a transportation system there are many moving parts that must work together in concert in order for the system to operate at optimal levels.

In the case of US 101, the route serves as the backbone and major north-south coastal route linking Los Angeles to the San Francisco Bay Area. This is vital to the national, state, and local economies which are supported through international goods movement, commerce, trade, tourism, education, military transport, spaceport, national defense operations, and other important industrial activities. In District 5, US 101 extends 270 miles through the counties of Santa Barbara, San Luis Obispo, Monterey, and San Benito and connects to critical east-west highways for goods movement between the central valley and central coast via highways 1, 41, 46, 58, 166, 156, and 152 (*Figure 4.1*).

Chapter 4: Corridor Overview of this report provides an assessment of existing route characteristics successes and challenges and prescribes improvements pertaining to vehicular, bicycle, pedestrian, freight and transit travel on US 101.

Chapter 5: Corridor Performance forecasts congestion levels projected for the route during the evening commute hour (PM peak hour) in a 2010 base year and a 2035 horizon year. Included in this technical analysis is a planning level evaluation/scenario that examines how increasing capacity to US 101 through District 5 is expected to influence congestion levels anticipated by 2035. Detailed information about base year and horizon year congestion forecasts (derived from a Volume/Capacity analysis) and projected benefits of additional capacity are discussed by segment. US 101 is divided into 10 segments for this analysis. The purpose of this technical analysis is to evaluate on component of "Reliable Mobility" which is a principle outlined by the state's *Smart Mobility* (Caltrans, 2010) report developed to manage, reduce and avoid congestion. This principle is consistent the federal surface transportation law MAP-21 which calls for performance based evaluations in making transportation decisions.

Chapter 6 discusses the key corridor issues and recommendations outlined in the previous chapters that influence the Ultimate Concept and 25 year Capital Facility Concept and 25 year Systems Operations and Management Concept for the route discussed in detail by segment in Chapter 7. These are supported by planned and programmed projects and other projects and strategies to achieve these concepts discussed in this chapter. A summary of the 25 year Capital Facility Concept and 25 year System Operations and Management concept for each segment is provided in Table 3.1. Chapters 6 and 7 should be reviewed for greater understanding of context and justification for these concepts supporting key issues and recommendations.

Table 3.1: US 101 Corridor Concept Summary

Segment	Location Description	Existing Facility	25 Year Capital Facility Concept	25 Year System Operations and Management Concept Strategies*	Ultimate Concept
1	**South Coast Santa Barbara** Ventura/Santa Barbara County Line to Hollister Avenue Interchange	4 to 6 lane Freeway	4 to 6 lane Freeway: South Coast 6 lane widening with HOV lane	-Improved commuter and passenger rail service - enhanced carpool and vanpool services, transit services, regional bicycle and pedestrian services and local street transportation improvements	6 lane Freeway
2	**Gaviota Coast and Santa Ynez Valley** Hollister Avenue Interchange to Clark Avenue Interchange	4 lane Freeway and Expressway	4 lane Freeway & Expressway: Increased capacity between Hollister Avenue and SR 1	-Freeway conversion/access management improvements between Hollister Avenue and SR 1 -Improvements for bicyclists on the Gaviota Coast -Roadside rest area relocation and expansion	
3	**Santa Maria City** Clark Avenue Interchange to SR 166 East Interchange	4 to 6 lane Freeway	4 to 6 lane Freeway: Maintain existing	-Operational improvements including interchange improvements, studying ramp metering viability and parallel route development	
4	**South San Luis Obispo County/Five Cities** SR 166 East Interchange to South Higuera Street Interchange	4 lane Freeway	4 to 6 lane Freeway: Increased capacity between SR 166 East and city of Arroyo Grande	-Freeway conversion/access management between Los Berros Road & city of Arroyo Grande - Operational Improvements including interchange, ramp and auxiliary lane improvements, and ramp metering -Enhanced transit, rail, TDM and TSM, ITS	
5	**San Luis Obispo City** South Higuera Street Interchange to SR 58 Interchange	4 to 6 lane Freeway, Expressway and Conventional Highway	4 to 6 lane Freeway: Evaluate viability of increasing capacity in conjunction with other operational improvements	-Freeway conversion/access management north of Monterey Street to 0.5 miles north of Tassajara Creek Road (near SR 58/US 101) - Operational Improvements including interchange, ramp and auxiliary lane improvements -Enhanced transit, rail, TDM and TSM	
6	**Northern San Luis Obispo County** SR 58 Interchange to SR 46 East Interchange	4 lane Freeway	4 to 6 lane Freeway: Evaluate viability of increasing capacity in conjunction with other operational improvements	- Operational Improvements including interchange, ramp and auxiliary lane improvements -Enhanced transit, rail, TDM and TSM.	
7	**Salinas Valley** SR 46 East Interchange to Airport Boulevard Interchange	4 lane Freeway and Expressway	4 to 6 lane Freeway: Increase capacity between Greenfield and city of Salinas.	-Freeway conversion/access management between SR 46 East and San Luis Obispo/Monterey Co. Line and King city to city of Salinas -Operational improvements including interchange and ramp improvements, ramp metering, frontage road improvements and access management	
8	**Salinas City** Airport Boulevard Interchange to Sala Road Interchange	4 lane Freeway and Expressway	4 to 6 lane Freeway: Evaluate viability of increasing capacity in conjunction with other operational improvements	-Freeway conversion/access management between Espinosa Road and Sala Road -operational improvements including interchange improvements and ramp metering	
9	**Prunedale** Sala Road Interchange to Monterey/San Benito County Line	4 to 6 lane Expressway	4 to 6 lane Freeway: Increase capacity through the segment	-Freeway conversion/access management through the segment	
10	**San Benito County** Monterey/San Benito County Line to San Benito/Santa Clara County Line	4 lane Freeway	4 to 6 lane Freeway: Increase capacity between Chittenden Road (SR 129) and the San Benito/Santa Clara county line	- Freeway conversion/access management from the Monterey/San Benito county line and Pinecate Rock Creek	

**Greater detail of projects and strategies to achieve the concept is provided in Chapter 7: Corridor Concept*

CHAPTER 4: CORRIDOR OVERVIEW

US 101 ROUTE SEGMENTATION

Table 4.1: Route Segmentation

Segment #	Location Description	Beginning PM Prefix	Beginning PM	County_ Route_ Beg. PM	End PM Prefix	End PM	County_ Route_ End PM
1	**South Coast Santa Barbara** Ventura/Santa Barbara County Line to Hollister Avenue Interchange	R	0.00	SB_101_R0.00		26.907	SB_101_26.907
2	**Gaviota Coast and Santa Ynez Valley** Hollister Avenue Interchange to Clark Avenue Interchange		26.907	SB_101_26.907		82.183	SB_101_82.183
3	**Santa Maria City** Clark Avenue Interchange to SR 166 East Interchange		82.183	SB_101_82.183		0.802	SLO_101_0.802
4	**South San Luis Obispo County/Five Cities** SR 166 East Interchange to South Higuera Street Interchange		0.802	SLO_101_0.802	R	24.296	SLO_101_R24.296
5	**San Luis Obispo City** South Higuera Street Interchange to SR 58 Interchange	R	24.296	SLO_101_R24.296		37.863	SLO_101_37.863
6	**Northern San Luis Obispo County** SR 58 Interchange to SR 46 East Interchange		37.863	SLO_101_37.863		57.900	SLO_101_57.900
7	**Salinas Valley** SR 46 East Interchange to Airport Boulevard Interchange		57.900	SLO_101_57.900		85.624	MON_101_85.624
8	**Salinas City** Airport Boulevard Interchange to Sala Road Interchange		85.624	MON_101_85.624	R	92.205	MON_101_ 92.205
9	**Prunedale** Sala Road Interchange to Monterey/San Benito County Line	R	92.205	MON_101_92.205		101.316	MON_101_101.316
10	**San Benito County** Monterey/San Benito County Line to San Benito/Santa Clara County Line		0.00	SBt_101_0.00		7.55	SBt_101_7.55

Figure 4.1: US 101 Corridor in District 5

ROUTE DESCRIPTION

Route Location:

US 101 is California's major north-south *coastal* route between Los Angeles and San Francisco, and is a vital asset to the national, state, and local economies. Its close proximity to two of the nation's largest cities makes it an essential route for national and international goods movement, commerce, trade, tourism, education, military transport, spaceport, and national defense operations, and other important industrial activities.

In Caltrans District 5, US 101 begins at the Santa Barbara/Ventura County line(PM SB-R0.00) and extends approximately 270 miles north through San Luis Obispo, Monterey, and San Benito counties to the San Benito/Santa Clara county line (PM SBt-7.55). The route closely follows the Camino Real from the Spanish Colonial period providing diverse vistas for travelers. US 101 also connects to critical east-west highways for goods movement between the central valley and central coast via highways 1, 41, 46, 58, 166, 156, and 152 (*Figure 4.1*). These key transportation networks, combined with the central coast region's robust commercial activities and $6.5 billion dollar agricultural industry makes this area a principal economic producer/generator for both the state and nation.

Route Purpose:

US 101 in District 5 accommodates interregional, regional, and urban traffic and the widest array of trip purposes. Common personal mobility purposes related to business, government, recreation, tourism, and daily living, including the journey-to-work, account for a high percentage of trips. The highway accommodates freight and goods movement related to agriculture, commerce, and manufacturing. National defense-related transport, including the movement of troops, equipment, and hazardous materials is also served by US 101.

US 101 functions as an alternate route for a portion of Interstate 5 (I-5), the state's main north-south route between the inland cities and counties. At times I-5 is closed down in both directions at the "Grapevine", located in the Tehachapi Mountains at the southern end of the Central Valley. During these closures, caused by inclement weather (most often snow or fog), fires, traffic incidents, or other adverse conditions, traffic diverts to US 101 for north-south travel within the state. Between January 2006 and January 2011, I-5 has experienced 17 full closures, each ranging in duration from two to 23 hours (Appendix B). Within this same time period US 101 in District 5 has experienced three full closures ranging in duration from four to 12 hours.

Route Designations and Characteristics:

The high traffic volumes, strategic location, and environmental setting of US 101 have resulted in numerous special designations by federal and state governments (Table 4.2). These designations and classifications provide information regarding the facility itself and its intended use. They also indicate the availability of special purpose funding related to the designation.

The federal functional classification of US 101 is Other Freeway or Expressway. This classification recognizes trip lengths and travel densities indicative of substantial statewide and interstate travel. US 101 is a Federal Aid Primary Route and designated Freeway and Expressway as part of the Freeway Expressway System (F&E). The U.S. Department of Defense, in cooperation with the U.S. Department of Transportation, has identified US 101 as part of the National Highway System as a Strategic Highway Corridor Network (STRAHNET) route. STRAHNET is a network of linked highways deemed essential to national defense for facilitating the movement of troops and equipment to airports, ports, rail lines and military bases.

US 101 is part of the State of California Department of Transportation Interregional Road System (IRRS) and designated as a Focus Route and High Emphasis Route in the *Interregional Transportation Strategic Plan (ITSP)* (California Department of Transportation, 1998). The 1998 ITSP states that facility standards required for US 101 to meet the Focus Route concept are at minimum a four lane freeway, with intermediate four lane expressway segments from Goleta to Gilroy. An update of the ITSP is underway which plans to change the concept for US 101 to include converting all expressway portions of US 101 to freeway. The updated ITSP is planned to be adopted spring 2013.

US 101 segments one through six and portions of segments nine and 10 also eligible to be part of the state Scenic Highway System. On January 1, 1998, California Senate Bill 45 created an Interregional Improvement Program (IIP) for which the Department submits projects to the California Transportation Commission (CTC) in specified categories. The IIP funds project components that serve interregional movement of people and goods, including state highway projects on the IRRS. Because of the Focus Route designation, projects located along US 101 receive a higher funding priority than other IRRS routes or non-IRRS routes. US 101 is designated a Terminal Access Route to the National Truck Network.

The Metropolitan Planning Organization's (MPO's) and Regional Transportation Agencies (RTPA's) in District 5 surrounding US 101 include: Santa Barbara Association of Governments (SBCAG), San Luis Obispo Council of Governments (SLOCOG), Association of Monterey Bay Area Governments (AMBAG) Transportation Agency for Monterey County (TAMC), and San Benito Council of Governments (SBTCOG). There are three Air Pollution Control Districts (APCDs) within District 5. Santa Barbara County is the only county in District 5 that includes tribal territory. The Santa Ynez Band of Chumash Indians land is located east of US 101 off of SR 246 near the City of Solvang. The terrain of the route ranges vastly by segment ranging from flat to rolling to mountainous.

Table 4.2: Route Designations and Characteristics

Segment #	1	2	3	4	5	6	7	8	9	10
Freeway & Expressway	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
National Highway System	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Strategic Highway Network	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Scenic Highway	Eligible	Eligible	Eligible	Eligible	Eligible	Eligible	No	No	Eligible (northern portion of segment)	Eligible (southern portion of segment)
Interregional Road System	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
High Emphasis	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Focus Route	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Functional Classification	Other Freeway or Expressway	Other Freeway or Expressway	Other Freeway or Expressway	Other Freeway or Expressway	Other Freeway or Expressway	Other Freeway or Expressway	Other Freeway or Expressway	Other Freeway or Expressway	Other Freeway or Expressway	Other Freeway or Expressway
Goods Movement Route	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Truck Designation	National Network	National Network	National Network	National Network	National Network	National Network	National Network	National Network	National Network	National Network
Primary & Secondary System	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary	Primary
Rural/Urban/Urbanized	Urban Area	Primarily Rural with Urban Area and Urban Cluster	Urban Area	Urban Area, Urban Cluster and Rural	Urban Area and Rural	Primarily Urban Area with Rural	Primarily Rural with Urban Clusters	Urban Area	Urban Area and Rural	Rural
Metropolitan Planning Organization	SBCAG	SBCAG	SBCAG & SLOCOG	SLOCOG	SLOCOG	SLOCOG	SLOCOG & AMBAG	AMBAG	AMBAG	AMBAG
Regional Transportation Planning Agency	SBCAG	SBCAG	SBCAG & SLOCOG	SLOCOG	SLOCOG	SLOCOG	SLOCOG & TAMC	TAMC	TAMC	SBTCOG
Congestion Management Agency	SBCAG	SBCAG	SBCAG & SLOCOG	SLOCOG	SLOCOG	SLOCOG	SLOCOG & TAMC	TAMC	TAMC	NONE
Local Agency	Santa Barbara County, City of Goleta, and City of Santa Barbara	Santa Barbara County and City of Buellton	Santa Barbara County, San Luis Obispo County, and City of Santa Maria	San Luis Obispo County, City of Arroyo Grande, City of Grover, City of Pismo Beach	San Luis Obispo County and City of San Luis Obispo	San Luis Obispo County, City of Atascadero, and City of El Paso de Robles	San Luis Obispo County, City of El Paso de Robles, Monterey County, King City, City of Greenfield, City of Soledad, and City of Gonzalez	Monterey County and City of Salinas	Monterey County and City of Salinas	San Benito County
Tribes	N/A	Santa Ynez Band of Chumash Indians near US 101 off of SR 246	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Air District	Santa Barbara County Air Pollution Control District	Santa Barbara County Air Pollution Control District	Santa Barbara County Air Pollution Control District and San Luis Obispo Air Pollution Control District	San Luis Obispo Air Pollution Control District	San Luis Obispo Air Pollution Control District	San Luis Obispo Air Pollution Control District	Santa Barbara Air District and San Luis Obispo Air District and Monterey Bay Unified Pollution Control Air District	Monterey Bay Unified Air Pollution Control District	Monterey Bay Unified Air Pollution Control District	Monterey Bay Unified Air Pollution Control District
Terrain	Mostly Rolling with some Flat areas	Mostly Rolling with some Flat and Mountainous areas	Rolling	Rolling	Rolling to Mountainous	Rolling	Mostly Flat with some Rolling area	Flat	Flat to Rolling	Rolling

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COMMUNITY CHARACTERISTICS

Santa Barbara County:

Santa Barbara County includes eight incorporated cities as well as unincorporated communities and Chumash Native American tribal territory. Within District 5, Santa Barbara is the largest in population at 423,895 (U.S. Census Bureau, 2010). The two largest developed areas in the county are the South Coast and Santa Maria Valley. The South Coast area is the largest urban area in the county, encompassing approximately 130 square miles, and is home to the University of California, Santa Barbara. The Santa Maria Valley serves as the largest retail trade center in northern Santa Barbara County (Santa Barbara County Association of Governments, 2009).

Between these two major urban areas lies the scenic Gaviota Coast and the Santa Ynez Valley. The Santa Ynez Valley serves as the gateway to multiple north county communities and large employment centers east and west of US 101 by way of SR 246. These include the communities of Solvang, Buellton, Lompoc, the Chumash Native American tribe and the Vandenberg Air Force Base. According to the SBCAG 2007 Regional Growth Forecast, the total number of jobs in Santa Barbara county is projected to grow from 209,000 to 249,000 between year 2015 and 2040 (Santa Barbara County Association of Governments, 2007).

San Luis Obispo County:

San Luis Obispo County is composed of seven incorporated cities and multiple unincorporated communities that total 269,637 in population (U.S. Census Bureau, 2010). South County, consisting of the Nipomo Mesa and the 5 Cities Area, has shown significant growth over the past decades. This includes growth in residential and commercial development as well as in the tourism industry. This area serves as a popular vacation destination driven by beach access and the multiple golf courses located in South County. Central County includes the city of San Luis Obispo and home to California Polytechnic State University which serves approximately 20,000 students and facility.

North County including Santa Margarita, Templeton, Atascadero and Paso Robles is separated from the city of San Luis Obispo by the Santa Lucia Mountain Range and is the fastest growing sub-region. In 2008, approximately 36% of the region's population lived in this area (San Luis Obispo Council of Governments, 2010). Between the years 2015 and 2040, the total jobs in San Luis Obispo County are forecast to grow from 101,300 to 134,100 (San Luis Obispo Council of Governments, 2011).

Monterey County:

Monterey County extends more than 3,300 square miles and is comprised of diverse natural habitats and residential communities. The county consists of 12 cities and several unincorporated communities. US 101 serves as the lifeline to many of these communities: including the cities of King, Greenfield, Soledad, Gonzales, and Salinas. Monterey county is comparable in size to Santa Barbara County with a population of 415,057 (U.S. Census Bureau, 2010). Monterey county has eight planning areas, but population and economic activity within the county is focused most in the Greater Salinas and Greater Monterey Peninsula areas.

The Greater Salinas area serves as the hub for agricultural activity and the Greater Monterey Peninsula which includes Carmel and the city of Monterey supports tourism, recreation, and the arts. The Coast planning area also contains the spectacular Big Sur Coast that draws tourist from around the world. The North County planning area contains no incorporated cities but continues to experience steady growth in the Prunedale and Royal Oaks communities. Between the years 2015 and 2035, employment is projected to increase from 203,660 to 235,460 (Association of Monterey Bay Area Governments, 2008).

San Benito County:

San Benito County is the only inland county in Caltrans District 5. San Benito county is also is the smallest in population totaling 55,269 (U.S. Census Bureau, 2010). The county's population is concentrated in the less rugged northwest area of the county. Hollister is the location of San Benito county's seat of government and the largest city in the county. The county serves as the main gateway to Pinnacles National Park located in the Gabilan Mountain Range and is the site of Mission San Juan Bautista. Much of the county's land area is in rugged terrain. In San Benito county, employment is projected to increase from 18,090 to 21,700 between the years of 2015 and 2035 (Association of Monterey Bay Area Governments, 2008).

LAND USE AND TRANSPORTATION

There is a direct nexus between land use and transportation; changes to one will inevitably impact the other. A better understanding of future development growth and transportation trends will help determine how to best plan for a transportation system that can accommodate future growth. The transportation system includes a network of local routes as well as state routes that serve different functions. Local routes are intended to serve transportation needs within a community. The focus of routes that are part of the National Highway System including US 101 is to maintain mobility of regional and interregional travel.

The connection between land use and transportation planning is a priority for the State, with the implementation of SB 375 legislation by the MPO area jurisdictions. Each MPO in California is responsible, pursuant to statute (SB 375), for developing a Sustainable Communities Strategy (SCS) for its regional transportation plan. The SCS is intended to demonstrate how, through more efficient coordination of land use decisions and transportation investments, each region can reduce per capita greenhouse gas emissions from cars and light trucks.

Additionally, transportation planning and future land use changes and development should support concepts outlined in *Smart Mobility 2010: A Call to Action for the New Decade* (California Department of Transporation) including: convenient and safe multi-modal travel, speed suitability, accessibility, management of the circulation network, and efficient use of land. Sustainable communities and intermodal transportation including multimodal, frontage road, and mixed use improvements, are encouraged.

As developments are approved locally, potential impacts to US 101 will be identified through the development review process. Anticipating future impacts to US 101 provides an opportunity for Caltrans and its local partners to collaborate to develop solutions before the transportation system is overwhelmed. The locally led environmental review process for future development projects also provides opportunities to study their respective contribution to cumulative and specific impacts. This process includes a traffic analysis which determines the magnitude of impacts to the local and regional transportation networks and outlines mitigation measures appropriate to these impacts. Identifying these impacts can also aid MPOs, RTPAs, counties, and cities in developing and implementing transportation impact fee programs and/or other funding strategies for infrastructure improvements.

Land Use Characteristics:

Santa Barbara County:

Santa Barbara County from the southern county line through Goleta surrounding US 101 is urbanized. Commercial, retail, institutional, and residential uses are focused in this area with development built out to the adjacent right-of-way and recreational uses are abundant due to the close proximity of the freeway to the Pacific Ocean. Santa Barbara county has 152,834 total housing units and a vacant housing unit rate of 7% (U.S. Census Bureau, 2010).University of California Santa Barbara (UCSB) is also a few miles from US 101 by way of SR 217.

From the city of Goleta to the Gaviota tunnel and rest stop area, US 101 lies within the Coastal Zone and runs parallel to the Union Pacific Rail Road (UPRR). Gaviota land use predominately includes agricultural, recreational, and rural residential holdings. Significant oil and gas uses (both active and inactive) are located off-shore of US 101 through miles of pipeline. The Gaviota Terminal adjacent to US 101 served the oil and gas industry until it was decommissioned in 2005 and now lies vacant. California State Parks also has significant holdings along the Gaviota coast.

Between Gaviota and the city of Buellton, land use is agricultural. Livestock, row crops and viticulture predominate. In Buellton, US 101 intersects with SR 246, which provides access east and west to additional communities, agriculture and recreational/tourism uses. North of Buellton, agricultural/viticulture and some oil and gas uses predominate as US 101 passes through the town of Los Alamos and arrives at the Clark Avenue interchange in Orcutt. Between Orcutt and the Santa Maria River, urbanized uses of all types are west of US 101. East of US 101, agriculture and oil and gas uses predominate until just south of the US 101/SR 166 interchange. At this point, residential, medical, institutional and commercial uses expand easterly and northerly toward the Santa Maria River.

The interchanges at US 101 and Clarke Avenue, SR 246, and SR 1, provide surface transportation connections to Vandenberg AFB and the Chumash Native American Reservation. Also, the city of Santa Maria has approved a regional landfill adjacent to US 101 a few miles south of the community of Orcutt with an anticipated 90 year life. The city of Santa Maria has also recently approved a significant industrial, manufacturing, and commercial specific plan about 3 miles west of US 101. Although somewhat uncertain due to the national economic situation, the Bradley Ranch annexation and specific plan remains an open effort by the city. This development area is located east of US 101 between Union Valley Parkway and Betteravia Road. One resulting feature will be a new interchange at McCoy Road and an easterly connection to the Union Valley Parkway interchange which began construction fall 2012. Other larger developments planned for the area including Area 9, DJ Farms, Orcutt Marketplace, Enos Ranch and Woodlands combined are projected to generate 203,829 Average Daily Trips.

San Luis Obispo County:

From the Santa Barbara/San Luis Obispo county line to the city of Arroyo Grande, land uses are small industrial and agricultural. Nipomo is an urbanizing community with numerous rural residential holdings and previously approved residential and commercial uses continue to gradually build out. Between Arroyo Grande and the northern limits of the city of San Luis Obispo, US 101 is urbanized and predominately residential, commercial/retail and recreational/tourism. According to the 2010 U.S. Census Bureau, San Luis Obispo County has 117,315 total housing units and a vacant housing unit rate of 13%. Multiple interchanges with US 101 in the 5 Cities area provide connections for the recreational/tourism industry which centers on the Oceano Dunes State Vehicular Recreation Area. Institutional and governmental land uses provides much of the economic base in San Luis Obispo. The city of San Luis Obispo supports a growing high tech industry. Also of importance in the county is Pacific Gas & Electric's Diablo Nuclear power generation facility approximately 8 miles from US 101. US 101 is the primary surface evacuation route for the county.

US 101 extends to north county by way of the Cuesta Grade within the Los Padres National Forest. US 101 passes by four communities and roughly parallels the Union Pacific Rail Road and the Salinas River. These cities predominately provide residential and commercial/retail. Paso Robles is becoming an interregional attractor oriented on recreation and tourism associated with its rural and viticulture oriented character. Of note is the US 101/SR 46 interchange which provides east-west interregional connectivity for freight movement both statewide and nationally as well as recreational traffic from California's Central Valley. At the northern county line, US 101 extends through the National Guard training installation of Camp Roberts in to east and west Garrison.

Monterey County:

US 101 in Monterey county begins at the Camp Roberts military base and continues approximately 100 miles to the San Benito county line. For approximately 40 miles, the landscape is rural with few motorist services. King city is the first of a number of cities and small communities along the US 101 corridor surrounded by vast agricultural resources, rich soils and active farming operations. Each community generally consists of housing adjacent to US 101 and grocery shopping options and has participated in active development strategies in the last decade to accommodate a growing need for housing and retail services. According to the 2010 U.S. Census Bureau, Monterey county has 139,048 total housing units and a vacant housing unit rate of 9%.

The most significant growth in Monterey county is planned Future Growth Areas and Unikool agriculture processing facility in the city of Salinas. The Future Growth Area as approved by the city of Salinas' programmatic EIR and annexation plan (City of Salinas, 2012), encompasses approximately 3,347 gross acres and plans for up to 14,318 dwelling units and 9.023 million square feet of commercial/retail/mixed used, general industrial, and semi-public uses. The Future Growth Area lies in the city of Salinas, east of US 101 with the Boronda Road interchange which serves as the gateway to this area.

The Unikool project was approved in November 2009 by the City of Salinas (City of Salinas, 2012). The project's EIR and trip generation report indicates that the project will generate 16,219 new daily trips. Of those, 5,839 trips are heavy-truck trips. New truck trips associated with this development are expected to create significant operational impacts to US 101 as well as the interchanges at Airport Boulevard, Sanborn Road, and South Abbott Street. At full operation, this development will impact the south Salinas traffic grid. In anticipation of this, Caltrans has required ramp metering and improved signal operations at specific locations to preserve future mobility of US 101.

San Benito County:

Highway 101 in San Benito County begins just north of where the San Juan Road interchange is being constructed and continues approximately 8 miles to the Santa Clara County line. Land use is primarily rural, with portions winding through rock outcroppings and eucalyptus groves. Future developments include a potential for a new highway commercial project at the San Juan Road interchange.

Other notable features of US 101 through San Benito County are the junctions of Highway 156 east heading toward Hollister and beyond to the central valley. Many of the agricultural related truck trips utilize Highway 156 to make their way to the central valley. Near the San Benito/Santa Clara county line is the Betabel/Y Road interchange. This location is of interest since there have been multiple proposals over the last 20 years to reconstruct this interchange to allow a future residential/retail/commercial growth center east of this location. Betabel/Y Road is undeveloped at this time, but potential plans include a parkway from this location to what will essentially become a new city. Should this development occur, increased traffic on US 101 is expected as the workforce will likely commute north to the Silicon Valley or south to Salinas. The county has 17,870 total housing units and a vacant housing rate of 5% (U.S. Census Bureau, 2010).

Travel Patterns:

Santa Barbara County:

In Santa Barbara county, commute patterns centers on incoming workers to the Santa Barbara and Goleta area. Many people commute from north Ventura county to Santa Barbara for work since the housing costs in north Ventura county are significantly less. SBCAG 2007 Travel Trends Report for Santa Barbara County suggests that, although the commute volume is generally "leveling off", the commute period itself is broadening out as observations indicated rising volumes occurring beyond the typical "peak hour" time. This data appears to indicate that commuters are leaving Ventura County earlier and returning home later in the evening (Santa Barbara County Association of Governments, 2007). A noticeable commute also occurs from Lompoc to Goleta and Santa Barbara. These trips enter and exit US 101 at the Las Cruces interchange in Gaviota. To a lesser extent there are also commutes from Buellton and Santa Maria southerly to the larger urbanized area.

In the Santa Maria area, commute patterns may substantially change when the local, state, and national economy improves. The city of Santa Maria has approved many residential subdivisions and a substantial industrial, manufacturing, and commercial specific plan but many of these large residential projects have not transitioned into the construction phase. Over time, as these projects are constructed, this could improve the jobs-housing balance in the Santa Maria Valley.

San Luis Obispo County:

In southern San Luis Obispo county, commute patterns center across the San Luis Obispo/Santa Barbara county line where residents commute between southern San Luis Obispo county and Santa Maria with some commuting further south in Santa Barbara County. As identified in the 2012 US 101 CSMP for Santa Maria and Arroyo Grande, the commute pattern split across the county line between SR 135 and SR 166 is an approximate 50/50 split northbound and southbound during the PM peak hour. In northern San Luis Obispo county, US 101 is serves as the lifeline for goods movement through the central coast and between Monterey and the salinas valley to the central valley by way of SR 46. The City of San Luis Obispo also serves as a primary employment center in the county with morning commute entering from Nipomo and the 5 Cities area from the south; Paso Robles, Templeton and Atascadero from the north; and Cambria and Morro Bay/Los Osos from the coastal communities.

Monterey County:

Agriculture, goods movement, and hospitality drive trip generation in Monterey county on US 101. Agriculture and farm to processing facility trips generally stay with the Salinas Valley and thus generate the demand for interchange improvements from King City to southern Salinas. From US 101, highways 68 and 156 serve as east-west connectors to the coast to provide services to hotels, restaurants, and other hospitality based businesses in the Monterey Peninsula. Noticeable increases in special events in the Monterey Peninsula such as the Monterey Bay Aquarium, Laguna Seca raceway, and City of Monterey Tours de Concourse draw increasingly larger crowds each year. From the city of Salinas north, a large percentage of trips are made to Santa Clara county for tech-industry based jobs. Also, due to the economic changes of the year 2000 decade, communities were impacted as home prices rose, especially in Salinas and northern Monterey. Many citizens moved farther south in the county where housing was more affordable and now commute to Salinas and northern Monterey county for work. This trend has placed a greater demand on US 101 and resulted in higher peak hour congestion heading north from Gonzales through Salinas.

San Benito County:

Travel on US 101 in San Benito County is almost entirely interregional in nature. The landscape is mostly rural with little development to generate significant trips. Motorists on this portion of highway primarily consist of those commuting to work in the Silicon Valley/Gilroy areas from the south, tourist going to or coming from the Monterey Peninsula, or travelers using US 101 as a interregional route to traverse California north and south as an alternative to Interstate 5. SR 156 east and SR 152 through interconnection with US 101 serve as key statewide connectors for goods movement. According to the Central Coast California Commercial Flows Study (Association of Monterey Bay Area Governments (AMBAG), 2012), in 2007, trucks moved about 2.4 million tons of freight in San Benito County. These shipments constituted approximately $2.5 billion in value, or 82 percent of the County's freight value moved.

Long-term Right-of-way Needs:

Future US 101 right-of-way needs will be related to future capacity and operational improvements of the facility driven by safety, mobility needs, future growth and development impacts. Types of improvements include freeway conversion, highway expansion, and interchange improvements. The conversion from expressway to freeway focuses on closure of median and at-grade intersections as well as the purchase of remaining abutters rights in order to ensure access control. Freeway expansion and interchange construction or improvements may also require acquisition of right-of-way. The appropriate type of improvement will be determined under the environmental or PA&ED phase of project development which makes it challenging to anticipate future right-of-way needs.

ENVIRONMENTAL CONSIDERATIONS

The purpose of this section is to highlight environmental considerations specific to US 101 within the current political climate of the 2006 Global Warming Solutions Act (AB 32) and 2008 Sustainable Communities and Climate Protection Act (SB 375). This section includes an overview of coastal resources, noise, air quality and climate change. This section is not intended to act as a plan under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) process, but provide an overview of environmental considerations as required per SAFETEA-LU Section 6001 and MAP-21.

Coastal Resources:

The demand to access coastal resources continues to grow and one of the principal goals of the 1976 California Coastal Act is to increase opportunities for public coastal access. US 101 is within the coastal zone through southern Santa Barbara county, the Gaviota Coast, and the San Luis Bay planning area. In these areas, whenever intensification of local land use occurs, much effort is taken to increase access to the coast through coastal permitting.

The 2012 administrative draft of the Gaviota Coast Plan identifies that public beach access locations along the coast area are limited to four locations: El Capitan State Beach, Refugio State Beach, Gaviota State Park, and Jalama Beach County Park. It further explains that the rest of the Gaviota coast is comprised of large private land holdings where public access is only allowed under privately managed access programs (Santa Barbara County, 2012). These public beach access locations are commonly not contiguous one another or largely inaccessible by trails. As a result, many travelers will park on Caltrans right-of-way or Union Pacific Rail Road (UPRR) property adjacent to the paved highway in order access better vista points or isolated beach areas.

Without the benefit of grade separation facilities, this travel behavior contributes to differential traffic speeds and operational challenges to all users of the facility. While this portion of US 101 continues to serve as an expressway without access control and at-grade crossings, this behavior will continue. Caltrans supports ultimate conversion of US 101 from expressway to freeway through this area to maintain mobility of US 101 and influence other alternatives for coastal access. The California Coastal Trail (CCT) planning effort envisions a trail alignment as close to the coast as feasible. The precise trail alignment cannot be known at this time due to many variables which have yet to be studied. The relationship between US 101, local and coastal access, the California Coastal Commission, Caltrans, UPRR, the County of Santa Barbara, and State Parks is complex. Coordination between these agencies must take place to develop a cohesive planning concept to improve access along the corridor.

According to the 2007 San Luis Obispo County Local Coastal Program (LCP), in the San Luis Bay Planning area public holdings for beach access are limited to Avila and Pismo State beaches. The program recommends that access should be secured in the future between Point San Luis and Point Buchon. Pirates Cove between Avila and Shell Beach is privately owned and experiences intensive recreational uses (San Luis Obispo County, 2007). In the San Luis Bay Planning area, US 101 is less directly impacted by travelers attempting to access the coast as the facility is designated freeway through this area.

Noise:

Land uses sensitive to noise include places of worship, libraries, schools, and passive recreation areas. Noise is measured in decibels and is mapped as contours and distance from the generator to the receptor. Noise studies are completed as part of the project development process for any new project. Sound attenuation materials research is evolving and as new pavement strategies are developed, construction constraints and the implication for long-term maintenance needs to be fully studied.

Air Quality:

In April 2005, the California Air Resource Board (CARB) published the "Air Quality and Land Use Handbook: A Community Health Perspective" which identifies "Sensitive Land Use" generally as residential areas, schools, playgrounds, daycare centers, and medical facilities. CARB guidelines recommend that these land uses not be located within 500’ of freeways, urban roads (100,000ADT), and rural roads (50,000ADT).

In the Santa Barbara and San Luis Obispo county area, many residential areas are within 500’ of US 101. Some are separated by frontage or local road networks, others are separated by only the Caltrans right-of-way fence. This includes hotels, motels and one special use, Santa Barbara Juvenile Services. These conditions exist in both urbanized and rural areas. There are at least 25 parks, passive recreation areas, and campgrounds, two regional fairgrounds, 5 golf courses, and one city zoo near or abutting the route. Approximately a dozen child and adult day care, and specialty medical facilities exist, and for individual medical offices, there is a strong potential for a significant number. There are approximately 16 schools near or abutting US 101; approximately 6 are just outside the 500’ mark. These range from elementary to college level, public and private. There are 28 houses of worship and one library within 500’ of the route.

In Monterey county the towns lining US 101 in the Salinas Valley all include housing and in some cases retail in close proximity along the roadway. Since these towns are small in nature, at freeway speeds within one to two minutes a motorist has entered and existed the city. Of more threat to these communities air quality is related to the use of pesticides in the fields adjacent to housing and commercial development. In San Benito County the landscape is generally rural with no significant development adjacent to the highway.

Climate Change:

The Coastal Zone areas along US 101 in southern Santa Barbara, the Gaviota coast and the San Luis Bay Planning area are subject to coastal climate influences. Climate change studies including *Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future* (National Research Council, 2012) identify sea level rise over the next 100 years as an anticipated threat to infrastructure. This study has been endorsed and accepted by the State of California and demonstrates a combination of variables expected to increase sea level between 36.65 inches to as much as 5 ½ feet. Long range catastrophic planning is required through Shell Beach and northern Pismo in anticipation of increased sea level rise and its effect upon the railroad and the US 101 right-of-way.

SYSTEM CHARACTERISTICS

US 101 extends 270 miles through the counties of Santa Barbara, San Luis Obispo, Monterey, and San Benito and primarily functions as a 4 to 6 lane freeway or expressway throughout District 5. The Cuesta Grade in Segment 5 in San Luis Obispo county is the only portion of the route which maintains a conventional highway status. Facility classification is based on multiple factors including design, access and terrain.

- A freeway is a divided facility with full control of access and with grade separations at intersections. 67% 181 center lane miles is designated freeway on US 101 in District 5.

- An expressway is an arterial highway with at least partial control access, which may or may not be divided or have grade separations at intersections. 32% or 86 center lane miles in US 101 in District 5 is designated expressway.

- A conventional highway does not have complete control of access and is usually not divided. Grade separations at intersections or access control may be used when justified at spot locations. Less than 1% or approximately 3 miles of the route is designated conventional highway in District 5.

While US 101 extends approximately 270 center line miles through District 5, Caltrans maintains 1,100 lane miles of roadway for US 101. Center line miles are different from lane miles. Center line miles captures the distance between the begin point and end point of any route or portion of a route, while lane miles accounts for the total number of physical lane miles on the ground between a given begin and end point. A total of 349 access points exist on the route and include 134 grade-separated interchanges, 19 isolated ramps (on and off), 14 partial interchanges, 108 at-grade access points (85 of which with median openings) 68 driveways, 4 rest stops, and 2 vista points. Segments 2, 7 and 9 have the largest number cumulatively of at-grade access, median openings and driveways in District 5. *Figure 4.2* and *Figure 4.3* are two examples of at-grade access situations that can be found in District 5.

Figure 4.2: South San Luis Obispo At-Grade Intersection

The location and number of at-grade intersections and driveways is important to note as they directly influence US 101 mainline systems operations. In the case of at-grade intersections and driveways, the speed differential between vehicles entering the highway and those traveling on the mainline can result in a slowing down of mainline traffic. Caltrans supports closing median openings and at-grade intersections and eliminating left turn movements where possible across US 101 to improve overall operations and safety of the system. This will require improvements to local parallel route development and concentrate access to the route at controlled interchanges.

Figure 4.3: Salinas Valley At-Grade Intersection

This would allow for conversion of expressway portions of the route to freeway. Conversion of the route from expressway to freeway is part of the ultimate concept for US 101 through District 5 as identified in the draft Interregional Transportation Strategic Plan (Caltrans, 2012 (Draft)). This will require coordination with our local and regional partners to see through implementation. It is recommended that access management be considered in coordination with other safety and capital improvements along the corridor. Table 7.2 US 101 Projects and Strategies to Achieve Concept identifies locations for freeway conversion.

On US 101 in District 5 there are no HOT/Express lanes, toll Lanes, or BRT lanes. The Mussel Shoals to Carpinteria HOV lane project under construction and the South Coast 101 HOV lane project currently in the draft environmental document phase (PA&ED) will add an HOV lane in each direction between the City of Santa Barbara and Mussel Shoals in Ventura County. The 2006 city of San Luis Obispo General Plan recommends that 6 lane widening of US 101 through the city be focused to HOV and transit use. Operating Intelligent Transportation Systems (ITS) elements along the route include but are not limited to closed circuit television cameras, changeable message signs, and different types vehicle sensors and loop detectors. A full inventory of ITS elements and detailed discussion of the information presented above is provided in Table 4.3.

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Table 4.3: System Characteristics

Segment #	1		2		3		4		5		6		7		8		9		10	
Existing Facility																				
Facility Type	Freeway		Freeway/Expressway		Freeway		Freeway/Expressway		Freeway/Expressway /Conventional		Freeway		Freeway/Expressway		Freeway/Expressway		Expressway		Freeway/Expressway	
General Purpose Lanes	4-6 lanes		4 lanes[1]		4-6 lanes		4 lanes[1]		4-6 lanes		4 lanes		4 lanes		4 lanes		4-6 lanes		4 lanes[1]	
Total Access Points	**34**		**62**		**8**		**28**		**30**		**24**		**71**		**6**		**77**		**9**	
Full Interchange	*29*		*13*		*8*		*16*		*6*		*14*		*34*		*6*		*5*		*3*	
Isolated Northbound On Ramp	*0*		*0*		*0*		*1*		*1*		*2*		*0*		*0*		*0*		*0*	
Isolated Northbound Off Ramp	*1*		*1*		*0*		*0*		*0*		*3*		*0*		*0*		*0*		*0*	
Isolated Southbound On Ramp	*0*		*0*		*0*		*1*		*0*		*3*		*1*		*0*		*0*		*0*	
Isolated Southbound Off Ramp	*2*		*1*		*0*		*1*		*0*		*1*		*0*		*0*		*0*		*0*	
Northbound Partial Interchange	*2*		*1*		*0*		*0*		*4*		*0*		*0*		*0*		*0*		*0*	
Southbound Partial Interchange	*0*		*1*		*0*		*2*		*3*		*1*		*0*		*0*		*0*		*0*	
At-grade Access Opening	*0*		*6*		*0*		*0*		*5*		*0*		*0*		*0*		*11*		*1*	
At-grade Access with Median Opening	*0*		*25*		*0*		*5*		*7*		*0*		*33*		*0*		*13*		*2*	
Driveway	*0*		*11*		*0*		*2*		*4*		*0*		*0*		*0*		*48*		*3*	
Rest Areas	*0*		*2*		*0*		*0*		*0*		*0*		*2*		*0*		*0*		*0*	
Vista Point	*0*		*1*		*0*		*0*		*0*		*0*		*1*		*0*		*0*		*0*	
Northbound Aux Lane	1		0		0		1		5		1		1		0		2		0	
Southbound Aux Lane	0		0		0		3		5		1		0		0		1		0	
Lane Miles	131.53 mi		216.963 mi		42.96 mi		95.591 mi		58.456 mi		80.136 mi		377.992 mi		19.04 mi		44.222 mi		35.093 mi	
Centerline Miles	27.598 mi		53.053 mi		10.74 mi		23.848 mi		13.056 mi		20.034 mi		94.275 mi		4.76 mi		10.47 mi		8.458 mi	
Median Width	16 to 99 ft.		4 to 99 ft.		46 to 76 ft.		36 to 99 ft.		4 to 90 ft.		42 to 50 ft.		38 to 99 ft.		40 to 46 ft.		14 to 46 ft.		4 to 99 ft.	
Median Characteristics	**Median Type**	**%**	**Median Type**	**%**	**Median Type**	**%**	**Median Type**	**%**	**Median Type**	**%**	**Median Type**	**%**	**Median Type**	**%**	**Median Type**	**%**	**Median Type**	**%**	**Median Type**	**%**
	H - Paved Median	33%	H - Paved Median	1%	J - Unpaved Median	95 %	J - Unpaved Median	98%	H - Paved Median	42%	J - Unpaved Median	99 %	J - Unpaved Median	92%	Z - Other	100%	H - Paved Median	80%	H - Paved Median	12%
	J - Unpaved Median	64%	J - Unpaved Median	91%	Q -Separate Structures	5%	Q -Separate Structures	2%	J - Unpaved Median	56%	Q -Separate Structures	1 %	K -Separate Grades	1%			J - Unpaved Median	20%	J - Unpaved Median	51%
	K -Separate Grades	2%	Q -Separate Structures	1%					Q -Separate Structures	2%			P - Ditch	2%					Q -Separate Structures	2%
	Q- Separate Structures	1%	Z - Other	6%									Q -Separate Structures	2%					Z - Other	35%
													Z - Other	3%						
HOV Lanes	0		0		0		0		0		0		0		0		0		0	
HOV Characteristics	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
HOT/Express Lanes	0		0		0		0		0		0		0		0		0		0	
HOT/ Express Lanes Characteristics	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
Toll Lanes	0		0		0		0		0		0		0		0		0		0	
Toll Lane Characteristics	N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A		N/A	
BRT Lanes	0		0		0		0		0		0		0		0		0		0	
Passing Lanes	0		0		0		0		0		0		0		0		0		0	
Truck Climbing Lanes	0.50%		3.10%		0		2.47%		10.36%		0		0		0		0		0	
ROW	150 to 250 ft.		175 to 250 ft.		225 ft.		200 to 400 ft.		150 to 250 ft.		200 ft.		200 to 250 ft.		200 ft.		150 ft.		150 to 200 ft.	
Intelligent Transportation Systems (ITS) Elements																				
ITS Elements (BY)	MVDS, CCTV, CMS, LOOP, AP, BP, RP, VSN		CCTV,CMS, LOOP		LOOP, MVDS		CCTV, CMS, LOOP, WAPB, MVDS		CCTV, LOOP, MVDS, WAPB, WCB		BP,CCTV, LOOP		CCTV, LOOP, BP, HOSE		CCTV, HOSE, LOOP		CCTV, CMS, HOSE		-NONE-	
ITS Elements (HY)	MVDS, CCTV, CMS, LOOP, AP, BP, RP, VSN		CCTV,CMS, LOOP		LOOP, MVDS, CCTV, RP, VSN, WAPB, WCB		CCTV, CMS, LOOP, WAPB, MVDS		CCTV, LOOP, MVDS, WAPB, WCB		BP,CCTV, LOOP, MVDS		CCTV, LOOP, BP, HOSE, MVDS, AP, VSN		CCTV, HOSE, LOOP, AP, VSN, MVDS, RP		CCTV, CMS, HOSE, AP, CCRV, VSN, MVDS, RP		CCTV, MVDS	
Ramp Meters	2 (SB at Garden Street and NB Cabrillo Street)		0		0		0		0		1 (Spring Street)		0		0		1 (101/156 West)		0	

MVDS-(ITS Element data derived from Caltrans (10/10/2012)). **AP** - Access Point for VSN. **BP -** Weigh-In-Motion (WIM) Bending Plate type census station. **CCTV** - Closed Circuit Television Camera. **CMS** - Changeable Message Sign. **HOSE -** pneumatic Hose type census station. **LOOP -** inductive Loop type census station. **MVDS** - Microwave Vehicle Detection System. **RP** - Repeater for VSN. **VSN** - Vehicle Sensor Node. **WAPB -** Wireless Access Point Bridge. **WCB** - Wireless Client Bridge.

[1] Facility with truck climbing lanes

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BICYCLE TRAVEL

Bicycling is one of the active modes of transportation supported within the US 101 corridor. On US 101 in District 5, bicyclists have access to approximately 50% of US 101. Where the route is closed to bicycle access, alternative bicycle travel options are available on the local network. An example of this is between Arroyo Grande and the City of San Luis Obispo in San Luis Obispo County. Caltrans supports local and regional agency initiatives to improve alternative bicycle routes and to plan for future alternative bicycle routes in locations where US 101 is open to bicycle travel. This includes locations such as between Atascadero and Templeton in San Luis Obispo county where the alternate local route is circuitous. In anticipation of freeway conversion in the long-term, alternate routes for bicycles would be desirable to limit the exposure of cyclists to high speed traffic. More detailed information about bicycle access by segment can be found in *Figure 4.5* and Table 4.4.

Figure 4.4 Pacific Coast Bicycle Route

The Pacific Coast Bicycle Route also serves as the most popular long distance bicycle touring route in California and a primary means of interregional bicycle travel. The route expands over 1,000 miles from the California-Mexico border to the California-Oregon state line. Within the central coast and District 5, the route is located on SR 1 with portions of the route extending on and coinciding with US 101. Along the Gaviota Coast in Santa Barbara county from the intersection of US 101/SR 1 to Hollister Avenue, US 101 coincides with SR 1 and is part of the Pacific Coast Bicycle Route and is one of the most heavily used areas by bicyclists on US 101 *(Figure 4.4)*. Efforts are currently underway by Santa Barbara County through the Gaviota Coast Plan to identify future alternative bicycle and pedestrian trail route improvements in this area.

Longer contiguous sections of US 101 that are accessible to bicycles include: much of Segment 2 between the Hollister Avenue Interchange and Clark Avenue Interchange in Santa Barbara county, south of Arroyo Grande, 20 miles north from the San Luis Obispo/Monterey county line, intermittently between the city of King and the city of Salinas, north of the city of Salinas to SR 156 east, and SR 129 and the San Benito/Santa Clara county line in Monterey and San Benito counties (*Figure 4.5*).

Many local agencies have bicycle plans which identify community goals for bicycle improvements. Caltrans Complete Streets Deputy-Directive 64 advocates for safe mobility of all users, including motorists, bicyclists, pedestrians and transit riders. Both local bicycle plans and Caltrans Complete Streets policy implementation and guidelines should be consulted prior to construction of new projects. Consulting the local bicycle plans and Caltrans Complete Streets policy early in the project development process will provide greater opportunity to coordinate mutual interests and integrate in multimodal components into projects.

Key issues facing bicyclists on US 101 District 5 include:

1) Travel across US 101 including through interchanges
2) structural or other limitations to shoulder widening
3) pavement quality on shoulders
4) planning for bicycle travel during construction
5) suitable alternate routes parallel to US 101

Future improvements should be focused to addressing the key issues listed in coordination and funding partnership with the local agencies, RTPAs, and MPOs. Developing creative solutions for new alternative bicycle routes to US 101 and improving upon existing alternative routes is supported by Caltrans. Providing these improvements will require working with local partners to identify and prioritize projects and funding opportunities.

Figure 4.5: Bicycle Access

Table 4.4: Bicycle Access

State Bicycle Facilities					Parallel Bicycle Facilities	
Segment	Post Mile	Location Description	Bicycle Access Prohibited	Facility Type	Parallel Facility Present	Name*
1	SB_R0.00-SB_26.907	*Ventura/Santa Barbara County Line to the Hollister Avenue Interchange*	*SB_R0.45-26.9*	*No bikeway designation (paved shoulder)*	*Yes*	*Caltrans District 5 Bike Map Identifies Alternative Routes*
2	SB_26.907-SB_82.183	*Hollister Avenue Interchange to the Clark Avenue Interchange*	*SB_R56.34-R57.69; SB_70.73-L72.58*	*No bikeway designation (paved shoulder)*	*Yes*	*Caltrans District 5 Bike Map Identifies Alternative Routes*
3	SB_82.183-SLO_0.802	*Clark Avenue Interchange to the SR 166 East Interchange*	*SB_84.21-90.85;SLO_0.68-0.8*	*No bikeway designation (paved shoulder)*	*Yes*	*Caltrans District 5 Bike Map Identifies Alternative Routes*
4	SLO_0.802-SLO_R24.296	*SR 166 East Interchange to South Higuera Street Interchange*	*SLO_0.8-8.06; SLO_12.43-R 24.2*	*No bikeway designation (paved shoulder)*	*Yes*	*Caltrans District 5 Bike Map Identifies Alternative Routes*
5	SLO_R24.296-SLO_37.863	*South Higuera Street Interchange to SR 58 Interchange*	*SLO_R24.2-30.09; SLO_37.79-37.8*	*No bikeway designation (paved shoulder)*	*Yes*	*Caltrans District 5 Bike Map Identifies Alternative Routes*
6	SLO_37.863-SLO_54.900	*SR 58 Interchange to SR 46 East Interchange*	*SLO_37.8-49.25; SLO_50.48-54.9*	*No bikeway designation (paved shoulder)*	*Yes*	*Caltrans District 5 Bike Map Identifies Alternative Routes*
7	SLO_54.900-MON_85.624	*SR 46 East Interchange to the Airport Boulevard Interchange*	*SLO_54.9-SLO_59.02; SLO_64.96-SLO_R68.0; MON_R21.88-MON_R41.048; MON_52.43-MON_54.96; MON_61.3-MON_62.99; MON_64.41-MON_66.54; MON_69.1-MON_72.79*	*No bikeway designation (paved shoulder)*	*Yes*	*Caltrans District 5 Bike Map Identifies Alternative Routes*
8	MON_85.624-MON_R92.205	*Airport Boulevard Interchange to the Russel Espinosa Road Interchange*	*MON_85.64-MON_R89.3*	*No bikeway designation (paved shoulder)*	*Yes*	*Caltrans District 5 Bike Map Identifies Alternative Routes*
9	MON_R92.205-MON_101.316	*Russel Espinosa Road Interchange to the Monterey/San Benito County Line*	*MON_R89.3-MON_R91.292*	*No bikeway designation (paved shoulder)*	*Yes*	*Caltrans District 5 Bike Map Identifies Alternative Routes*
10	MON_101.316-SBt_7.55	*Monterey/San Benito County Line to the San Benito/Santa Clara County Line*	*SBt_R3.297-SBt_4.99*	*No bikeway designation (paved shoulder)*	*Yes*	*Caltrans District 5 Bike Map Identifies Alternative Routes*

**CALTRANS DISTRICT 5 BICYCLE MAP-*HTTP://WWW.DOT.CA.GOV/DIST05/PLANNING/TRANSIT_ALTERNATIVES.HTM* (California Department of Transportation, 2004)

PEDESTRIAN FACILITIES

Since there is no pedestrian access on the US 101 mainline, pedestrian movements are for access across US 101 on the local road network. This access is provided commonly in the form of sidewalks, in some cases with dedicated overcrossings or undercrossings. At ramp intersections, Caltrans maintains responsibility for Americans with Disabilities Act (ADA) compliant access. Currently there are multiple ongoing projects throughout District 5 to construct curb ramps and sidewalks for ADA compliance.

Other future improvements should consider ways to accommodate pedestrian travel across the US 101 corridor in coordination and funding partnership with the local agencies, RTPAs and MPOs. The Santa Maria River Bridge at the Santa Barbara/San Luis Obispo county line on US 101 is one example of a project where partnership has directly improved pedestrian and bicycle accessibility. The bridge is currently under construction to widen to 6 lanes and provide a Class I multi-use path which will facilitate pedestrian and bicycle travel across the river. Previously, the river crossing for pedestrian and bicycles was located five miles from the US 101 corridor.

The California Coast Trail also provides pedestrian access along the US 101 corridor on the Santa Barbara south coast and in the five cities area in San Luis Obispo county. The trail is partially completed and ultimately will extend 1200 miles through 15 counties along the California coast from the Mexico border to the Oregon state line.

TRANSIT FACILITIES

Intercity and Commuter Rail Service:

The California state rail system combines intercity, commuter, and freight rail. All three systems share the same infrastructure that is generally owned by private railroads, and in some cases, public entities. In District 5, this includes Union Pacific Rail Road (UPRR), Metrolink, and Caltrain. The railroad is located parallel to US 101 through much of District 5. Because these systems share the same infrastructure, joint planning and policy development increases the efficiency and effectiveness of the system, and makes infrastructure development and maintenance more cost effective. The state works closely with the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) and Coast Rail Coordinating Council (CRCC) to improve service speeds, reliability and frequency of rail in southern California (California Department of Transportation, 2013).

Figure 4.6: Amtrak Train in Santa Barbara Coast

Intercity rail includes state-supported corridor routes and Amtrak long-distance routes (*Figure 4.6*). Within District 5, the Pacific Surfliner is the only intercity route and currently the second busiest passenger rail line in the United States. Eleven round trips operate Monday through Thursday, and twelve operate Friday through Sunday between Los Angeles and San Diego. Five daily round trips extend into District 5 between Los Angeles and Santa Barbara, with two continuing on to San Luis Obispo. The service is funded 70 percent by the state and 30 percent by Amtrak. Ridership from June 2010 through July 2011 on the Pacific Surfliner was 2.7 million. Amtrak also operates the long-distance Coast Starlight train which offers one daily round trip between Los Angeles and Seattle with stops in the city of Santa Barbara, city of San Luis Obispo and city of Salinas. Ridership from June 2010 through July 2011 on the Coast Starlight was 432,000.

Throughout District 5 there are multiple efforts ongoing to improve commuter and intercity rail service. In Santa Barbara County, the 2006 SBCAG *101 in Motion* study raised the profile of the importance of improved rail service to continued mobility in the county. A study is being developed to determine/document the viability of a new dedicated commuter rail service between Ventura and Goleta. While discussions continue between LOSSAN, Santa Barbara County Association of Governments (SBCAG), Ventura County Transportation Commission (VCTC), Metrolink, and the UPRR regarding the new service, efforts to improve the supporting rail line infrastructure to accommodate a new commuter rail service are progressing. This includes the development of a commuter rail platform in Goleta and improvements to the Ortega and Sea Cliff sidings. Over $18 million in State Transportation Improvement Program (STIP), $950,000 from the Federal Railroad Administration's High Speed and Intercity Passenger Rail Program/American Recovery and Reinvestment Act, and $500,000 in local Measure A funds has been programmed for the siding projects.

Along the Central Coast, there is great support for return of the Coast Daylight route from Los Angeles to San Francisco with twenty agencies along the corridor passing "Resolutions of Support" for the project. The Coast Rail Coordination Council lead by TAMC, SLOCOG, and SBCAG has been instrumental in planning for this new service and will continue to have an important role in the planning and operation of this improvement. The Coast Daylight will begin with one round trip between San Luis Obispo and San Francisco and expand as demand warrants. This route is anticipated to generate an annual ridership of 216,000 passengers (2012). $43 million is secured in Proposition 1B and STIP funding for the extension. Additional state funding to cover annual operating costs, acquisition of equipment, and continued negotiations with the railroads must take place prior to operation of the new route.

In Monterey County, the Transportation Agency for Monterey County (TAMC) has been working cooperatively with Caltrans, the Caltrain Joint Powers Board and the Capitol Corridor Joint Powers Agency to extend the Capital Corridor rail service. The service is planned to consist of two round trips per day running from Salinas to San Jose and beyond to either San Francisco or Sacramento and will be increased to four or more round trips as demand warrants. The extension will include three new station stops including: Pajaro/Watsonville, Castroville, and Salinas. The rail extension, in addition to connecting Salinas with San Jose and the jobs base of Silicon Valley, it will also connect to other cities via the Capitol Corridor service, Caltrain, Altamont Commuter Express and planned High-Speed Rail service with stations in Gilroy and San Jose.

Bus Service:

Bus service in District 5 is managed and operated by a combination of local and regional transit providers within each county. These operators provide express, commuter and traditional bus service. Express bus service is typically located within an urban corridor and maintains short headways, while commuter bus service accommodates commonly longer distances, with minimal stops and a focus on commutes to and from work. Traditional bus service refers to local bus trips customized to meet the unique needs of the community.

Santa Barbara Metropolitan Transit District (SBMTD), San Luis Obispo Regional Transit Authority (SLORTA), Monterey-Salinas Transit District (MST), and Santa Maria Area Transit (SMAT) are members of the California Transit Association and the four largest transit operators in District 5. A comprehensive list of bus services and operators providers in each county is identified by segment in Appendix C. Many local, regional and inter county services also offer local and regional shuttle services as well and Amtrak users are commonly offered free transfers onto regional transit bus services. This is coordinated by Caltrans under contract with Amtrak to provide connecting feeder bus services with private bus operators.

Currently in District 5 there is no Light Rail or Bus Rapid Transit (BRT) service. However, SLOCOG completed a BRT study June 2013 which further analyzed and prioritized BRT improvements for San Luis Obispo county. This study prioritizes BRT improvements for the county. Along US 101 this includes new/improved park and ride lots and express bus service. This effort was funded through FTA 5304 Transit Planning Grant funds.

Park and Ride Lots:

Park and Ride lot improvements facilitate reduced single-occupant-vehicle travel which has a direct benefit to maintaining mobility on US 101. Commute patterns drive the number and location of park and ride lots along US 101 in District 5 (Appendix C). This has resulted in some segments of the corridor having no park and ride lots while others have a concentration of park and ride lot facilities. In District 5, there are currently no park and ride lot facilities in segments, 1, 7, and 8. Segment 1 extends throughout the South Coast urbanized area where commuters travel to work from Ventura and northern Santa Barbara county. This has created less of a demand for carpooling in this segment. Segments 7 and 8 spans the much of the rural area of Monterey county into the city of Salinas and does not currently contain any park and ride lot facilities. Greater concentrations of park and ride facilities exist in segments 2, 3, 4 and 6 where travelers are either commuting to southern Santa Barbara or the city of San Luis Obispo for work.

Future park and ride lots in District 5 include two in Santa Barbara County in Buellton at US 101/Avenue of Flags and in Santa Maria near the US 101/SR135 interchange. Recent work added 21 parking spaces to the Halcyon Park and Ride lot in San Luis Obispo County. The *US 101 Santa Barbara/Ventura Corridor System Management Plan* (Caltrans, 2010) identifies potential for a future park and ride lot at Bailard Avenue and the SLOCOG *Regional Transportation Plan-Preliminary Sustainable Communities Strategy* (2010) identifies a future park and ride lot to be considered at one of the following locations: the Highway 166 interchange, Los Berros/Thompson interchange, or Willow Road interchange. The *San Luis Obispo South County Bus Rapid Transit Assessment* (2011) also highlights West Tefft Street and Spyglass Drive as potential locations to consider for a future park and ride lot.

Caltrans supports locating future park and ride lots where multimodal nodes exist. Caltrans encourages and supports local agencies to construct and maintain park and ride lot facilities at locations that address safety and mobility needs of bicyclists, pedestrians, and transit users in all projects. However due to current state funding constraints, funding the construction, maintenance and operation of new park and ride facilities in the state's right-of-way is not available.

FREIGHT

US 101 is California's major north-south coastal route linking two of the nation's largest metropolitan areas, Los Angeles and the San Francisco bay area, and is a vital asset to the national, state, and local economies. When Interstate 5 is closed due to inclement weather, fires, or major collisions, US 101 serves as a major through connector. Between January 2006 and January 2011, I-5 has experienced 17 full closures, each ranging in duration from two to 23 hours (Appendix B).

US 101 is an essential route for goods movement in serving as the lifeline surface facility for shippers, growers, aggregate miners, and manufacturers. Agricultural commodities, raw materials, and manufactured goods are transported to, from, and through the central coast predominately on heavy trucks. According to the Central Coast California Commercial Flows Study (2012) developed by AMBAG in partnership with Caltrans, SBCAG, SLOCOG, TAMC, SCCRTC, and SBtCOG, 82% of freight movement by tonnage within District 5 takes place by truck.

All counties in the central coast are major producers of agricultural products including related agricultural processing and warehousing. Agricultural production is clustered around US 101 through Santa Maria, the Salinas Valley, and south of Watsonville (*Figure 4.8*) and dependant on the route for distribution to the state and nation. Agricultural production in the central coast is projected to generate $6.5 billion in revenues per year. Major products from these areas include strawberries, lettuces, broccoli, and wine. Known to many as the "Salad Bowl of the World", the Salinas Valley is home to the number one vegetable-producing region in the nation (USDA National Agricultural Statisics Service, 2010). The area supplies 80 percent of the nation's lettuces and nearly the same percentage of artichokes. The agricultural industry is responsible for 25% of employment on the central coast.

US 101 is also a corridor for military transport, spaceport, and national defense operations in the central coast and designated a Strategic Highway Network. Vandenberg Air Force Base in Lompoc is home to the 30th Space Wing and the 14th Air Force and is Air Force Space Command's premier missile base. It is the only installation in the United States where operational intercontinental ballistic missiles and polar-orbiting space satellites are launched (*Figure 4.7*). US 101 also serves Camp Roberts, home of the California Army National Guard, army reserve and active component units that support Federal, State and community missions. Camp Roberts is located on the San Luis Obispo/Monterey county line east of US 101.

Figure 4.7: Vandenberg AFB

US 101 is identified as a Focus Route and High Emphasis Route within the Department's Interregional Transportation Strategic Plan. Caltrans' Statewide Goods Movement Strategy recommends these routes receive the highest priority for improvement. US 101 is also the only highway that is designated a through component of the Surface Transportation Assistance Act (STAA) National Network. Union Pacific Railroad's (UPRR) California coastal freight line parallels US 101 but does not conduct significant loading and unloading operations within the region, therefore regional freight imports and exports travel by truck to their destination or to an intermodal facility elsewhere in California.

With the high level of freight movement on US 101, Caltrans supports evaluating freight mobility to analyze areas of congestion, access and truck parking as it relates to interregional goods movement. AMBAG in partnership with Caltrans and the other MPO's and RTPA's in District 5 will be developing a US 101 freight study in the 2014 calendar year which will further evaluated freight mobility within the central coast. On US 101 within District 5 there are four roadside rest stops. Two are located in northbound and southbound directions approximately 8.5 miles north of San Miguel in Monterey County and two are located northbound and southbound near the Gaviota tunnel in Santa Barbara County. The road side rest stops in Monterey County were recently rehabilitated. Rehabilitation of the Gaviota roadside rest stops is programmed for construction summer 2013. Ultimately it is desired to relocate these rest stops in the future as traveler demands of these rest stops currently exceed capacity.

Informal truck parking areas such as those located at Nojoqui Summit or the Refugio Interchange have been/are subject to permanent closure due to litter and human waste left onsite. Truck parking also creates tensions between communities and industry, which frequently result in complaints to Caltrans or other public agencies. Caltrans recognizes the need to evaluate existing and future truck parking needs in District 5 in order to facilitate goods movement as well as the general traveler's needs. Truck volumes are significant on the US 101 corridor and affects freight flows. In northern Monterey county, truck traffic ranges over 18 percent, while in the Santa Maria region it ranges from 7.5-13.1 percent (a summary of truck traffic volumes can be found in Appendix C). The Central Valley is a major destination for agricultural processing, however there are limited east-west connections to US 101 for goods movement. They include state routes 46, 166, 156, and 152. These routes in addition to north-south routes SR 41 and SR 1 play an important role in delivering goods from the US 101 corridor to Interstate 5 as well as eastern parts of the state. It is recommended that connectivity between US 101 and I-5 be improved and that an intermodal truck to rail facility be explored.

As the central coast continues to evolve, it will be faced with the challenge of providing mobility for agriculture and defense within and across the region (Table 4.5). In addition, designated truck parking whether at safety roadside rest areas or elsewhere has been identified as an inadequate resource since at least 1995 through AMBAG's Regional Truck Study[23]. In order to accommodate the projected changes in demographics and goods movement needs, ongoing investment in these facilities will be required.

[1] In collaboration with Caltrans District 5, Association of Monterey Bay Area Governments, Santa Barbara County Association of Governments, San Luis Obispo Council of Governments and three regional RTPAs, the Central Coast California Commercial Flows Study was developed to identify the most

*Source: (Association of Monterey Bay Area Governments (AMBAG), 2012)

Figure 4.8: Crop Production Centers in District 5

important freight movement bottlenecks along the central coast, and to identify solutions for freight movement in the five counties of the central coast (Santa Barbara, San Luis Obispo, Monterey, San Benito and Santa Cruz). The study was completed in 2012 and identifies capital improvements and legislative priorities to meet freight movement challenges along the central coast.

Table 4.5: Freight Centers in District 5

Facility Type/Freight Generator	Location	Mode	Name	Major Commodity/ Industry	Comments/Issues
Agriculture	*Monterey County*	*Truck*	*Salinas Valley*	*Agriculture*	*Freight of agricultural products will continue to be a need as well as growing agricultural cooling, warehousing, and processing industry*
Agriculture	*Paso Robles*	*Truck*	*Paso Robles Wine Country*	*Agriculture*	-
Agriculture	*Santa Maria Valley*	*Truck*	*Santa Maria Valley*	*Agriculture*	*Freight of agricultural products will continue to be a need as well as growing agricultural cooling, warehousing, and processing industry*
Air Force Base	*Lompoc*	*Truck*	*Vandenberg Air force Base*	*Defense*	-
Army National Guard	*San Luis Obispo and Monterey*	*Truck*	*Camp Roberts*	*Defense*	-

TRANSPORTATION SYSTEM MANAGEMENT

Transportation Systems Management (TSM) refers to multimodal transportation strategies to maximize the efficiency, safety, and utility of existing and planned transportation infrastructure. These are strategies are relatively low-cost and highly effective, focusing on improving transportation system performance (Institute of Transportation Engineers, 2008). This encompasses many activities such as incident management, traffic signal coordination, transit signal priority (TSP) and bus rapid transit (BRT), freight management, work zone management, special event management, road weather management, congestion pricing, managed lane, parking management, electronic toll collection and transit smart cards. Within District 5, the focus of TSM strategies is on managed lanes which include ramp metering and HOV lanes.

As identified in the Caltrans *Ramp Metering Development Plan* (2011), there are currently three ramp meters operating in District 5 at Garden Street and Carrillo Street in Santa Barbara and at the US 101/SR 156/Prunedale interchange in Monterey County and one in construction at Spring Street in San Luis Obispo County. Additional priority locations for ramp metering in District 5 on US 101 within the next 10 years include Patterson Avenue and SR 217 in Santa Barbara county, and Sanborn Road/Fairview Avenue and from Harris Road to Espinosa Road in Monterey county.

Within District 5 there are two projects underway to construct High Occupancy Vehicle (HOV) lanes. Both of these projects are in the environmental analysis stage and are located on SR 1 in Santa Cruz county and US 101 in Santa Barbara county. The South Coast HOV lane project extends from Sycamore Creek in the city of Santa Barbara to Bailard Avenue in the City of Carpinteria and will add an HOV lane in each direction. This project will connect to the south with the US 101 HOV lane project currently under construction from Carpinteria to Mussel Shoals in Ventura. Ramp metering for the US 101 South Coast HOV lane project was considered but ultimately determined not viable.

SLOCOG completed a BRT study June 2013 which analyzed and prioritized BRT improvements within San Luis Obispo county. Pertaining to US 101 this includes new/improved park and ride lots in northern San Luis Obispo county and express bus service intended to improve regional transportation needs. The completed study should be referenced on the SLOCOG website for a comprehensive list of recommended improvements.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is the application of strategies and policies to reduce overall travel demand on the transportation system and facilitate mobility options. It is necessary to propose new TDM programs and enhance existing programs, such as ridesharing programs, transit facilities, park and ride lots, and traveler information to reduce demand on US 101.

In District 5, ridesharing programs are largely managed through the Regional Transportation Planning Agencies (RTPAs) and Metropolitan Planning Organizations (MPOs). This includes *Traffic Solutions* in Santa Barbara County, *Rideshare in* San Luis Obispo County, *Commute Alternatives* in Monterey County and *Rideshare* in San Benito County. These organizations promote programs to conserve fuel, reduce air pollution and make it easier for commuters to move around. These programs include: carpooling, vanpooling, emergency ride home, transportation choices program, and bicycle and transit events. Caltrans also often funds ridesharing programs during highway construction to mitigate traffic impacts in coordination with the RTPA's and MPOs. Transit facilities are commonly constructed and maintained by local and regional agencies. Park and ride lots can also be built and maintained by local, regional or state agencies. Caltrans currently maintains and operates 12 park and ride lots along US 101 in District 5 but is looking to its local and regional partners to fund development and maintenance of future park and ride lots.

INTELLIGENT TRANSPORTATION SYSTEMS

Intelligent Transportation Systems (ITS) include a range of diverse technologies which, when applied to a transportation system, can help improve safety, reduce congestion, enhance mobility, minimize environmental impacts, save energy, and promote economic productivity. ITS technologies are varied and include traffic signal controls, network surveillance, en-route traveler information systems, and transit management systems.

Traveler information in District 5 includes Changeable Message Signs (CMS) as well online real time traffic information programs. Changeable Message Signs provide advisory information to en-route motorists, including Amber Alerts, accidents, events, construction, estimated travel times and road closures. CMS signs can help reduce traffic delays by keeping motorists informed of road conditions and closures so they may alter their routes accordingly. Caltrans maintains permanent CMS signs as well as operates mobile CMS units. Along US 101 in District 5, Caltrans operates nine permanent CMS signs. A detailed inventory of ITS elements by segment can be found in the Systems Characteristics Table 4.3.

Caltrans as provides online real time traffic information systems. Summer 2012 Caltrans launched QuickMap, an online service that provides real-time traffic and travel information throughout California to allow motorist to make better decisions about how to reach their travel destination. Information on QuickMap includes information from the Performance Measurement System (PeMS) and traffic conditions, incidents, lane closures, travel time and Amber Alerts as well as access to nearly 1,000 freeway cameras and 700 electronic message signs statewide. The QuickMap website and information on how to add the QuickMap application to your smart phone can be found at: http://quickmap.dot.ca.gov/. SBCAG also maintains an online real time traveler information website called SBRoads.com which provides resources for commuters and travelers in the Santa Barbara region. SLOCOG also has a "511" system in place and AMBAG is evaluating the feasibility of a "511" system. The "511" system is a nationally utilized program which provides online real time traffic information, commonly through websites and the telephone.

The *Central Coast ITS Implementation Plan* (2007) developed in partnership with stakeholder agencies from Santa Barbara, San Luis Obispo, Monterey, San Benito and Santa Cruz counties included participation from Caltrans, CHP and FHWA identifies ITS goals for the Central Coast. The plan outlines needs and deficiencies and provides recommended projects on the central coast. These recommended projects are prioritized by short

term (less than 5 years), medium term (5-10 years), and long-term (greater than 10 years) goals and possible responsible agencies for these improvements are identified. ITS goals for US 101 include improved: network surveillance, freeway control (ramp metering), traffic information dissemination, incident management (motorist aid call boxes), advanced railroad grade crossings, road weather information systems, and radar speed enforcement. A complete list of project recommendations for US 101 can be found in Exhibit A-1 of the *Central Coast ITS Implementation Plan*.

SYSTEM MAINTENANCE AND PRESERVATION

As owner and operator of the State Highway System, Caltrans is responsible for maintaining and operating the existing state highway system. The system is monitored through periodic inspections, traffic studies, and system analysis which is used to develop the Ten-Year State Highway Operation and Protection Program Plan (SHOPP). The Caltrans Ten-Year SHOPP **(2013)** identifies the constrained need for the rehabilitation and operation of the system from the period between FY 2014-2015 through FY 2023-2024. The eight categories that make up the SHOPP program include: major damage restoration, collision reduction, legal and regulatory mandates, mobility improvements, bridge preservation, roadway preservation, roadside preservation, and facility improvement. The 2013 Ten-Year SHOPP estimates that $2 billion per year will be available to address annual statewide needs. This covers only 25 percent of the total need for the State Highway System on an annual basis. Caltrans nominates the highest priority projects to compete statewide for programming.

Two examples of work funded through the SHOPP program include pavement restoration and landscape maintenance. In District 5, Caltrans maintains 3,175 lane miles and more than a third of these lane miles (1,102) are from US 101. According to the 2011 Pavement Condition Study (PCS), in District 5, 49% of lane miles are in good condition, 24% are in fair condition, and 27% are in poor condition. The percentages for good, fair and poor pavement conditions in District 5 are proportional to statewide pavement conditions. Caltrans also maintains landscaping adjacent to the highway and in highway medians. With limited resources, maintaining landscaping to a standard that is expected by the public and local jurisdictions is a challenge. Caltrans supports landscaping strategies that utilize native species and promotes safety by reducing the amount of time maintenance workers are exposed to the traffic for roadside maintenance.

Caltrans will continue to maintain the State Highway System in an equitable manner statewide and encourage policy decisions that will garner additional funding for maintenance needs. This includes maintenance and operational improvements designed to get full return on system investments, as well as to maintain safety and reduce traveler costs and delay. However, the long-term issue remains that the needs are growing faster than the revenues available. The source of funding for the SHOPP is the State Highway Account, funded primarily through state and federal excise taxes on gasoline and diesel fuel.

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CHAPTER 5: CORRIDOR PERFORMANCE

The corridor performance analysis for in this section of the report focuses on assessing the "Reliable Mobility" of the US 101 mainline. This complements the assessment of this principle/performance measure found in the previous Chapter 4 for other modes of travel. "Reliable Mobility" is one of the 6 principles outline in Caltrans Smart Mobility **(2010)** report and consistent with the federal surface transportation law MAP-21 which calls for a performance based approach to transportation decision making.

Reliable mobility is evaluated through comparison of base year (2010) and horizon year (2035) PM peak hour projected volumes to identify locations on US 101 where congestion is expected to be high in the 2010 base year or increase to high levels where demand is expected to exceed capacity by the 2035 horizon year. Additionally, the corridor performance assessment includes a preliminary planning level evaluation of how adding capacity to US 101 would impact mainline movement on US 101 throughout the district. Identified in greater detail by segment in this chapter, there are some locations where adding capacity alone does project to largely improve mobility on US 101 by the 2035 horizon year, and other locations it appears to provide less improvement. This points to the need to depend on other types of improvements within the 25 year planning horizon to maintain mobility on US 101.

The following information is evaluated in greater detail in this chapter for each segment:

- **System Characteristics** identifies if the route is Freeway, Expressway or Conventional Highway and number of lanes part of the Freeway and Expressway System and the number of access points per segment (more detailed information about this can be found in the System Characteristics section in Table 4.3).

- **System Operation** is evaluated through regional traffic models, Caltrans historic data, and the South Coast 101 HOV Traffic Study for Segment 1. In segments 2 through 10, the base year Annual Average Daily Traffic is based on Caltrans historical data and horizon year AADT projections were based on regional traffic model data. The one exception is for segments 4 and 5 in San Luis Obispo County where AADT data is based on Caltrans historic trends for the horizon year since the regional traffic model is currently being updated (more information about this can be found in Appendix F: Corridor Performance Modeling Methodology and Assumptions). Horizon years vary by segment.

- **Peak Hour** analysis evaluated congestion during the PM Peak period as congestion is typically higher than during the AM Peak period. It is important to note that in locations where congestion levels are projected to be high in the PM peak hour, it is common that these same locations will have similar congestion levels during AM peak hour in the opposite direction of traffic.

- **Capacity Need** scenario was developed to evaluate how adding capacity would impact congestion on the corridor in the horizon year in comparison to not adding capacity. This analysis provides a preliminary assessment by segment if and where capacity would have the greatest benefit for the corridor and how this relates to a more complex combination of improvements including operational improvements, access control, enhanced TDM and TSM strategies to improve mobility on US 101. The capacity increasing scenario assumes widening to achieve six general purpose lanes (for a total of 3 lanes in both directions). In segments in the where increasing capacity is forecast to improve mobility, a more focused analysis would be needed to determine the best method or combination of strategies to increase capacity including the viability of HOV lanes.

Additional information about the technical methodology can be found in Appendix E.

SEGMENT 1: SOUTH COAST SANTA BARBARA

VENTURA/SANTA BARBARA COUNTY LINE TO HOLLISTER AVENUE INTERCHANGE (PM 0.00/26.907)

Segment 1 extends from the Ventura/ Santa Barbara County line to Hollister Ave Interchange in Goleta. Traffic characteristics vary considerably along the segment from the Ventura County Line to the City of Santa Barbara. This ranges from low congestion in some areas to demand exceeding capacity in other locations. There are no parallel roadways to Segment 1 that can serve as a suitable alternative for goods movement and commuter trips. Express bus service serves freight and passenger needs along the corridor daily. Rail service in this corridor is currently limited to interregional Amtrak Service at times that are not optimal for commuters. This segment is critical to interregional travel on the Central Coast.

System Characteristics

Segment 1 is 27.61 miles beginning at the Ventura/Santa Barbara County Line (PM 0.00) and concluding at the Hollister Avenue Interchange (PM 26.907) in Goleta. This segment operates as a 4 to 6 lane freeway. (*Figure 5.1.1*). Segment 1 has 34 access points which includes 29 full interchanges, 3 isolated ramps, and 2 partial interchanges.

System Operations

The US 101 South Coast HOV Traffic Study shows 2008 Annual Average Daily Traffic (AADT) volumes range from 16,000 to 79,000 in the northbound direction and 14,000 to 72,000 in the southbound direction (Table 5.1.1). This cumulatively is consistent with 2010 Caltrans Historical AADT volumes which show AADT volumes range from 35,000 to 130,000. Caltrans Historic AADT data also indicates a steady increase in volumes between 1994 and 2010 (*Figure 5.1.2*). Volumes are expected to continue increasing to a range of 63,000 to 170,000 by 2040. The most congested location in 2010 is located between Carrillo Street (PM R14.758) and Mission Street (PM R15.733) with an AADT of 131,000 (*Figure 5.1.3*).

PM Peak Hour Data

Within the 2008 base year, congestion is highest in the southbound direction between Cabrillo Boulevard to Evans Avenue where traffic demand exceeds capacity. High levels bordering this area from Cabrillo Boulevard to Milpas Street and Evans to Linden Avenue and from Mission Street to La Cumbre. In the northbound direction congestion is high from Mission Street to Laguna Street (*Figure 5.4.1*).

Within the 2040 horizon year with construction of the US 101 South Coast HOV Lanes project, congestion is projected to improve to moderate levels between Cabrillo Boulevard and Evans Avenue in the southbound direction. Congestion south between Milpas Street to SR 154 and north between Los Caneros Road and Glen Annie Road is projected to be high (*Figure 5.4.1*).

While PM peak hour analysis was chosen to be the focus of study for US 101 throughout District 5 (as congestion is typically greatest in the PM peak district wide), it is important to note that AM peak congestion levels in the northbound direction for Segment 1 are overall greater than southbound PM peak congestion. A more detailed analysis of AM peak hour congestion as it relates to the US 101 South Coast HOV Lane project can be found in the SC 101 HOV Traffic Studies (2008 and 2009).

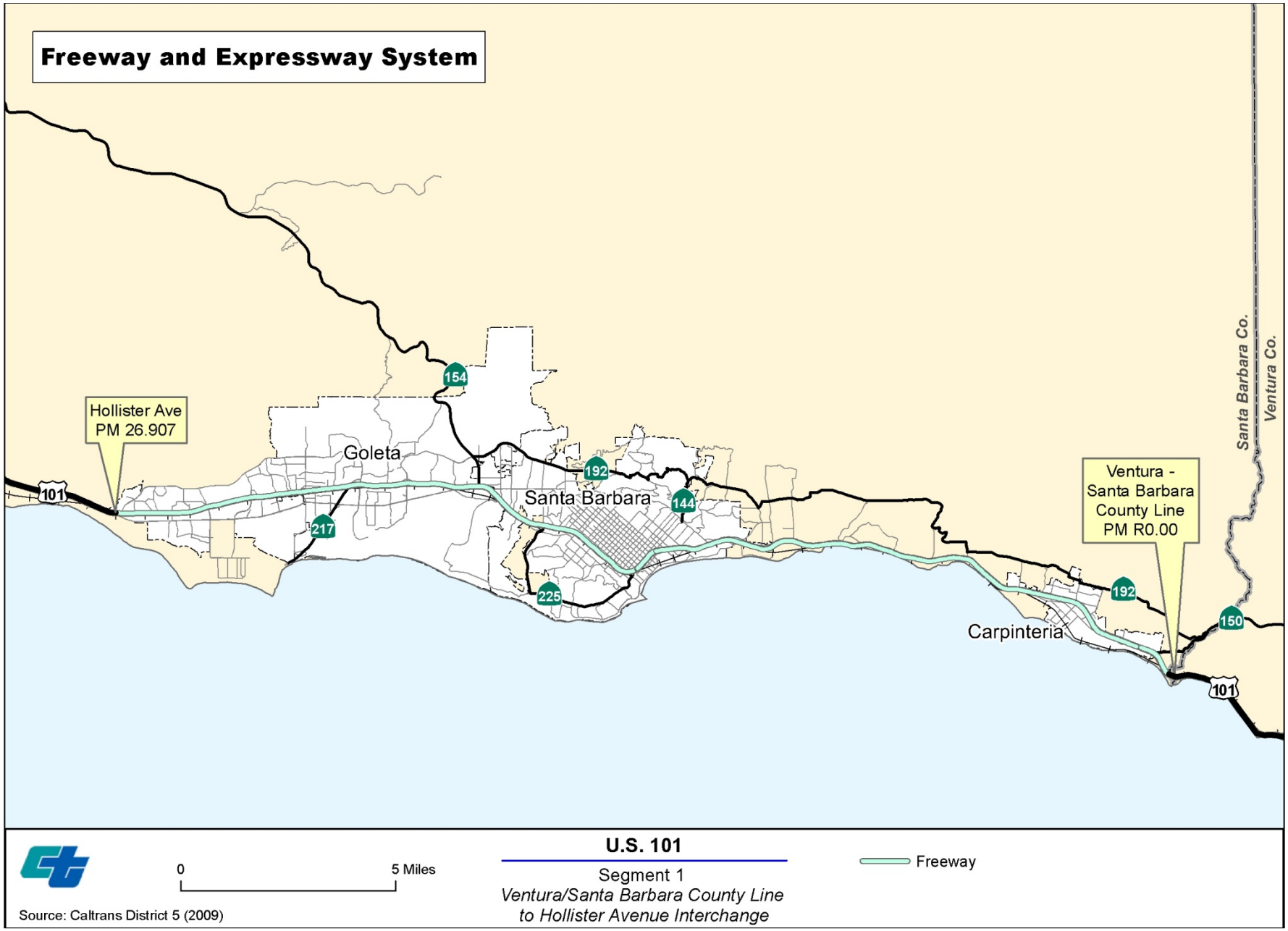

Figure 5.1.1: Segment 1-Freeway and Expressway System

Table 5.1.1: Segment 1-Daily System Operations

Daily System Operations		
Segment 1		
Direction	**Northbound**	**Southbound**
AADT Base Year 2008	16,000-79,000	14,000-72,000
AADT Horizon Year 2040	29,000-84,000	34,000-84,000
AADT: Growth Rate/Year	150-680	280-880
VMT Base Year 2008	N/A	N/A
VMT Horizon Year 2040	1,100,000	1,200,000
VHT Base Year 2008	13,000	13,000
VHT Horizon Year 2040	20,000	20,000
Daily Vehicle Hours of Delay (60-65 mph) Base Year 2008	1,300	1,100
Daily Vehicle Hours of Delay (60-65 mph) Horizon Year 2040	5,100	2,000
Daily VHD (60-65 mph) Method	FREQ	

**Data based on 2009 US 101 South Coast HOV Traffic Study.*

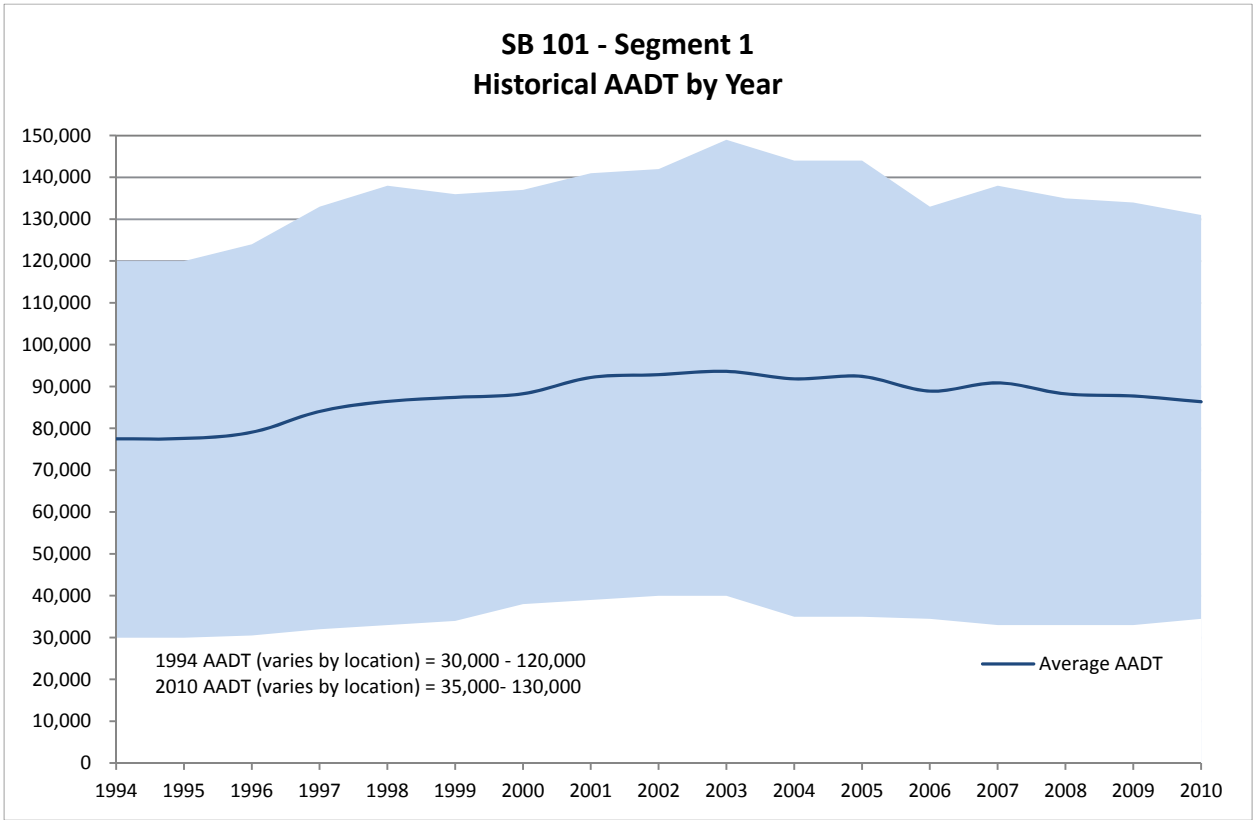

Figure 5.1.2: Segment 1-Historical AADT by Year

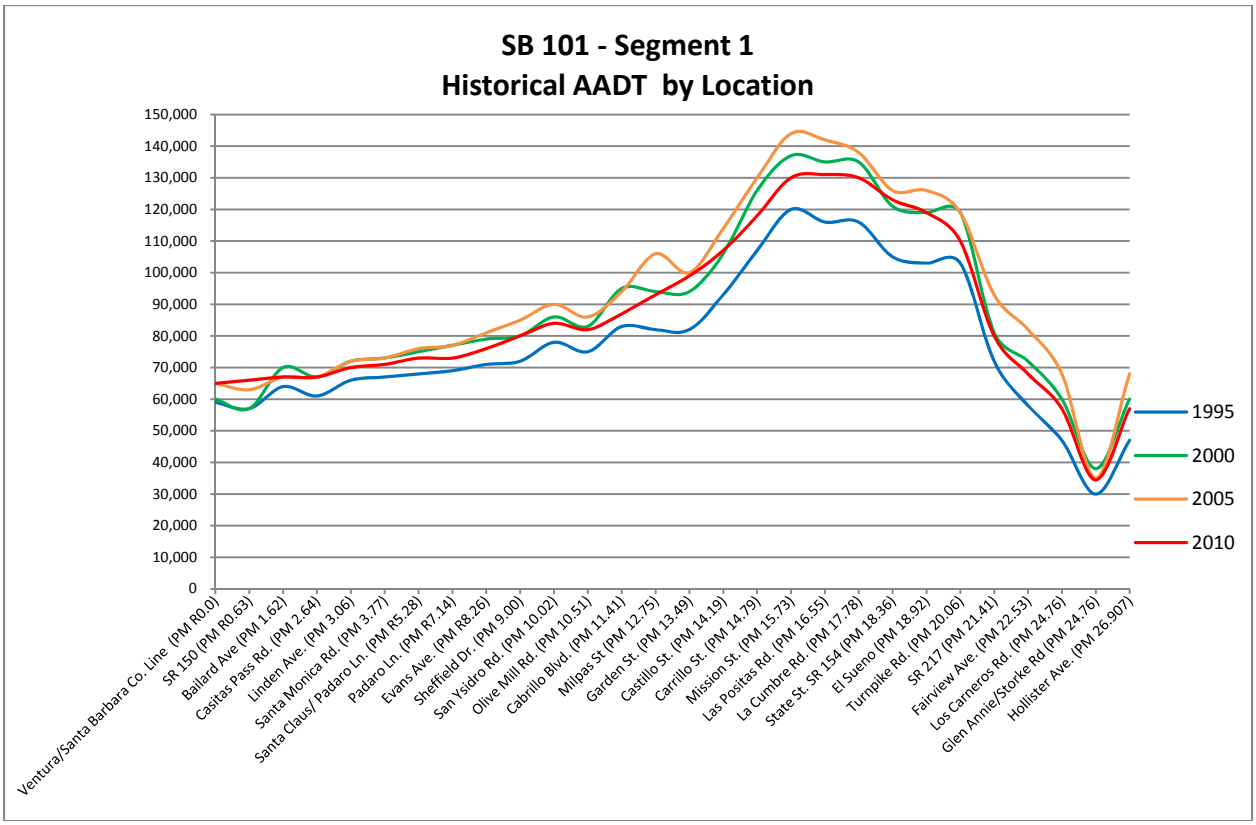

Figure 5.1.3: Segment 1-Historical AADT by Location

Table 5.1.2: Segment 1-Peak Hour Traffic Data

Peak Hour Traffic Data		
Segment 1		
Peak Hour Direction	Northbound	Southbound
Peak Hour Length (Miles)	27	27
Peak Hour Time of Day	5:00 p.m. - 6:00 p.m.	4:00 p.m. - 5:00 p.m.
Peak Hour Directional Split Base Year 2008	33/67-63/37	37/63-67/33
Peak Hour Directional Split Horizon Year 2040	41/59-61/39	39/61-59/41
Peak Hour VMT Base Year 2008	60,000	82,000
Peak Hour VMT Horizon Year 2040	90,000	88,000
Peak Hour VHT Base Year 2008	940	1,300
Peak Hour VHT Horizon Year 2040	1,900	1,500
Peak Hour V/C Base Year 2008	0.27-0.91	0.25-1.00
Peak Hour V/C Horizon Year 2040	0.51-1.00	0.35-1.00
Peak Hour Avg. Speed (mph) Base Year 2008	60-65 mph	53-65 mph
Peak Hour Avg. Speed (mph)Horizon Year 2040	9-65 mph	38-65 mph
Peak LOS Base Year 2008 (PM 0.0/27.7)	A-D	A-E
Peak LOS Horizon Year 2040(PM 0.0/27.7)	B-F	A-F
Peak LOS Method	FreQ	FreQ

**Data based on 2009 US 101 South Coast HOV Traffic St*

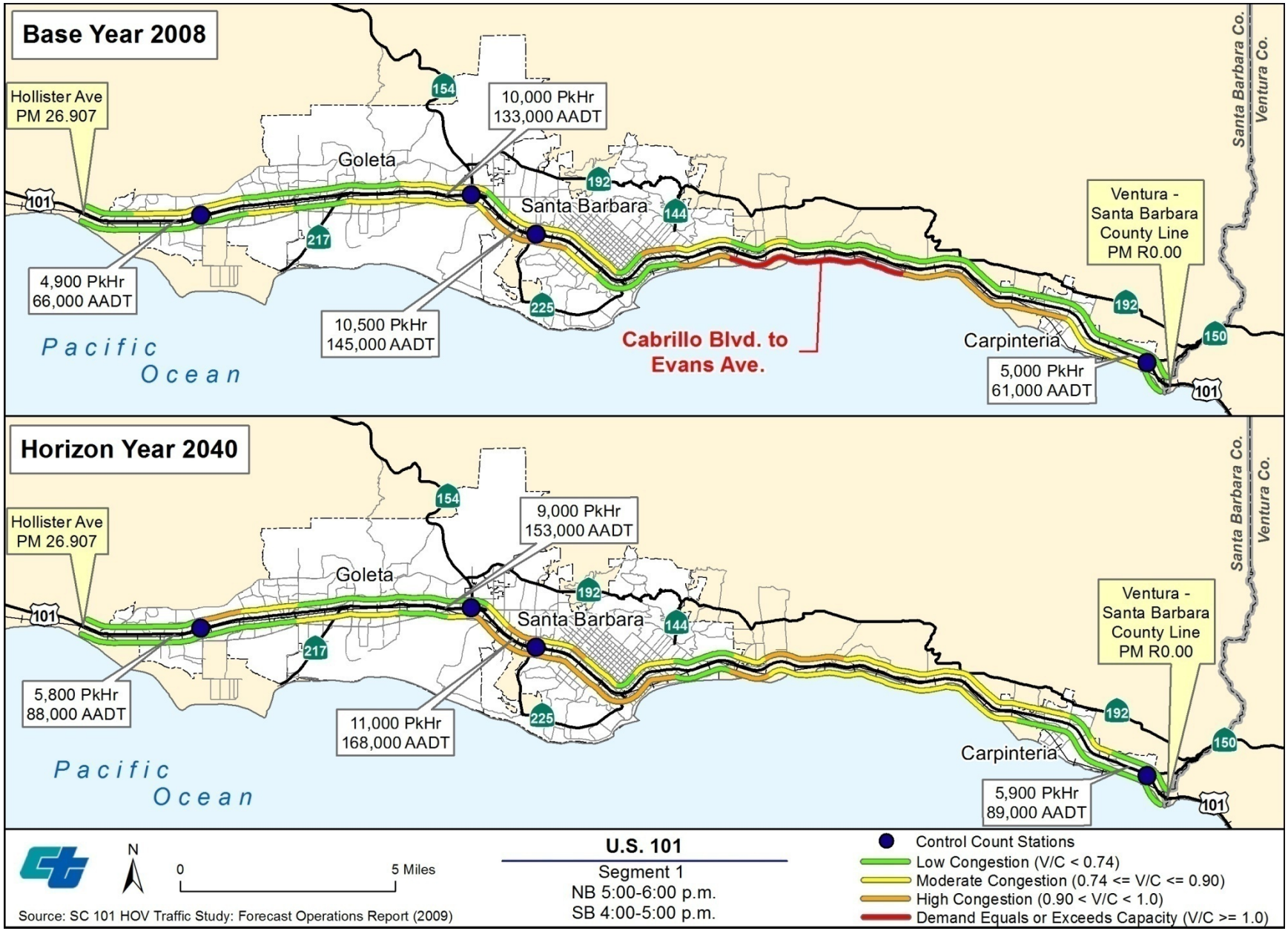

Figure 5.1.4: Segment 1-Base Year/ Horizon Year Peak Hour Congestion

Segment 1 Corridor Performance Key Findings:

- System Operations: The highest volume location in 2010 is located between Carrillo Street (PM 14.758) and Mission Street (PM 15.733) with an AADT of 130,000 (both directions).

- Base Year (2008) Peak Hour Conditions: Southbound congestion exceeds capacity between Cabrillo Boulevard and Evans Avenue.

- Horizon Year (2040) Peak Hour Projections: congestion is projected to improve congestion to moderate levels between Cabrillo Boulevard and Evans Avenue in the southbound direction with construction of the US 101 South Coast HOV Lane project. Congestion between Milpas Street and SR 154 and Los Caneros Road and Glen Annie Road is projected to be high.

SEGMENT 2: GAVIOTA COAST AND SANTA YNEZ VALLEY

HOLLISTER AVENUE INTERCHANGE TO CLARK AVENUE INTERCHANGE (PM 26.907/82.183)

Segment 2 serves as a commuter route providing connection to SR 135, SR 154, SR 246 and SR 1. It provides ocean views, costal access, and access to the only rest stop in the county near the Gaviota tunnel.

System Characteristics

Segment 2 transitions between a freeway and expressway facility that extends for 53.06 miles of flat and mountainous terrain beginning in the southern limit in Goleta/city of Santa Barbara at Hollister Avenue Interchange (PM 26.907) crossing through Buellton and Los Alamos, and concluding in Orcutt at a northern limit of the Clark Ave Interchange (PM 82.183) (*Figure 5.2.1*). Segment 2 is a 4 lane freeway with truck climbing lanes on the Nojoqui Grade. Segment 2 has a total of 62 access points which includes: 13 full interchanges, 2 isolated ramps, 2 partial interchanges, 31 at-grade access points (25 of which with median openings), 11 driveways, 2 rest areas and 1 vista point (Table 4.3).

System Operations

AADT growth per year between years 2010 and 2035 is expected to range between 440 and 910 vehicles (Table 5.2.1). The AADT range in 1994 was between 16,000 and 29,000. By 2010, AADT volume increased to 22,000 to 32,000 and is expected to continue to increase by 2035 to a range of 33,000 to 53,000 (Table 5.2.1 and *Figure 5.2.2*). The highest AADT volume in 2010 is located between Hollister Ave interchange(PM 26.907) and El Capitan Beach State Park (PM 33.852) with an AADT of 32,000 (Figure 5.2.3).

Peak Hour Data

Within the base year, segment 2 vehicles experience high p.m. peak hour volumes in the northbound direction between El Capitan Beach State Park (PM 33.852) and SR 1 (PM R48.847), with a LOS D. Vehicles in the southbound p.m. peak hour direction between SR 1 (PM 48.85) and El Capitan Beach State Park (PM 33..852) experience a LOS of C by 2035. (*Figure 5.2.4*). Peak Hour ranges between 2,700 and 5,000 vehicles in the base year. Within the horizon year, peak hour northbound traffic volumes are expected to exceed capacity between Hollister Ave Interchange (PM 26.907) and SR 1 (PM 48.847) with LOS of F (*Figure 5.2.5*). In the 2035 horizon year, peak hour volumes range between 3,100 and 7,300 vehicles (Table 5.2.2).

Capacity Need

The capacity increasing scenario demonstrates that adding capacity by the horizon year would benefit the corridor from Hollister Avenue interchange to SR 1 in the northbound direction that otherwise is anticipated to result in demand exceeding capacity and a LOS of F by 2035 (*Figure 5.2.6*). Adding capacity between Hollister Avenue and SR 1 is anticipated to maintain low to moderate levels of congestion and a LOS of A-C (Table 5.2.3). Further analysis of capacity increasing strategies to improve mobility from Hollister Avenue interchange to SR 1 interchange should be studied in conjunction with closure of at-grade access points, median openings and driveways (Table 7.9).

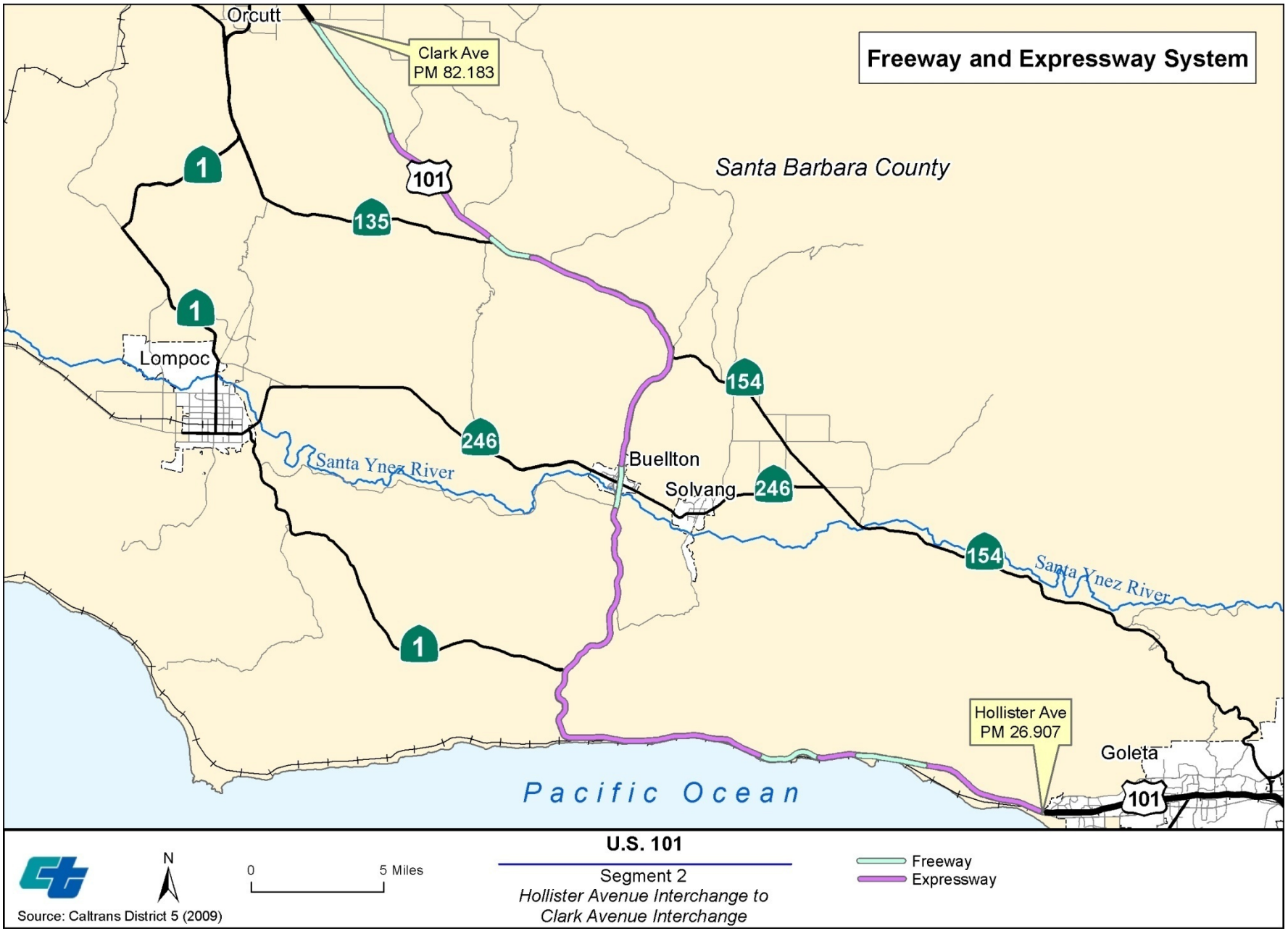

Figure 5.2.1: Segment 2-Freeway and Expressway

Table 5.2.1: Segment 2-Daily System Operations

Daily System Operations	
Segment 2	
AADT Base Year 2010	22,000-32,000
AADT Horizon Year 2035	33,000-53,000
AADT: Growth Rate/Year	440-910
VMT Base Year 2010	1,500,000
VMT Horizon Year 2035	2,500,000

**2010 base year is established by Caltrans historic data and 2035 horizon year projections are based on the SBCAG regional traffic model.*

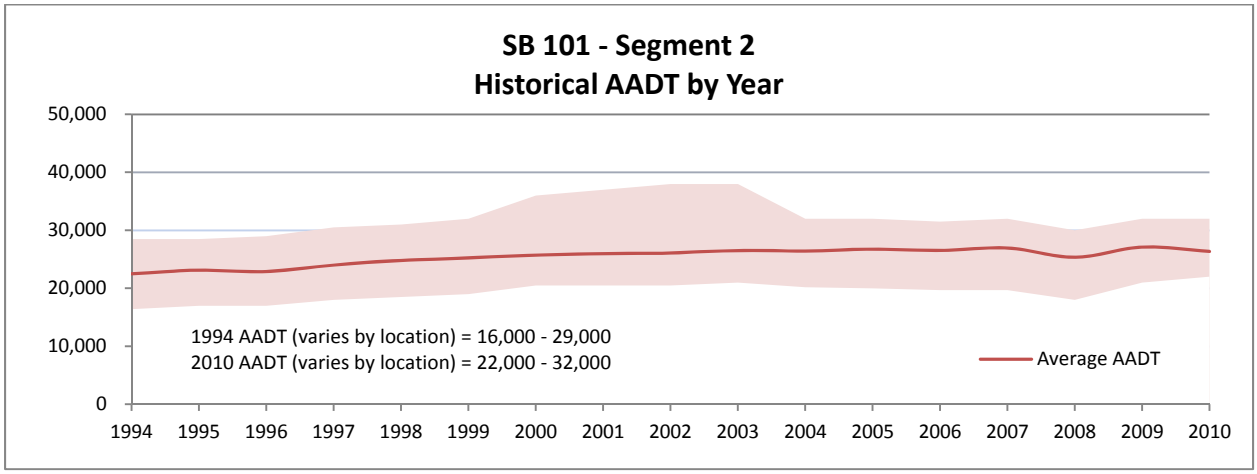

Figure 5.2.2: Segment 2-Historical AADT by Year

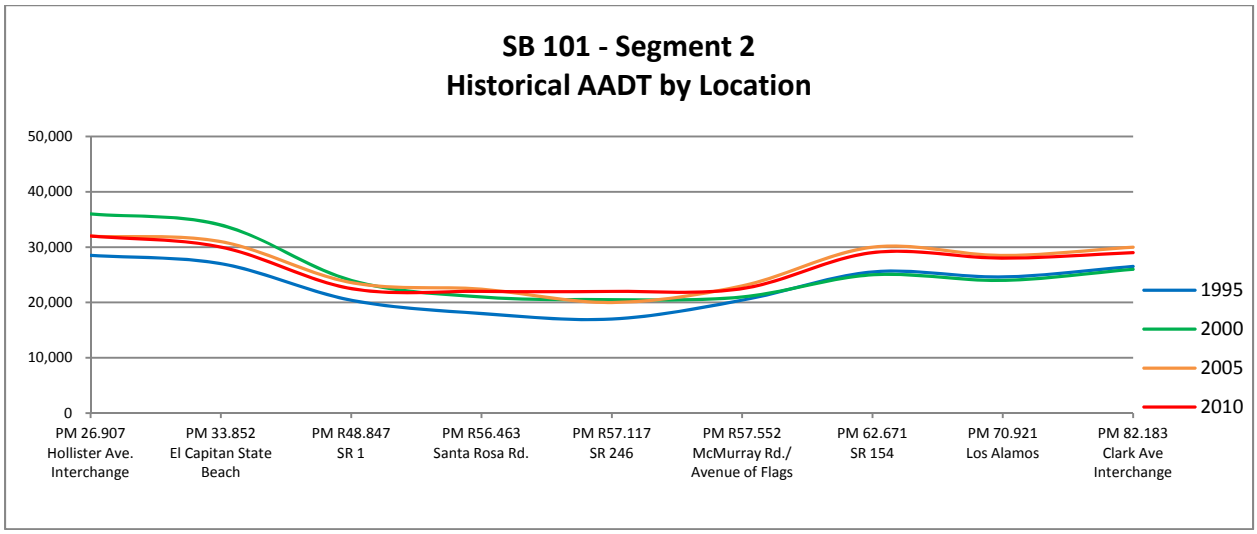

Figure 5.2.3: Segment 2-Historical AADT by Location

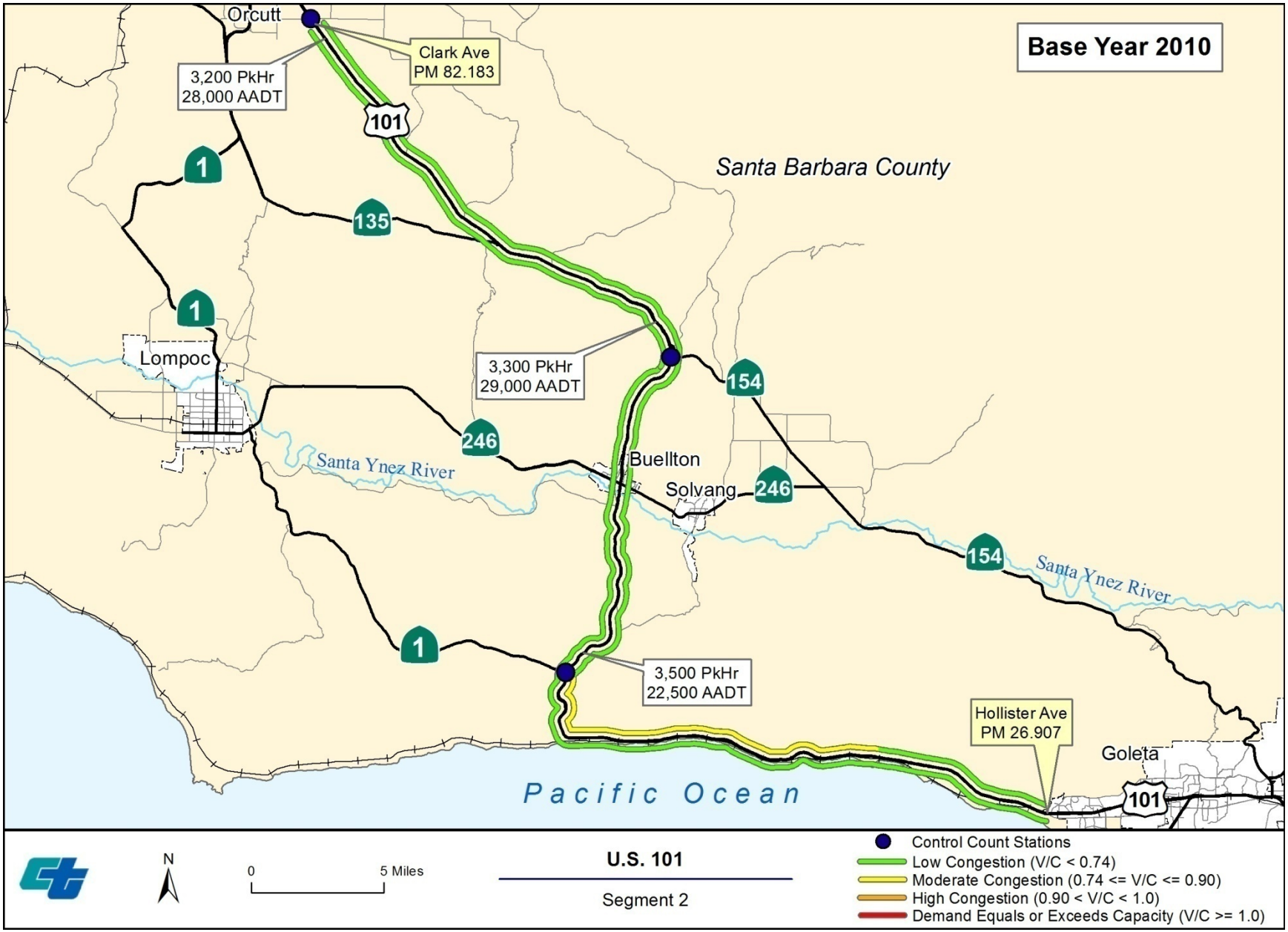

Figure 5.2.4: Segment 2-Base Year Peak Hour Congestion

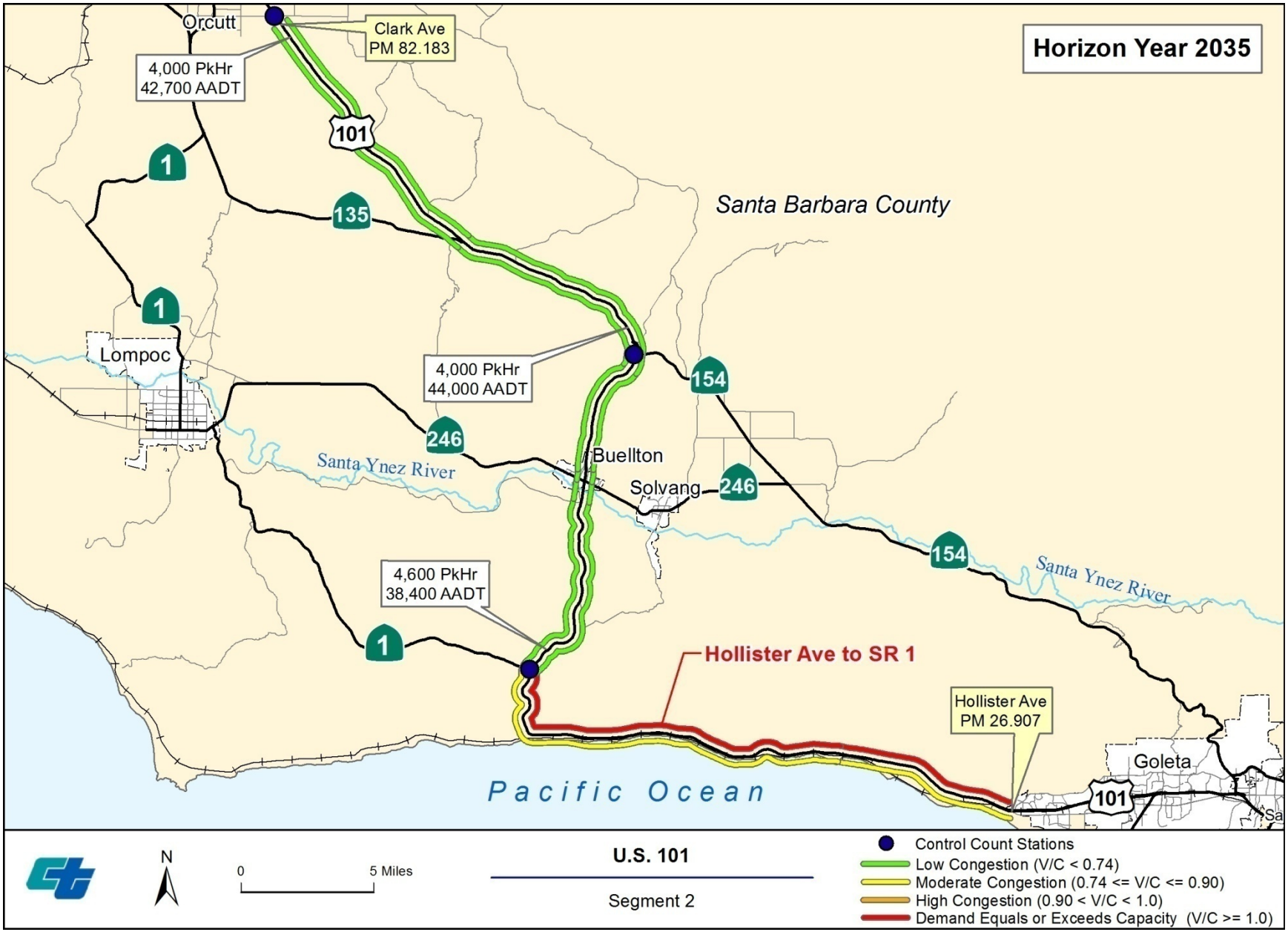

Figure 5.2.5: Segment 2-Horizon Year Peak Hour Congestion

Table 5.2.2: Segment 2-Peak Hour Traffic Data

Peak Hour Traffic Data		
Segment 2		
Peak Direction	Northbound: PM: 26.907/70.921	
	Southbound: PM 70.921/82.183	
Peak Hour Length (Miles)	53.06 miles	
Peak Hour Volumes Base Year 2010	2,700-5,000	
Peak Hour Volumes Horizon Year 2035	3,100-7,300	
Peak Hour Directional Split Base Year 2010	51/49-62/38	
Peak Hour Directional Split Horizon Year 2035	51/49-62/38	
Peak Hour VMT Base Year 2010	Northbound: 120,000	Southbound: 90,000
Peak Hour VMT Horizon Year 2035	Northbound:170,000	Southbound: 120,000
Peak Hour VHT Base Year 2010	Northbound:1,800	Southbound: 1,300
Peak Hour VHT Horizon Year 2035	Northbound: 1,100	Southbound: 1,800
Peak Hour Growth Rate	16-91	
Peak Hour V/C Base Year 2010	Northbound: 0.42-0.76	Southbound: 0.27-0.55
Peak Hour V/C Horizon Year 2035	Northbound: 0.51-1.11	Southbound: .31-.81
Peak Hour LOS Base Year 2010	Northbound: B-D	Southbound: A-C
Peak Hour LOS Horizon Year 2035	Northbound: B-F	Southbound: A-D
Peak Hour Avg. Speed (mph) Base Year 2010	Northbound: 67-70 mph	Southbound: 70 mph
Peak Hour Avg. Speed (mph) Horizon Year 2035	Northbound: 68-70 mph*	Southbound: 66-70 mph
Peak Hour Capacity Per Lane	1,900	

**Speeds with LOS F are not reflected in the data due to unstable speeds.*

Table 5.2.3: Segment 2-Six Lane Horizon Year Peak Hour Congestion Scenario

Six lane Scenario		
Segment 2		
3 Lane Scenario VHT	Northbound: 2,400	Southbound: 1,700
3 Lane Scenario V/C	Northbound: 0.34-0.74	Southbound: 0.21-0.54
3 Lane Scenario LOS	Northbound: B-C	Southbound: A-C
3 lane Scenario Speed	Northbound: 68-70mph	Southbound: 70mph

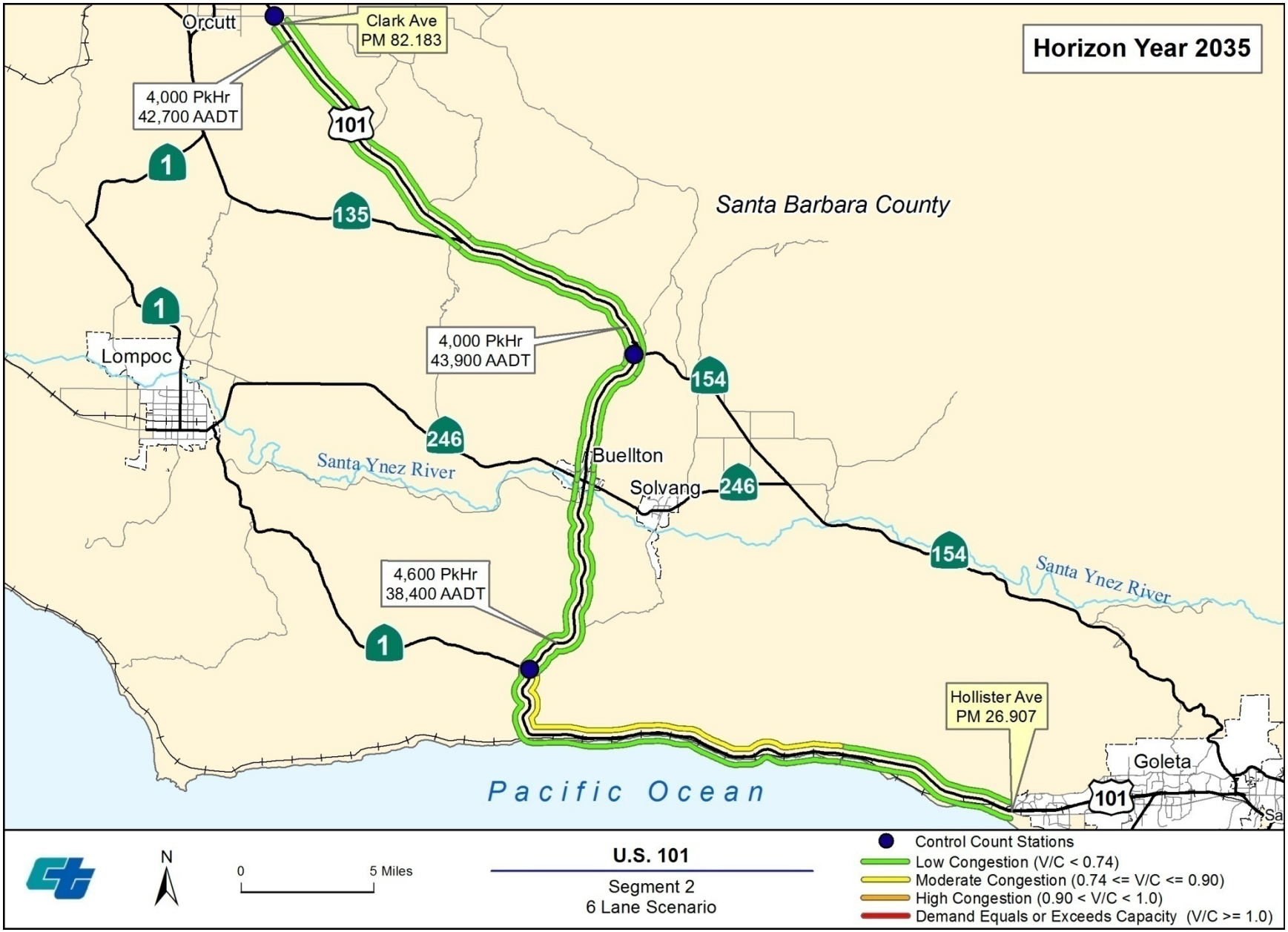

Figure 5.2.6: Segment 2-Six Lane Horizon Year Peak Hour Congestion Scenario

Segment 2 Corridor Performance Key Findings:

- System Operations: The highest AADT volume in 2010 is located between Hollister Ave Interchange and El Capitan Beach State Park interchange with an AADT of 32,000.

- Base Year (2010) Peak Hour Conditions: Congestion levels are low throughout the segment with exception to the area between El Capitan Beach State Park interchange and SR 1 interchange which has high congestion levels in the northbound direction.

- Horizon Year (2035) Peak Hour Projections: High congestion levels (LOS F) are anticipated between Hollister Ave interchange and SR 1 interchange in the northbound direction and moderate in the southbound direction.

- Capacity Need (2035): Between the Hollister Avenue Interchange and SR 1, congestion levels are projected to be high with LOS F by 2035. Increasing the capacity of the facility between Hollister Avenue Interchange and SR 1 is projected to maintain 2008 base year congestion levels ranging from low to moderate, LOS A-C, by the 2035 horizon year.

  Further analysis of capacity increasing strategies to improve mobility from Hollister Avenue interchange to SR 1 interchange should be studied in conjunction with closure of at-grade access points, median openings and driveways (Table 7.9).

SEGMENT 3: SANTA MARIA CITY

CLARK AVE INTERCHANGE TO SR 166 EAST INTERCHANGE (SB PM 82.183/ SLO PM 0.802)

Segment 3 serves the city of Santa Maria and as well as commuters from southern San Luis Obispo county and Santa Barbara county. It also serves regional and interregional travel and facilitates goods movement and military transport needs from the Central Valley to the coast by way of SR 166.

System Characteristics

Segment 3 begins to the south at Clark Ave Interchange (PM 82.183) passing north through the city of Santa Maria and across the Santa Maria River Bridge and the San Luis Obispo County line to SR 166 East (PM 0.802). Segment 3 is a 4 lane freeway starting at Clark Ave interchange (PM 82.183) and ending at Santa Maria Way interchange (PM 84.336). US 101 was widen to a 6 lane freeway between Santa Maria Way interchange and SR 135 Broadway (PM 90.749) to meet traffic demand. The Santa Maria River Bridges Widening project (EA 44590), currently under construction, will widen the bridge to 6 lanes from SR 135 Broadway (PM 90.749) to SR 166 East (PM 0.802). It will also add a Class I bicycle and pedestrian path that will connect the Santa Maria River Levee Trail from south of the river to Hutton Road north of the river. This segment is designated as a six lane freeway with the completion of the Santa Maria Six Lane project in 2009 and with the completion of the Santa Maria River Bridge widening project planned for 2014 (*Figure 5.3.1*). There are only 8 access points and all of which are full interchanges (Table 4.3).

System Operations

AADT growth per year between years 2010 and 2035 is expected to range between 880 and 1,500 (Table 5.3.1). In 1994, AADT volumes ranged from 32,000 to 53,000. In 2010, AADT volumes increased to a range of 37,000 to 65,000 and AADT is expected to continue increasing by 2035 a range of 62,000 to 98,000 (*Figure 5.3.2*). The highest AADT is located at SR 135 Broadway (PM 90.8) and SR 166 East (PM 0.81) with 65,000 AADT (*Figure 5.3.3*).

Peak Hour Data

Congestion ranges from low to moderate in both the base year and horizon year (*Figure 5.3.4*). The majority of congestion on the corridor is anticipated to shift from low to moderate levels by the horizon years. Moderate congestion can be found in the southbound direction near the SR 135 and northbound on the Santa Maria Bridge in the 2010 base year. In the 2035 horizon year, congestion is also anticipated to shift from low to moderate in both directions from Betteravia Road to SR 135 interchanges, and from Santa Maria Way to Clark Avenue interchanges.

Capacity Need

The corridor from Santa Maria Way to northern Santa Maria city limits is six lanes and the Santa Maria River Bridge widening project will extend the widening across the Santa Barbara/San Luis Obispo county line to SR 166 East. The remaining portion of the segment from Clark Avenue in the south to Santa Maria Way is expected to experience an increase in congestion from low to moderate by 2035. Because of this moderate increase, increasing capacity of US 101 between Clark Avenue and Santa Maria Way is recommended as a potential long-term need identified in Table 7.9 and identified as an Illustrative or unconstrained project in SBCAG's 2013 RTP.

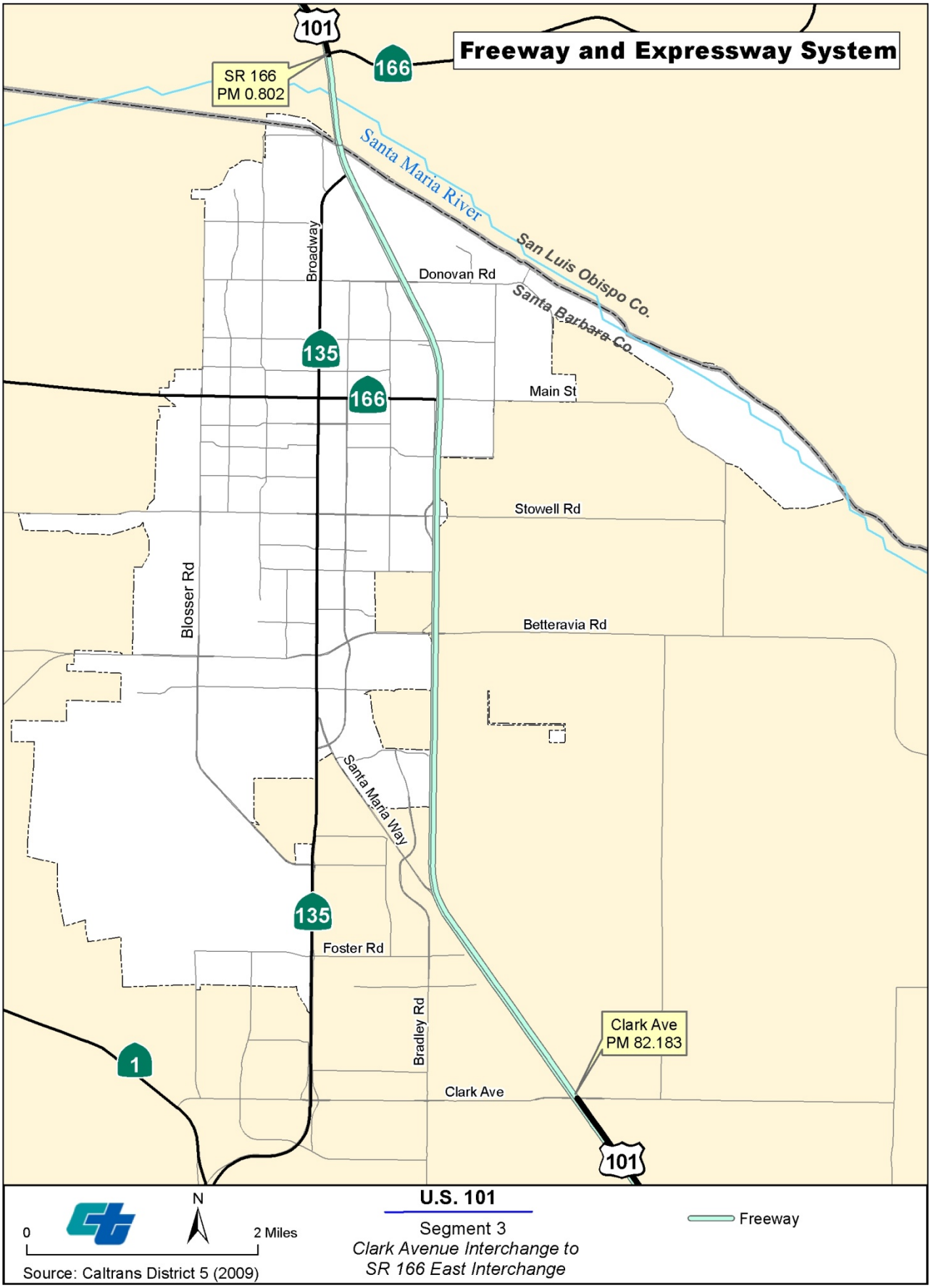

Figure 5.3.1: Segment 3- Freeway and Expressway

Table 5.3.1: Segment 3-Daily System Operations

Daily System Operations	
Segment 3	
AADT Base Year 2010	37,000-65,000
AADT Horizon Year 2035	62,000-98,000
AADT: Growth Rate/Year	880-1,500
VMT Base Year 2010	490,000
VMT Horizon Year 2035	770,000

**2010 base year is established by Caltrans historic data and 2035 horizon year projections are based on the SBCAG regional traffic model.*

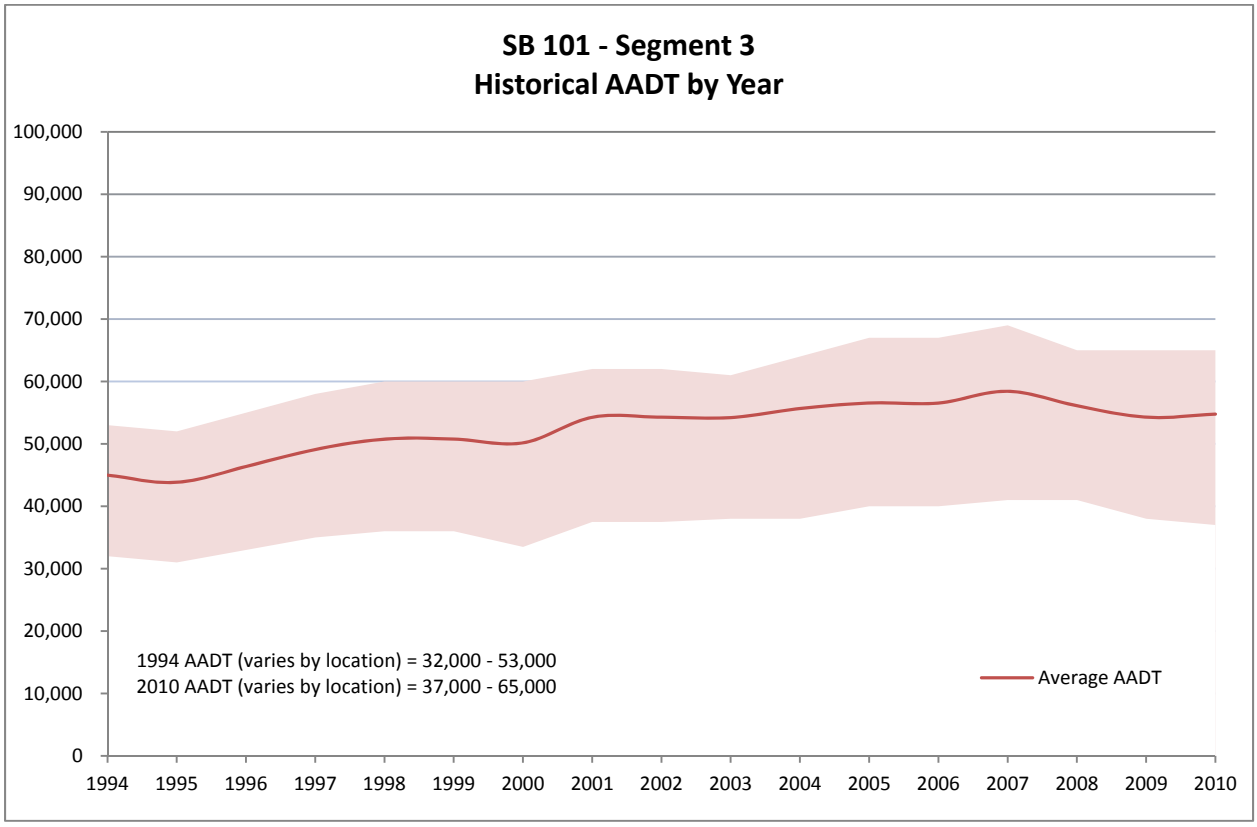

Figure 5.3.2: Segment 3-Historical AADT by Year

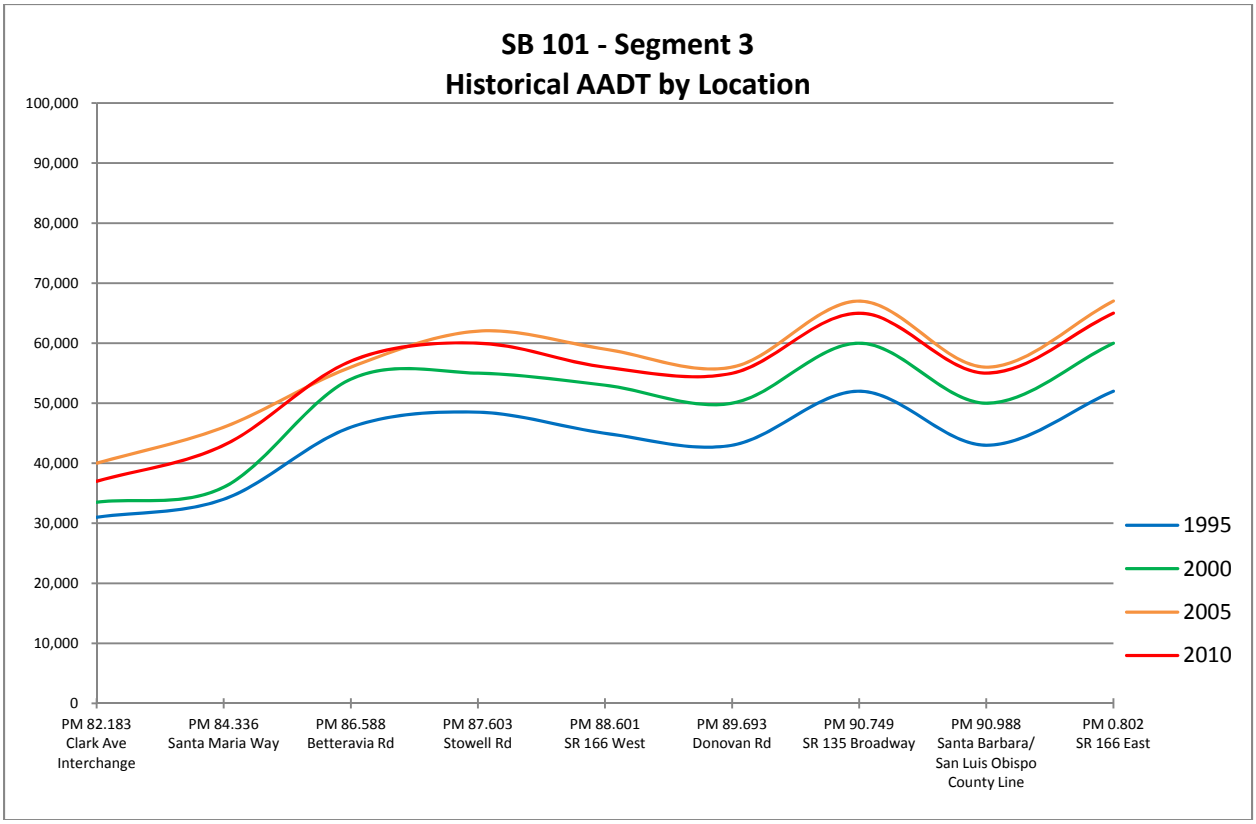

Figure 5.3.3: Segment 3-Historical AADT by Location

Table 5.3.2: Segment 3-Peak Hour Traffic Data

Peak Hour Traffic Data		
Segment 3		
Peak Hour Direction	Southbound: SB PM: 90.988/ 81.740	
	Northbound: SLO PM: 0.00/0.802	
Peak Hour Length (Miles)	9.08 Miles	
Peak Hour Volumes Base Year 2010	4,100-6,700	
Pear Hour Volumes Horizon Year 2035	6,100-9,700	
Peak Hour Directional Split Base Year 2010	51/49-54/46	
Peak Hour Directional Split Horizon Year 2035	51/49-54/46	
Peak Hour VMT Base Year 2010	Southbound: 27,000	Northbound: 26,000
Peak Hour VMT Horizon Year 2035	Southbound: 39,000	Northbound: 39,000
Peak Hour VHT Base Year 2010	Southbound: 390	Northbound: 390
Peak Hour VHT Horizon Year 2035	Southbound: 610	Northbound: 600
Peak Hour Growth Rate	78-160	
Peak Hour V/C Base Year 2010	Southbound: .43-.89	Northbound: .42-.87
Peak Hour V/C Horizon Year 2035	Southbound: .63-.86	Northbound: .61-.84
Peak Hour LOS Base Year 2010	Southbound: B-E	Northbound: B-D
Peak Hour LOS Horizon Year 2035	Southbound: C-D	Northbound: C-D
Peak Hour Avg. Speed (mph) Base Year 2010	Southbound: 60-70 mph	Northbound: 60-70 mph
Peak Hour Avg. Speed (mph) Horizon Year 2035	Southbound: 61-69 mph	Northbound: 61-69 mph
Peak Hour Capacity Per Lane	1,900	

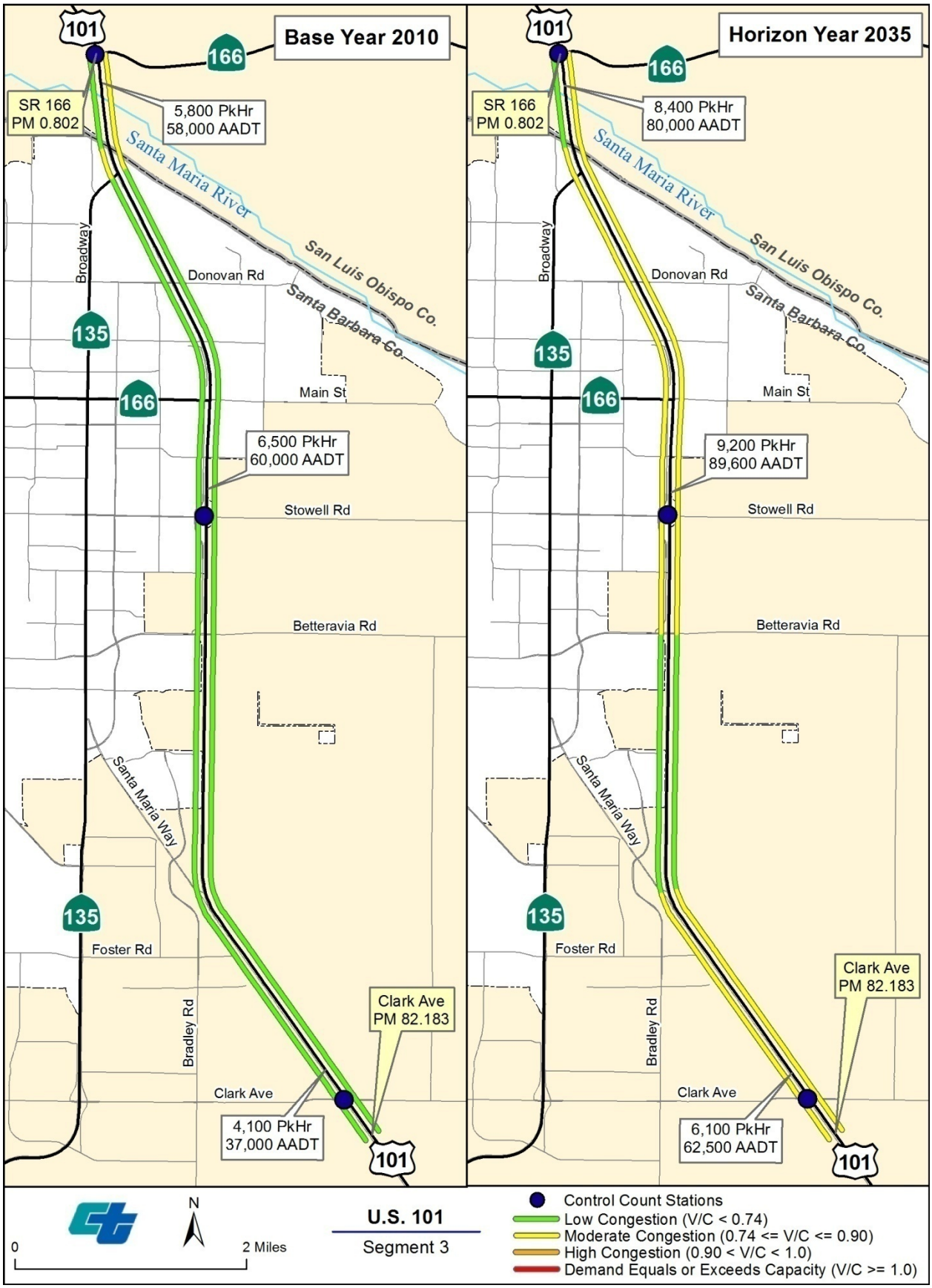

Figure 5.3.4: Segment 3-Base Year/Horizon Year Peak Hour Congestion

Segment 3 Corridor Performance Key Findings:

- System Operations: The highest Historical AADT recorded occurs between SR 135 Broadway and SR 166 East interchanges at 65,000 AADT.

- Base Year (2010) Conditions: Moderate congestion can be found in the southbound direction near the SR 135 interchange and northbound on the Santa Maria Bridge. Otherwise congestion is low.

- Capacity Need (2035): The only portion of the segment not currently six lanes is from Clark Avenue in the south to Santa Maria Way. Congestion is projected to increase from low to moderate by 2035. Because of this, increasing capacity between Clark Avenue and Santa Maria Way is recommended as a post 2035 long-term need for this segment.

SEGMENT 4 : SOUTH SAN LUIS OBISPO COUNTY/FIVE CITIES

SR 166 EAST INTERCHANGE TO SOUTH HIGUERA ST INTERCHANGE (PM 0.802/R24.296)

Segment 4 connects and provides vital access to Arroyo Grande, Grover Beach, Oceano, Pismo Beach, Shell Beach, and Avila Beach. Local traffic is dependent upon the route in this portion of the corridor to make locally based and destined trips. This dependence on the corridor for local trips, multiple at-grade access points to US 101 on this portion of the corridor, as well as the corridor serving interregional travel, has impacted mobility through the corridor.

System Characteristics

Segment 4 is approximately 23.2 miles starting in the southern limit at SR 166 East Interchange (PM 0.802) and concluding in the northern limit at South Higuera St interchange (PM R24.296). Throughout Segment 4, US 101 is a 4 lane freeway starting at SR 166 East interchange and continuing through the community of Nipomo, where it transitions to an expressway from Berros Road (PM 7.851) to Traffic Way (PM 12.521). US 101 continues as a four lane freeway with auxiliary lanes through the Five Cities Area and Shell Beach including a southbound truck climbing lane at Avila Beach Drive (PM R21.105) off ramp (*Figure 5.4.1*). Segment 4 has 28 access points which include 16 full interchanges, 3 isolated ramps, 2 partial interchanges, 5 at-grade access with median openings, and 2 driveways.

System Operations

AADT growth per year between years 2010 and 2035 is expected to range between 510 and 1,400. In 1994, AADT ranged from 41,000 to 59,000. In 2010, AADT volumes increased to 49,000 to 68,000 and AADT is expected to grow to a range of 62,000 to 97,000 by 2035 (Table 5.4.1 and *Figure 5.4.2*). The highest AADT in 2010 is located in the urban areas of Segment 4 around Oak Park Boulevard (PM 14.613), 4th Street (PM 15.579), Spyglass (PM R19.812), and San Luis Bay Drive (PM R22.289) with AADT ranging from 66,000 to 68,000 (*Figure 5.4.3*).

Peak Hour Data

Within the base year, vehicles currently experience high peak hour volumes with LOS F in both the southbound and northbound direction. Traffic demand exceeds capacity in the northbound direction from Oak Park Road to Shell Beach Road and in the southbound direction from South Higuera Street interchange to SR 1, Oak Park Road to Halcyon Road, and Traffic Way to Los Berros Rd (*Figure 5.4.4*). By 2035, in the southbound direction Spyglass Drive to SR 1, Five Cities Drive to Oak Park Boulevard, and Traffic Way to SR 166 are expected to exceed capacity. In the northbound direction the corridor is anticipated to exceed capacity from Oak Park Road to San Luis Bay Drive. The remainder of the corridor in both directions will have moderate to high congestion except from Tefft Street to Los Berros Road in the northbound direction which will maintain low congestion conditions (*Figure 5.4.5*).

Capacity Need

2010 base year projections show high levels and demand exceeding capacity for much of the segment, with a LOS ranging from D-F. By the 2035 horizon year, these levels are expected to increase in severity with a large portion of the segment projected to operate at LOS F by 2035. The capacity increasing scenario (*Figure 5.4.6*) indicates to be of benefit to this segment. However, increasing capacity alone cannot be the only solution for this segment. It is apparent, especially in the five cities area, that other improvements and strategies must be pursued as well to accommodate future demand. In addition to widening, these improvements include operational improvements, access management, and enhanced TDM, transit and multi-modal improvements. SLOCOG's 2010 RTP and the 2012 US 101 CSMP identify conversion of freeway to expressway between Los Berros Road to Arroyo Grande as a priority. SLOCOG in partnership with Caltrans will be prioritizing other improvements for this segment through the Corridor Mobility Master Plan effort currently under way (Table 7.9).

Figure 5.4.1: Segment 4-Freeway and Expressway

Table 5.4.1: Segment 4-Daily System Operations

Daily System Operations	
Segment 4	
AADT Base Year 2010	49,000-68,000
AADT Horizon Year 2035	62,000-97,000
AADT: Growth Rate/Year	510-1,400
VMT Base Year 2010	1,400,000
VMT Horizon Year 2035	1,800,000

**2010 base and 2035 horizon year data is based on Caltrans historic data.*

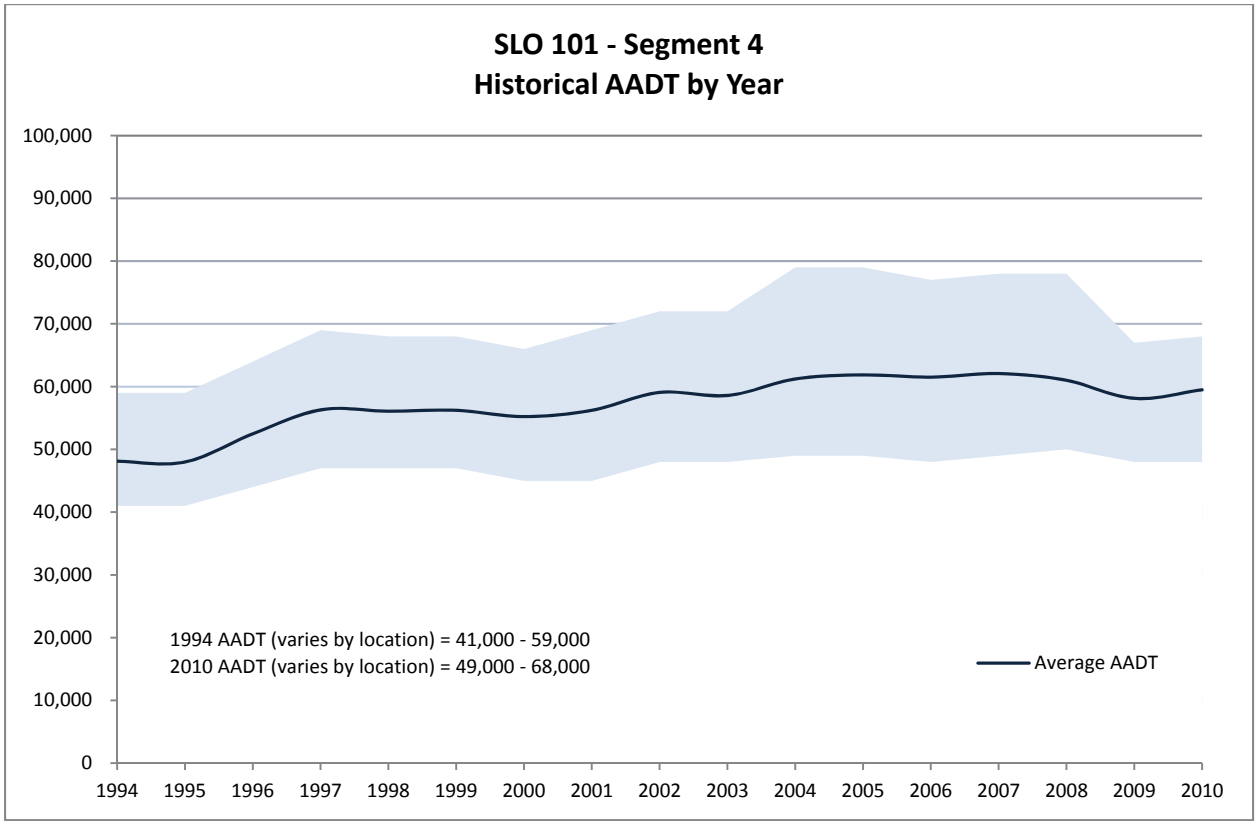

Figure 5.4.2: Segment 4-Historical AADT by Year

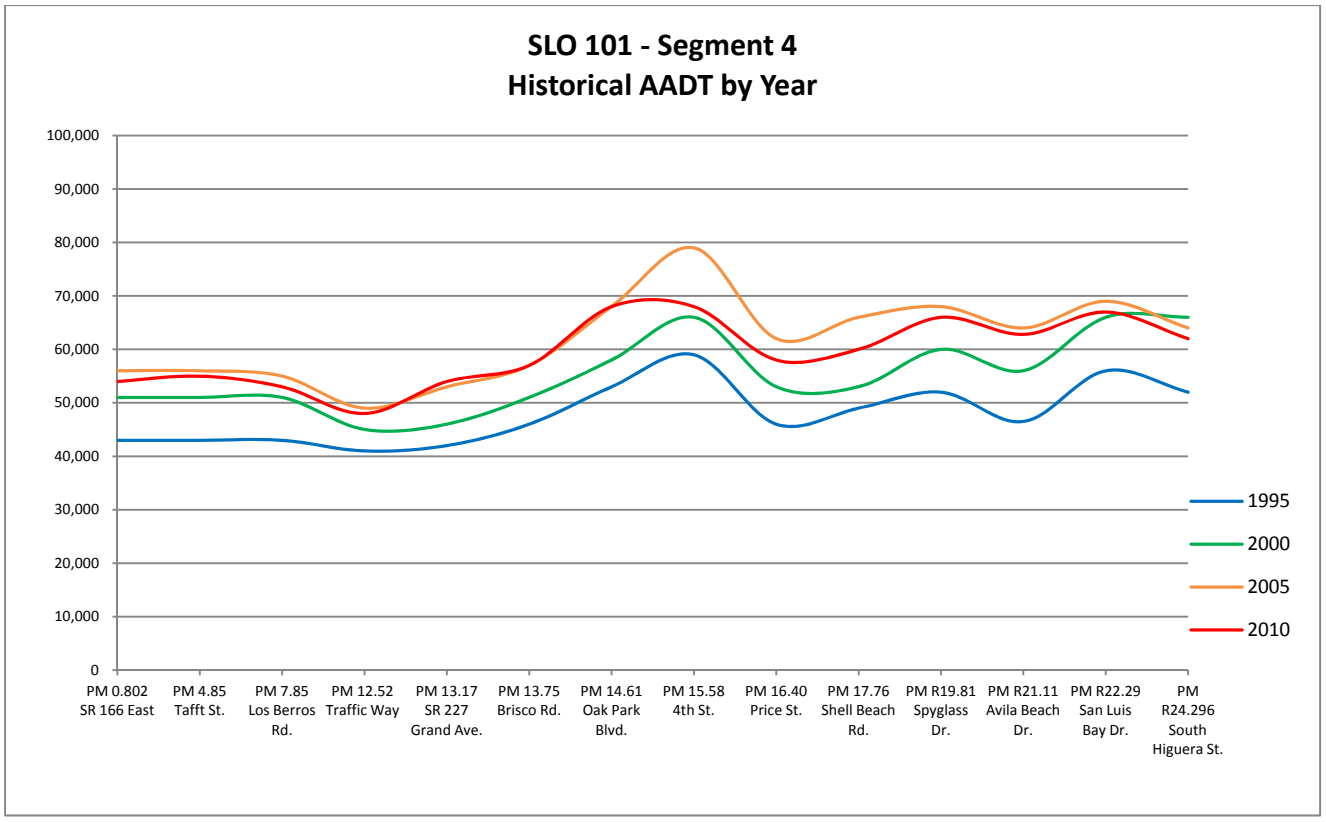

Figure 5.4.3: Segment 4-Historical AADT by Location

Table 5.4.2: Segment 4-Peak Hour Traffic Data

Peak Hour Traffic Data		
Segment 4		
Peak Direction	Southbound: PM 14.613/.802, PM R24.296/17.756	
	Northbound: PM 14.613/17.756	
Peak Hour Length (Miles)	23.2 Miles	
Peak Hour Volumes Base year 2010	5,300-8,600	
Peak Hour Volumes Horizon Year 2035	6,300-12,000	
Peak Hour Directional Split Base year 2010	60/40	
Peak Hour Directional Split Horizon Year 2035	60/40	
Peak Hour VMT Base year 2010	Southbound: 88,000	Northbound: 66,000
Peak Hour VMT Horizon Year 2035	Southbound: 120,000	Northbound: 88,000
Peak Hour VHT Base year 2010	Southbound: 620	Northbound: 780
Peak Hour VHT Horizon Year 2035	Southbound:340	Northbound: 780
Peak Hour Growth Rate	34-136	
Peak Hour V/C Base year 2010	Southbound: 0.63-1.00	Northbound: 0.58-1.00
Peak Hour V/C Horizon Year 2035	Southbound: 0.84-1.48	Northbound: 0.70-1.37
Peak Hour LOS Base year 2010	Southbound: C-F	Northbound: C-F
Peak Hour LOS Horizon Year 2035	Southbound: D-F	Northbound: C-F
Peak Hour Avg. Speed (mph) Base year 2010	Southbound: 53-65 mph*	Northbound: 61-70 mph*
Peak Hour Avg. Speed (mph) Horizon Year 2035	Southbound: 53-61 mph*	Northbound: 54-69 mph*
Peak Hour Capacity Per Lane	1,800	

**Speeds with LOS F are not reflected in the data due to unstable speeds.*

Figure 5.4.4: Segment 4-Base Year Peak Hour Congestion

Figure 5.4.5: Segment 4-Horizon Year Peak Hour Congestion

Figure 5.4.6: Segment 4-Six Lane Horizon Year Peak Hour Congestion Scenario

Table 5.4.3: Segment 4-Six Lane Horizon Year Peak Hour Congestion Scenario

Six lane Scenario		
Segment 4		
3 Lane Scenario VHT	Southbound: 1,400	Northbound: 1,000
3 Lane Scenario V/C	Southbound: 0.70-1.20	Northbound: 0.47-1.31
3 Lane Scenario LOS	Southbound: C-F	Northbound: B-F
3 lane Scenario Speed	Southbound:53-69mph	Northbound: 63-70mph

**Speeds with LOS F are not reflected in the data due to unstable speeds.*

Segment 4 Corridor Performance Key Findings:

- Systems Operations: The highest AADT in 2010 is located in the urban areas around Oak Park Boulevard, 4th Street, Spyglass, and San Luis Bay Drive with AADT ranging from 66,000 to 68,000

- Base Year (2010) Conditions: In both directions, the corridor is experiencing a range of congestion levels ranging from low, moderate, high, to beyond capacity. Congestion conditions are overall higher in the southbound direction during the p.m. peak hour then in the northbound direction. Four bottlenecks exist on the corridor. Three of these four bottlenecks are in the southbound direction.

- Horizon Year (2035) Projections: The majority of the corridor in the southbound direction is projected to exceed capacity with few portions operating at moderate and high capacity levels. In the northbound direction the corridor primarily operates in moderate, high or beyond capacity levels with only a small portion of the corridor from Tefft Street to Los Berros Road operating a low congestion levels.

- Capacity Need (2035): Segment 4 is projected to have LOS F and demand exceeding capacity for much of the segment by 2035. Increasing capacity of Segment 4 by the horizon year is projected to improve congestion conditions but is not a standalone solution. Other improvements and strategies including operational improvements, access management, and enhanced TDM, transit and multi-modal improvements must be pursued as well to accommodate future demand. Further assessment of how these improvements should be prioritized will be discussed as part of SLOCOG's Corridor Mobility Master Plan effort in partnership with Caltrans.

SEGMENT 5: SAN LUIS OBISPO CITY

SOUTH HIGUERA STREET INTERCHANGE TO SR 58 INTERCHANGE (PM R24.296/37.863)

Segment 5 is extends through the city of San Luis Obispo and traverses the Cuesta Grade. It serves as a principal arterial for the city of San Luis Obispo and accommodates interregional, tourist, goods movement, and commuter traffic.

System Characteristics

Segment 5 is 13.2 miles and serves primarily as a 4 lane freeway with 4 and 6 lane expressway and conventional highway portions. The route is a 4 lane freeway from the southern limit of the segment beginning at South Higuera Street interchange (PM R24.296) through the city of San Luis Obispo. The route then transitions to a 6 lane expressway and conventional highway through the Cuesta Grade and reduces to a 4 lane expressway and then freeway from north of the Grade to SR 58 interchange in Santa Margarita (PM 37.863) (*Figure 5.5.1*). Segment 5 has 30 access points that include 6 full interchanges, 1 isolated ramp, 7 partial interchanges, 12 at-grade access points (7 with median openings), and 4 driveways.

System Operations

Low to no growth in AADT is expected with some areas experiencing negative growth between California Blvd (PM 29.375) and Grand Avenue (PM 29.767). In 1994, AADT volumes ranged from 32,000 to 62,000 vehicles per day; which in 2010 AADT volumes stayed relatively the same with volumes ranging from 35,000 to 62,000 (Table 5.5.1 and *Figure 5.5.2*). However, in 2035 AADT is expected to increase between 41,000 to 78,000. The most congested location in 2010, is located at Madonna Road (PM 27.501) and South Higuera Street Interchange (PM R24.296) with AADT around 62,000 (*Figure 5.5.3*).

Peak Hour Data

Within the 2010 base year, vehicles experience p.m. peak hour congestion operating beyond capacity in the southbound direction between South Higuera Street Interchange (PM R24.296) and Los Osos Valley Road (PM 25.911) with LOS F and from Madonna Road to Los Osos Valley Road The remainder of the corridor in both directions is operating with low to moderate congestion. By the 2035 horizon year, between Madonna Road and South Higuera Street, congestion levels exceed capacity in the southbound direction and ranges from moderate to high in the northbound direction. North of Madonna Road, in both directions, congestion ranges from low to high (*Figure 5.5.4*).

Capacity Need

High congestion levels and traffic demand exceeding capacity, LOS E-F, is concentrated between South Higuera Street and Madonna Road in Segment 5 in the 2010 base year and is projected to increase by the 2035 horizon year. The capacity increasing scenario for this segment demonstrates that increasing capacity alone is not anticipated to provide significant benefit (*Figure 5.5.5*). The emphasis may be better placed on a combination of other improvements and strategies including operational improvements, enhanced TDM, transit and multi-modal improvements that will be prioritized as part of SLOCOG's Corridor Mobility Master Plan effort in partnership with Caltrans.

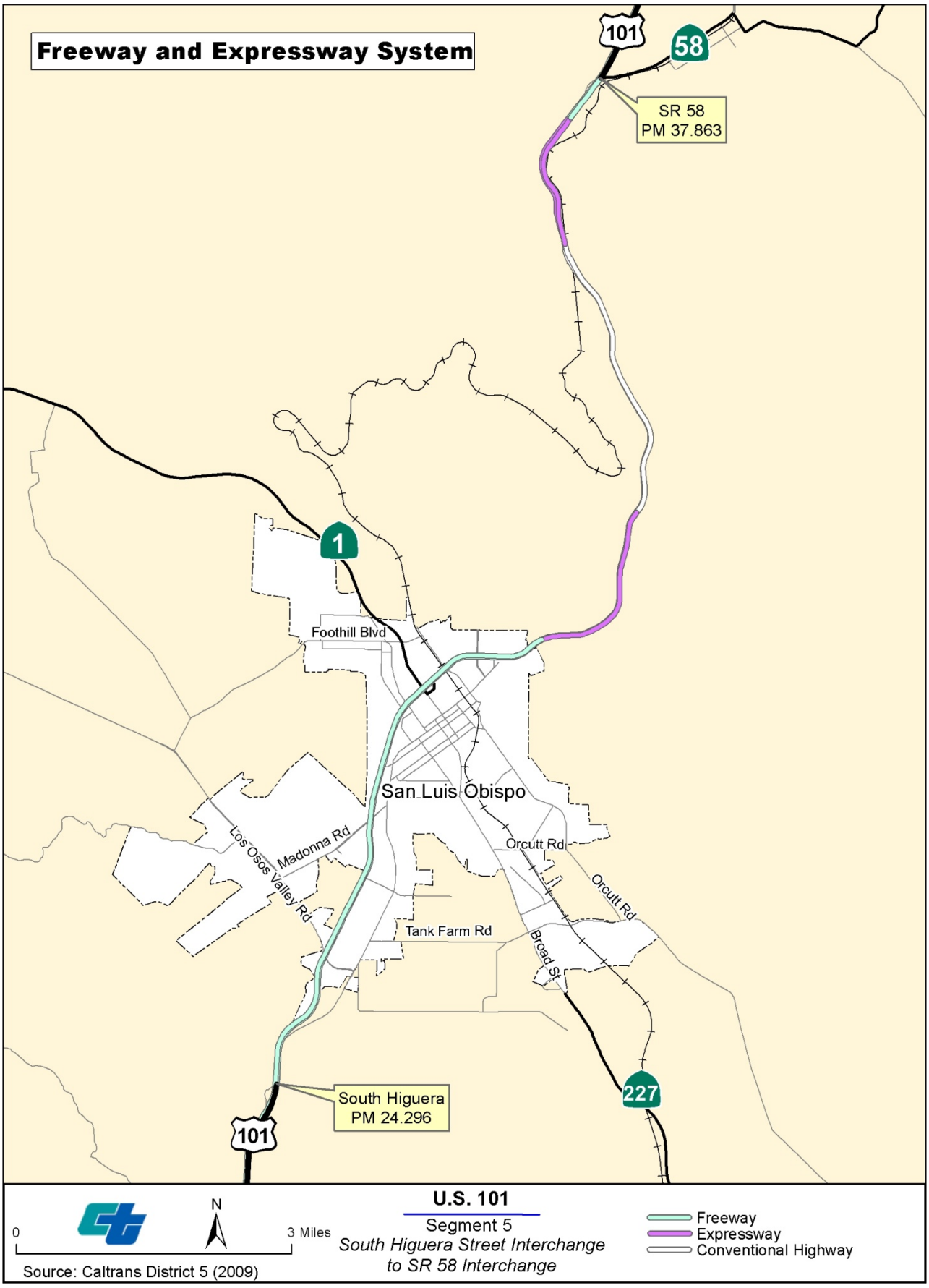

Figure 5.5.1: Segment 5-Freeway and Expressway

Table 5.5.1: Segment 5-Daily System Operations

Daily System Operations	
Segment 5	
AADT Base Year 2010	35,000-62,000
AADT Horizon Year 2035	41,000-78,000
AADT: Growth Rate/Year	-60-840
VMT Base Year 2010	630,000
VMT Horizon Year 2035	760,000

**2010 base and 2035 horizon year data is based on Caltrans historic data.*

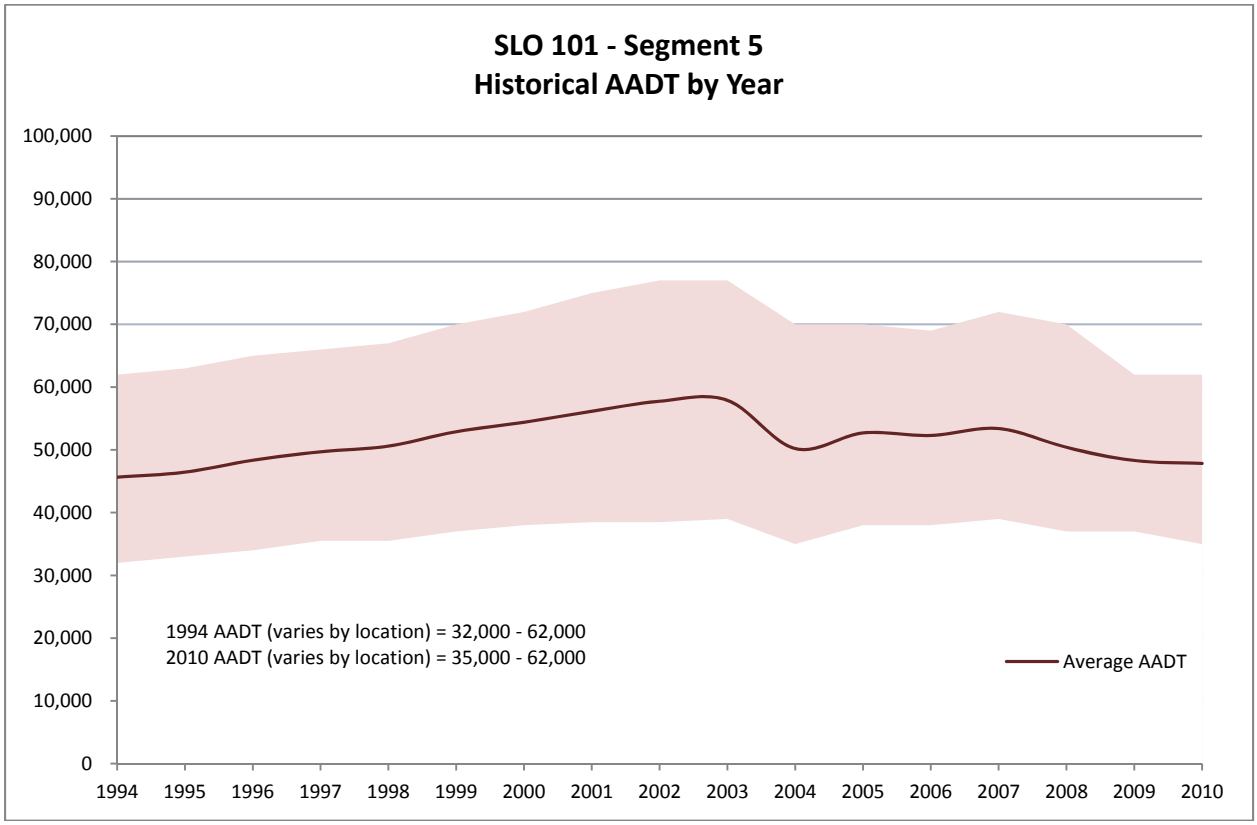

Figure 5.5.2: Segment 5-Historical AADT by Year

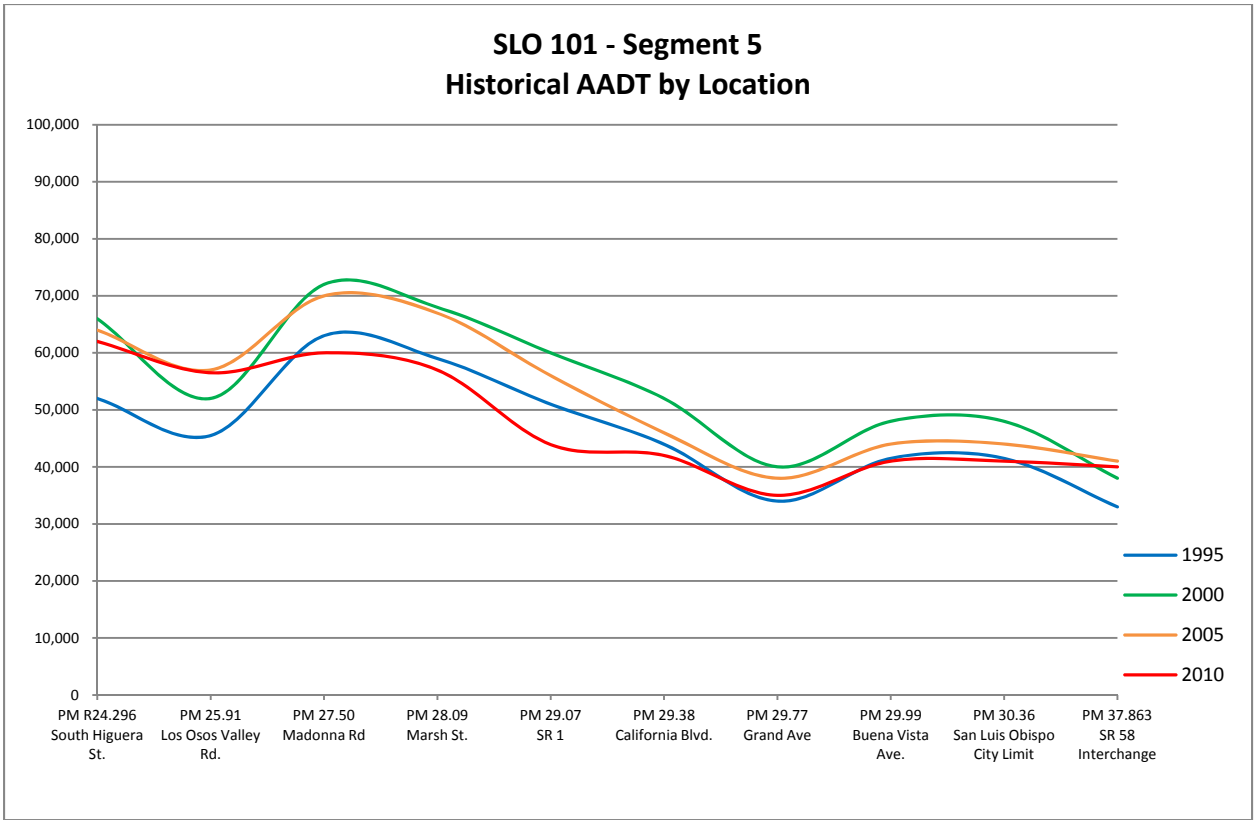

Figure 5.5.3: Segment 5-Historical AADT by Location

Table 5.5.2: Segment 5-Peak Hour Traffic Data

Peak Hour Traffic Data		
Segment 5		
Peak Hour Direction	Southbound: PM 24.3/37.5	
Peak Hour Length (Miles)	13.2 miles	
Peak Hour Volumes Base year 2010	3,700-6,400	
Peak Hour Volumes Horizon Year 2035	4,200-7,800	
Peak Hour Directional Split Base year 2010	54/46-60/40	
Peak Hour Directional Split Horizon Year 2035	54/46-60/40	
Peak Hour VMT Base year 2010	Southbound: 37,000	Northbound: 30,000
Peak Hour VMT Horizon Year 2035	Southbound: 45,000	Northbound: 36,000
Peak Hour VHT Base year 2010	Southbound: 470	Northbound: 450
Peak Hour VHT Horizon Year 2035	Southbound: 480	Northbound: 580
Peak Hour Growth Rate	-16-71	
Peak Hour V/C Base year 2010	Southbound: .47-1.00	Northbound: .40-.77
Peak Hour V/C Horizon Year 2035	Southbound: .43-1.21	Northbound: .37-1.00
Peak Hour LOS Base year 2010	Southbound: B-F	Northbound: B-D
Peak Hour LOS Horizon Year 2035	Southbound: B-F	Northbound: B-E
Peak Hour Avg. Speed (mph) Base year 2010	Southbound: 59-70 mph*	Northbound: 63-70mph
Peak Hour Avg. Speed (mph) Horizon Year 2035	Southbound: 54-70 mph*	Northbound: 52-70 mph
Peak Hour Capacity Per Lane	1,752	

**Speeds with LOS F are not reflected in the data due to unstable speeds.*

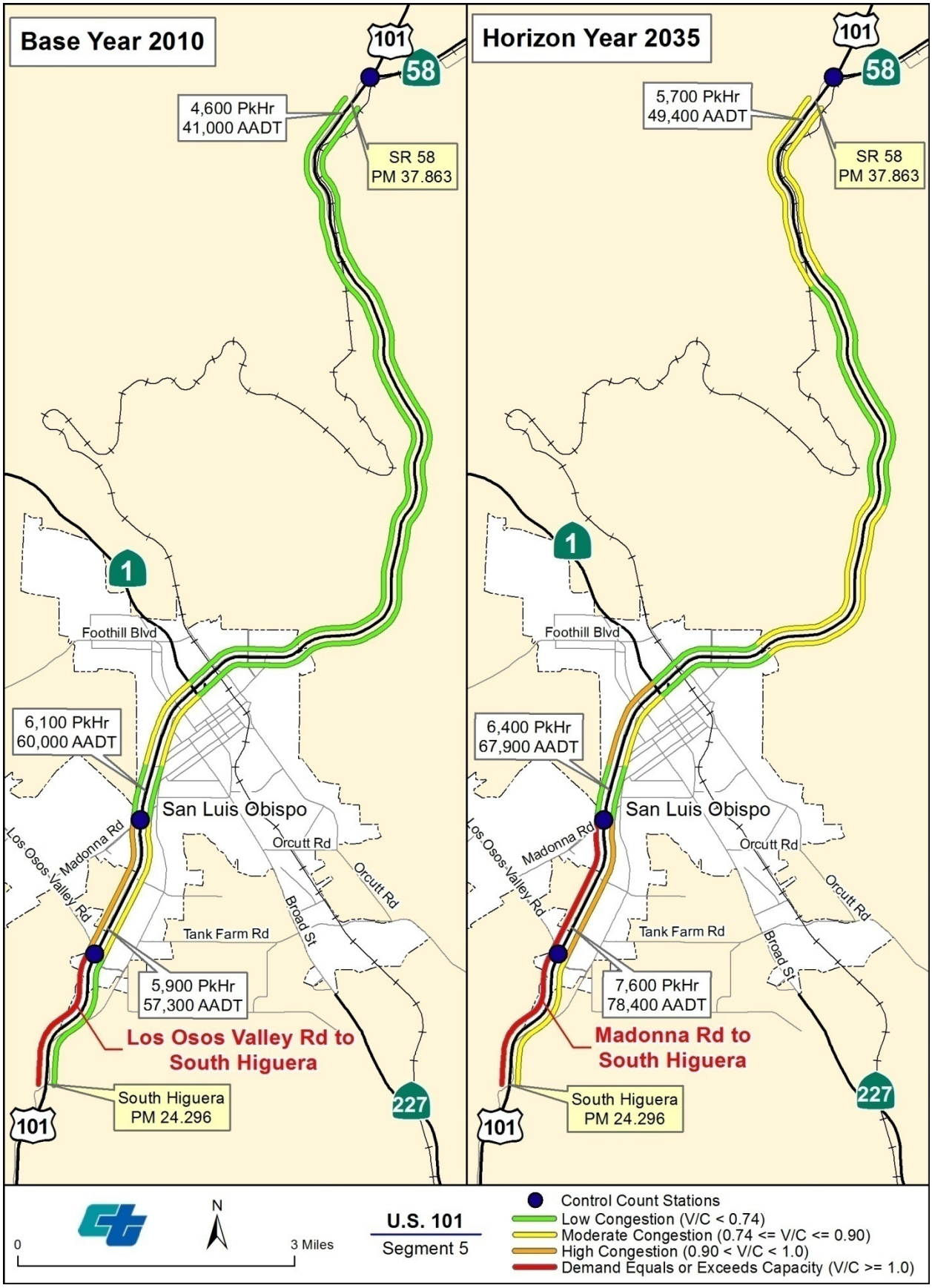

Figure 5.5.4: Segment 5-Base Year Peak Hour Congestion

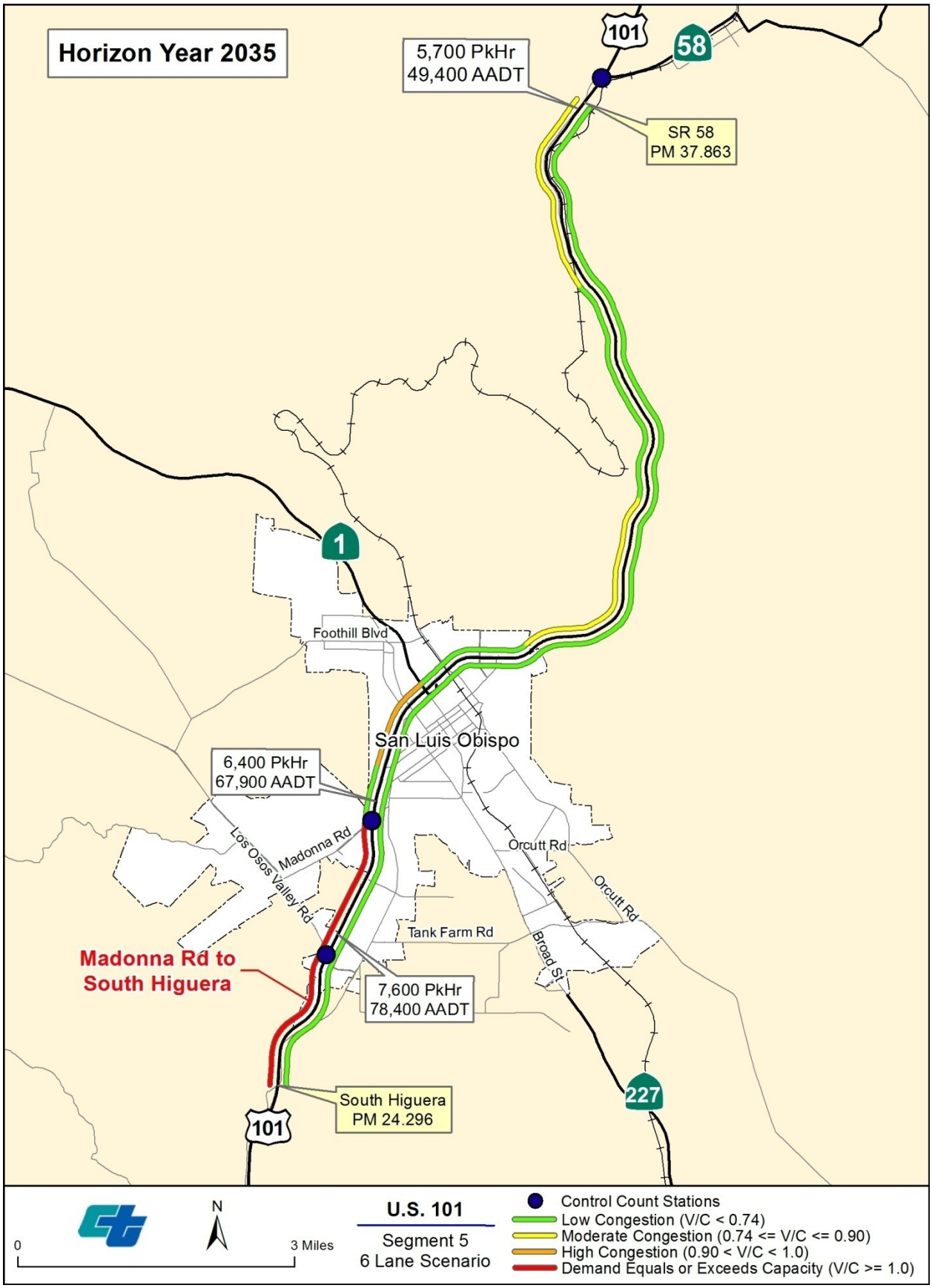

Figure 5.5.5: Segment 5-Six Lane Horizon Year Peak Hour Congestion Scenario

Table 5.4.3: Segment 5-Six Lane Horizon Year Peak Hour Congestion Scenario

Six lane Scenario		
Segment 5		
3 Lane Scenario VHT	Southbound: 680	Northbound: 540
3 Lane Scenario V/C	Southbound: .43-.89	Northbound: .36-.67
3 Lane Scenario LOS	Southbound: B-E	Northbound: B-C
3 lane Scenario Speed	Southbound: 60-70mph	Northbound: 65-70mph

Segment 5 Corridor Performance Key Findings:

- System Operations: In 2010, the most congested location in Segment 5 is between Madonna Rd (PM 27.50) and South Higuera Street Interchange(PM R24.296) with AADT around 62,000

- Base Year (2010) Conditions: Most of the corridor in both directions is operating in low to moderate congestion conditions. Madonna Road to South Higuera St interchange. is the only portion operating at high congestion levels to exceeding capacity.

- Horizon Year (2035) Projections: The percentage of high congestion and congestion exceeding capacity increases to encompass more than half of the corridor in both directions.

- Capacity Need (2035): The capacity increasing scenario demonstrates that increasing capacity is not a standalone solution to improved mobility between South Higuera Street and Madonna Road. The emphasis may be better placed on a combination of other improvements and strategies including operational improvements, and enhanced TDM, transit and multi-modal improvements that will be prioritized as part of SLOCOG's Corridor Mobility Master Plan effort in partnership with Caltrans.

SEGMENT 6: NORTHERN SAN LUIS OBISPO COUNTY

SR 58 INTERCHANGE TO SR 46 EAST INTERCHANGE (PM 37.863/57.900)

Segment 6 serves regional and interregional traffic by providing connectivity with east/west routes 58, 41 and 46. Within this segment, US 101 also serves the local circulation needs of Atascadero, Templeton, and Paso Robles.

System Characteristics

Segment 6 is a 4 lane freeway. This segment is 20.4 miles of rolling terrain beginning at the SR 58 (PM 37.863) interchange, extending through the cities of Atascadero and Templeton and concluding at SR 46 East Interchange (PM 57.900) in Paso Robles (*Figure 5.6.1*). Segment 6 has 24 access points which include 14 full interchanges, 9 isolated ramps and 1 partial interchange.

System Operations

AADT growth per year between years 2010 and 2035 is expected to range between 580 and 1,700 (Table 5.6.1). In 1994, AADT volumes ranged from 24,000 to 41,000. In 2010 AADT volumes increased to a range of 32,000 to 63,000 and it is expected to continue to increase by 2035 to a range of 47,000 to 100,000. The most congested location in 2010 is located at SR 46 West interchange (PM 54.116) with AADT of 63,000 (*Figure 5.6.2* and *Figure 5.6.3*).

Peak Hour Data

Within the 2010 base year, Segment 6 demand is expected to exceed capacity in the northbound direction between San Ramon Road (PM 49.500) and Del Rio Road (PM 48.331). There is low to moderate congestion in the southbound direction. In 2035, northbound traffic volumes are expected to exceed capacity between Santa Rosa Road (PM 44.840) and South Spring Street (PM 55.674) and in the southbound direction between South Spring Street (PM 55.674) and Curbaril Avenue (PM 44.840). The remainder of the corridor in both directions ranges from low to high congestion (*Figure 5.6.4*).

Capacity Need

Congestion levels and LOS are projected to increase significantly between the 2010 base year and 2035 horizon year between the Santa Barbara Road interchange and the South Paso Robles interchange (*Figure 5.6.4*). In the base year LOS ranges between C and F and in the horizon year, LOS is F for much of this portion of the segment. Increasing capacity is projected to have some benefit to accommodate future demand but is not a standalone solution (*Figure 6.5.6*). Other improvements and strategies including operational improvements, enhanced TDM, transit and multi-modal improvements must be pursued as well to accommodate future demand. Further assessment of how these improvements should be prioritized will be discussed as part of SLOCOG's Corridor Mobility Master Plan effort in partnership with Caltrans.

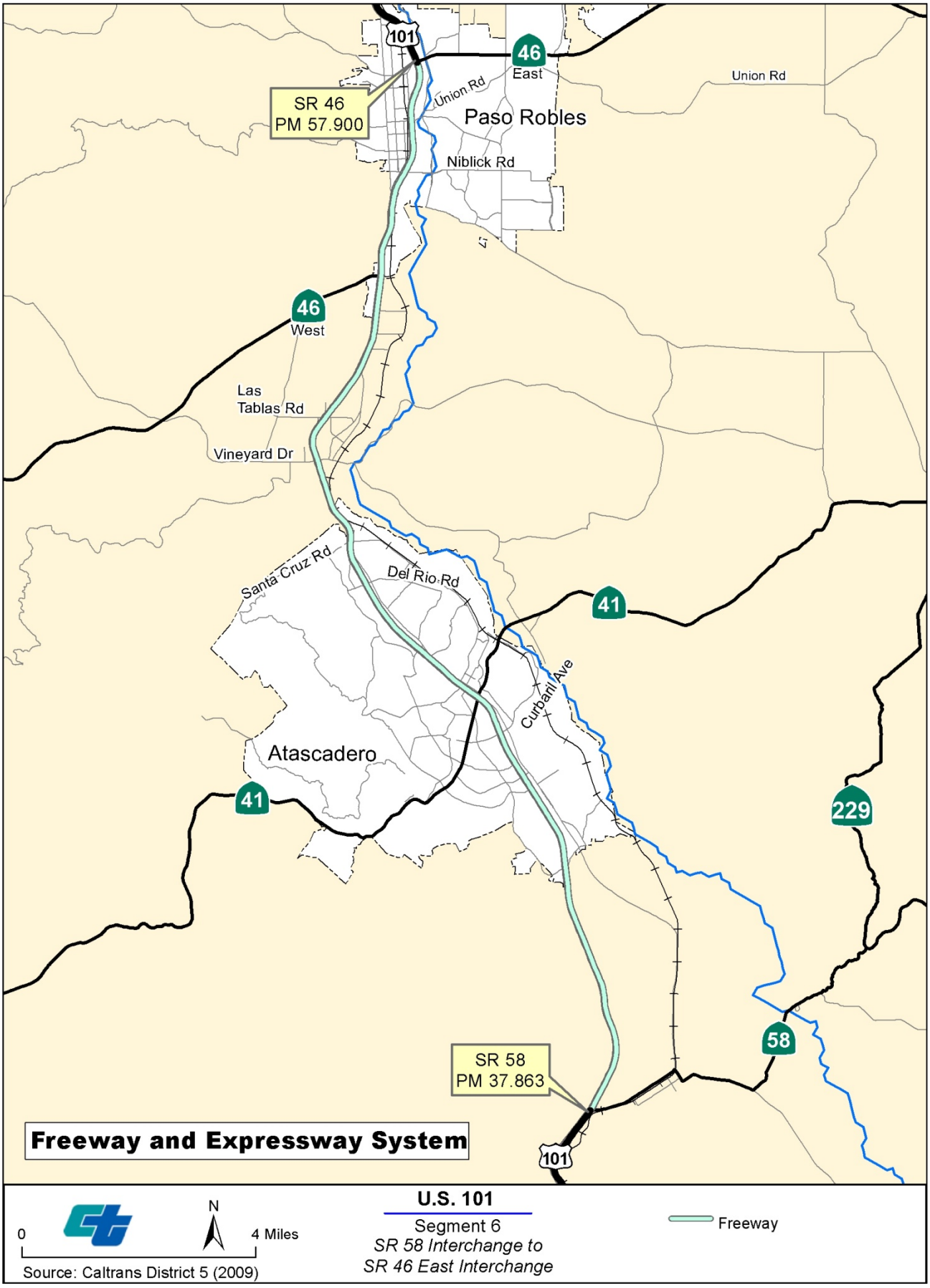

Figure 5.6.1: Segment 6-Freeway and Expressway

Table 5.6.1: Segment 6-Daily System Operations

Daily System Operations	
Segment 6	
AADT 2010 Base Year 2010	32,000-63,000
AADT 2035 Horizon Year 2010	47,000-100,000
AADT: Growth Rate/Year	580-1,700
VMT Base Year 2010	1,000,000
VMT Horizon Year 2035	1,500,000

**2010 base and 2035 horizon year data is based on Caltrans historic data.*

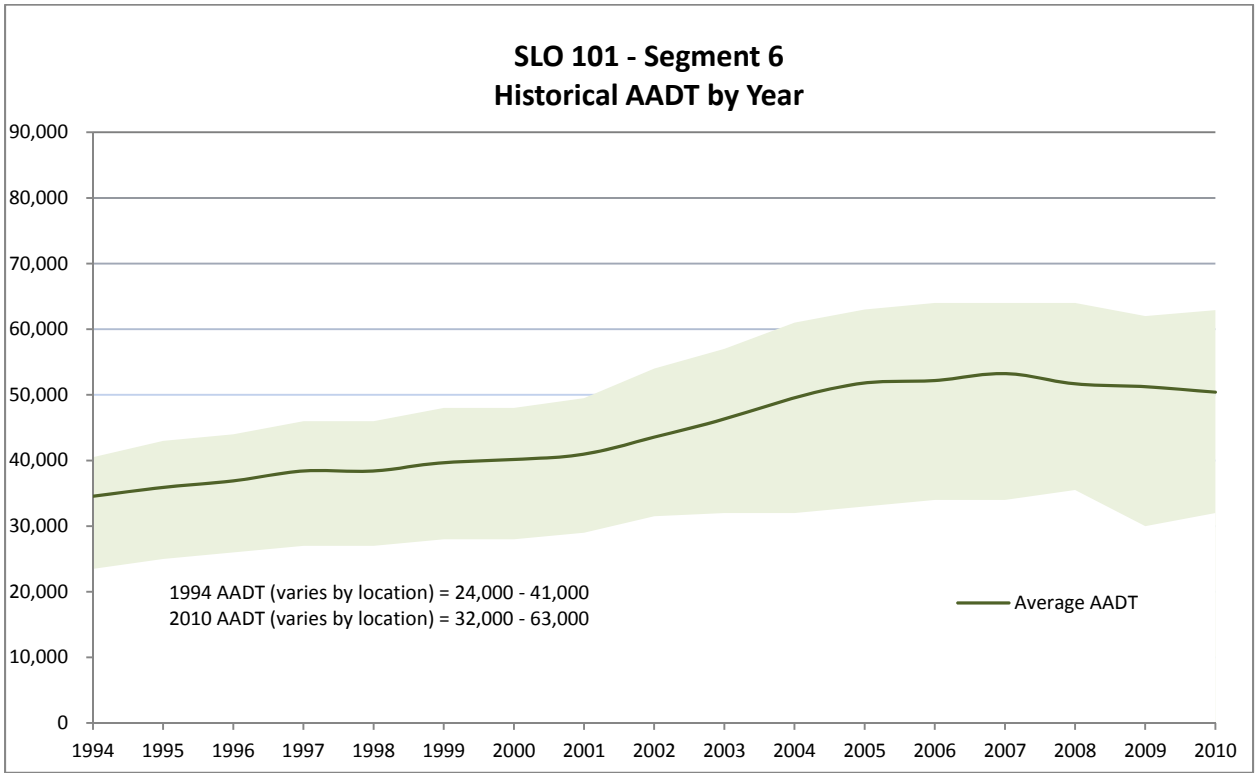

Figure 5.6.2: Segment 6-Historical AADT by Year

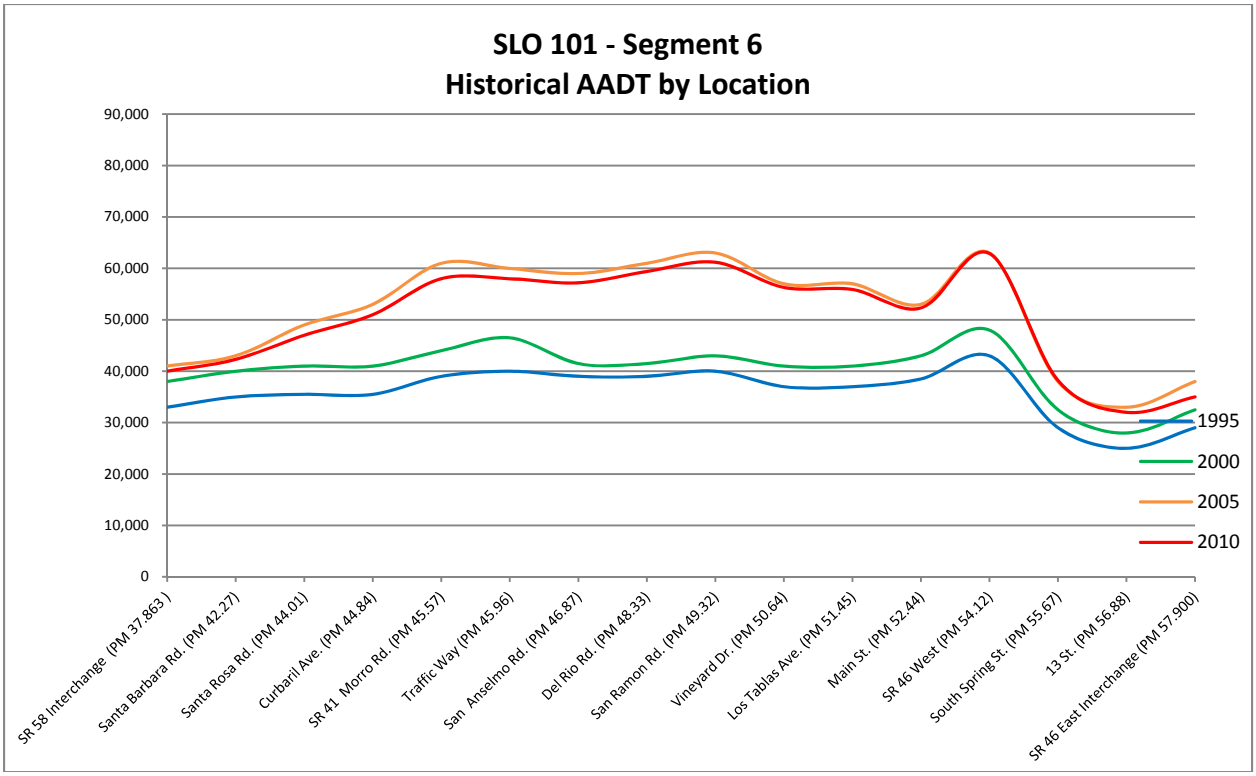

Figure 5.6.3: Segment 6-Historical AADT by Location

Table 5.6.2: Segment 6-Peak Hour Traffic Data

PM Peak Hour Traffic Data		
Segment 6		
Peak Hour Direction	Southbound:	PM 37.563/42.268
	Northbound:	PM: 42.268/57.900
Peak Hour Length (Miles)	20.4 Miles	
Peak Hour Volumes Base year 2010	3,500-6,500	
Peak Hour Volumes Horizon Year 2035	5,000-10,000	
Peak Hour Directional Split Base year 2010	53/47-54/46	
Peak Hour Directional Split Horizon Year 2035	53/47-54/46	
Peak Hour VMT Base year 2010	Southbound: 48,000	Northbound: 58,000
Peak Hour VMT Horizon Year 2035	Southbound: 72,000	Northbound: 88,000
Peak Hour VHT Base year 2010	Southbound: 730	Northbound: 800
Peak Hour VHT Horizon Year 2035	Southbound: 500	Northbound: 300
Peak Hour Growth Rate	60-170	
Peak Hour V/C Base year 2010	Southbound: .46-.85	Northbound: .52-0.96
Peak Hour V/C Horizon Year 2035	Southbound: .66-1.34	Northbound: .74-1.57
Peak Hour LOS Base year 2010	Southbound: B-D	Northbound: C-E
Peak Hour LOS Horizon Year 2035	Southbound: C-F	Northbound: D-F
Peak Hour Avg. Speed (mph) Base year 2010	Southbound: 65-68 mph	Northbound: 54-65 mph*
Peak Hour Avg. Speed (mph) Horizon Year 2035	Southbound: 57-65 mph*	Northbound: 63-64 mph*
Peak Hour Capacity Per Lane	1,800	

**Speeds with LOS F are not reflected in the data due to unstable speeds.*

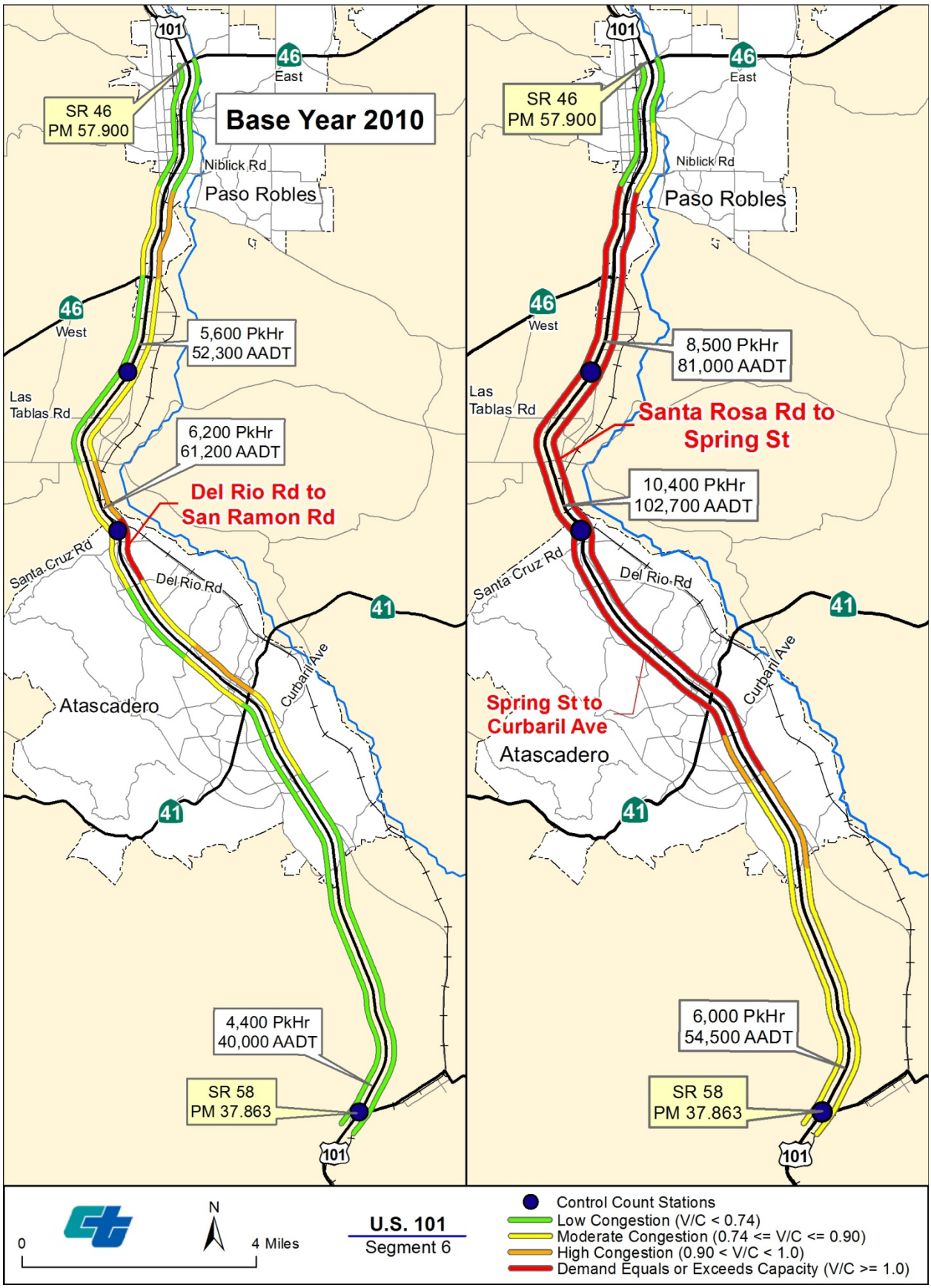

Figure 5.6.4: Segment 6-Base Year Peak Hour Congestion

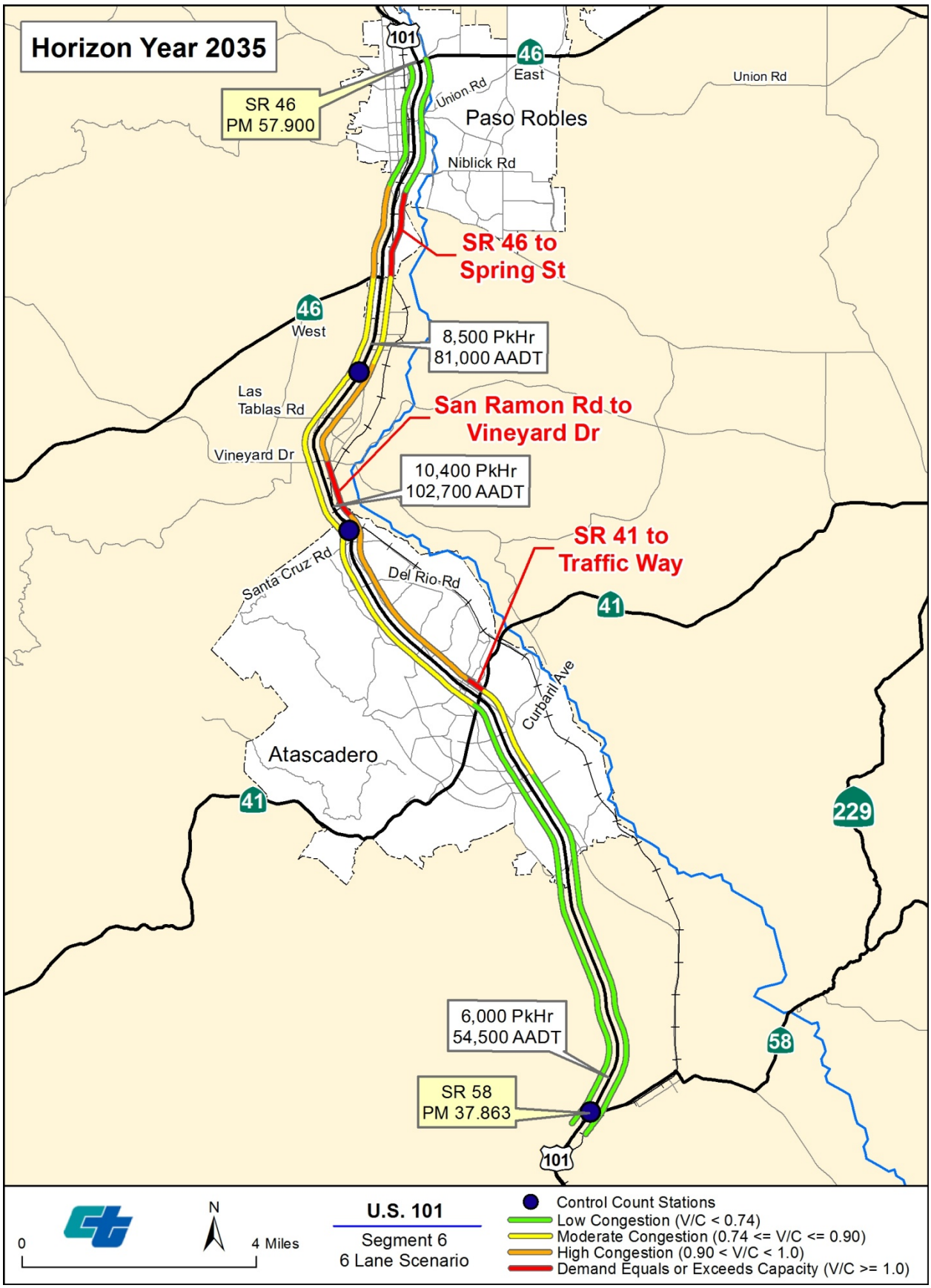

Figure 5.6.5: Segment 6-Six Lane Horizon Year Peak Hour Congestion Scenario

Table 5.6.3: Segment 6-Six Lane Horizon Year Peak Hour Congestion Scenario

Six lane Scenario		
Segment 6		
3 Lane Scenario VHT	Southbound: 1,100	Northbound: 800
3 Lane Scenario V/C	Southbound: 0.44-0.89	Northbound: 0.50-1.11
3 Lane Scenario LOS	Southbound: B-D	Northbound: B-F
3 lane Scenario Speed	Southbound: 62-65mph	Northbound: 55-65mph

**SPEEDS WITH LOS F ARE NOT REFLECTED IN THE DATA DUE TO UNSTABLE SPEEDS.*

Segment 6 Corridor Performance Key Findings:

- System Operations: 2010 data identifies the most congested location in the segment to be SR 46 West with an AADT of 63,000.

- Base Year (2010) Conditions: Higher congestion levels are found in the northbound direction. From Curbaril Avenue to Main Street congestion ranges from high to exceeding capacity.

- Horizon Year (2035) Projections: In both directions one half to three quarters of the corridor is expected to exceed capacity. The remaining areas of the corridor have congestion ranging from low to high.

- Capacity Need (2035): Increasing capacity for this segment is anticipated to have some benefit to future demand but is not a standalone solution. Other improvements and strategies including operational improvements, enhanced TDM, transit and multi-modal improvements must be pursued as well to accommodate future demand. Further assessment of how these improvements should be prioritized will be assessed as part of SLOCOG's Corridor Mobility Master Plan effort in partnership with Caltrans.

SEGMENT 7: SALINAS VALLEY

SR 46 EAST INTERCHANGE TO AIRPORT BOULEVARD INTERCHANGE (SLO PM 57.900/MON PM 85.624)

Segment 7 spans across San Luis Obispo and Monterey counties. The route accommodates significant amounts of interregional traffic, including commercial, agricultural, tourism, business and military transport. US 101 also serves commuter traffic through the urbanized areas linking the city of Salinas with other areas in the county, including the bedroom communities of Greenfield, Soledad, and Gonzales. Local commute traffic includes travel for Salinas agriculture processing, Salinas Valley State Prison, and a correctional training facility.

System Characteristics

Segment 7 is 27.5 miles and begins to the south in Paso Robles at SR 46 East Interchange (PM 57.900). The route traverses north past Camp Roberts and the Monterey County Line through King City, Greenfield, Soledad, and Gonzales and ends in the city of Salinas at Airport Blvd interchange (PM 85.624). This segment is a 4 lane freeway from the San Luis Obispo County Line to King City. A five mile section of 4 lane expressway runs between the cities of King City and Greenfield. There is a small segment of freeway through Greenfield, and then US 101 transitions into an expressway facility to southern Soledad where it again turns into a 4 lane freeway through Gonzales. North of Gonzales, it turns into a 4 lane expressway and then back to a freeway at the southern Salinas city limits (*Figure 5.7.1*). Segment 7 has 71 access points which include: 34 full interchanges, 1 isolated ramp, 33 at-grade access points with a median opening, 2 road side rest stops, and 1 vista point.

System Operations

Segment 7 is divided into two segments 7a and 7b. Segment 7a encompasses the San Luis Obispo county area portion of the segment using SLOCOG model and Section 7b captures Monterey County portion of the segment using the AMBAG model.

Segment 7a. Little to no daily vehicle growth is expected in Segment 7a, with growth rates ranging from 121 to 335 (Table 5.7.1.a). In 1994, AADT volumes ranged from 14,000 to 18,000. In 2010, AADT volumes slightly increased with AADT ranging from 17,000 to 23,000 and it is expected to slowly increase in 2035 a range of 20,000 to 31,000 (*Figure 5.7.2a*). The highest AADT volumes in 2010 are located at North Spring Street (PM 58.762) with an AADT of 23,000 (*Figure 5.7.3.a*).

Segment 7b. A steady increase in AADT growth is expected with a high rate increase starting at the South Greenfield interchange (Table 5.7.1.b). In 1994, AADT volumes ranged from 13,000 to 33,000. In 2010 AADT volumes slightly increased with AADT ranging from 14,000 to 45,000 and it is expected to increase by 2035 to a range of 22,000 to 74,000 (*Figure 5.7.2.b*). The highest AADT volumes in 2010 are located at Chualar/ Main Street (PM 76.973) and Airport Boulevard (PM 85.624) with an AADT of 45,000(*Figure 5.7.3.b*).

Within the expressway portions of US 101 between King City and Airport Boulevard there are 33 at-grade access points with median openings which contribute to increased congestion levels within the northern portion of Segment 7b. Opportunities to close at-grade access and median openings at these locations so that expressway portions of the route can be converted to freeway should be pursued (Table 7.9).

Peak Hour Data

Segment 7a. The peak hour growth rate for Segment 7a ranges from 7 to 27 (Table 5.7.2.a). Within the base year and horizon year, Segment 7a vehicles experience low congestion in the northbound or southbound direction between SR 46 East Interchange (PM 57.900) and San Luis Obispo/Monterey County Line (PM R69.322) with a LOS A and B (*Figure 5.7.4* and *Figure 5.7.5*).

Segment 7b. The peak hour growth rate for Segment 7b ranges from 14 to 160 (Table 5.7.2.b). Within the 2010 base year, traffic volumes are expected to have low congestion with one portion of moderate congestion in the southbound direction between Gonzalez and Salinas (*Figure 5.7.4*). In the 2035 horizon year, traffic volumes are

expected to exceed capacity with LOS F between Thorne Road (PM 60.399) and Camphora Gloria Road (PM 64.630) in the northbound direction and between Abbot Street (PM 70.859) and Gould Road (PM 82.469) in the southbound direction. In the horizon year between Greenfield and Salinas congestion conditions include low, moderate, high and exceeding capacity. South of Greenfield to the San Luis Obispo/Monterey County line, traffic congestion is low (*Figure 5.7.5*).

Capacity Need

A significant increase in congestion between the 2010 base year and 2035 horizon year is anticipated between north Greenfield and south of the city of Salinas. Locations within this segment are anticipated to increase to high levels of congestion with some locations where demand is projected to exceed capacity. This portion of the segment is also projected to have more locations operating at LOS F in the horizon year than in the base year (*Figure 5.7.4* and *Figure 5.7.5*).

Increasing capacity to the segment between Arroyo Seco Road and Airport Boulevard projects some benefit, but is not a standalone solution to future demand on the corridor (*Figure 5.7.6*). The viability of other improvements including operational improvements, access management, and accommodation of goods movement needs along the corridor should be considered in addition to capacity increasing improvements for this portion of the segment (Table 7.9).

Figure 5.7.1: Segment 7-Freeway and Expressway

Table 5.7.1.a: Segment 7a-Daily System Operations

Daily System Operations	
Segment 7a SLOCOG	
AADT Base Year 2010	17,000-23,000
AADT Horizon Year 2035	20,000-31,000
AADT: Growth Rate/Year	120-340
VMT Base Year 2010	210,000
VMT Horizon Year 2035	270,000

**2010 base year is established by Caltrans historic data and 2035 horizon year projections are based on the AMBAG regional traffic model.*

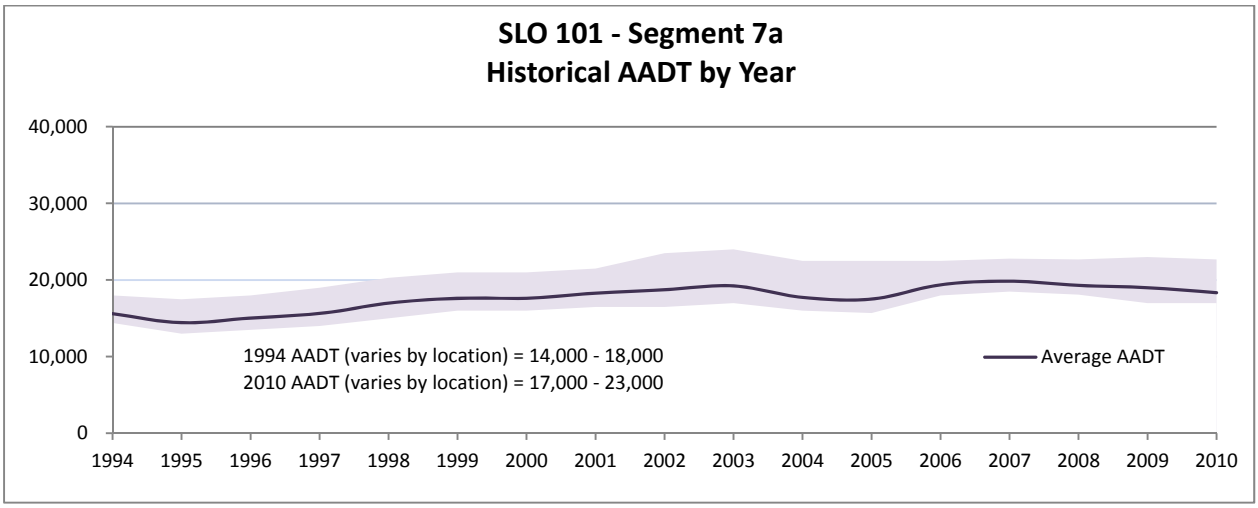

Figure 5.7.2.a: Segment 7a-Historical AADT by Year

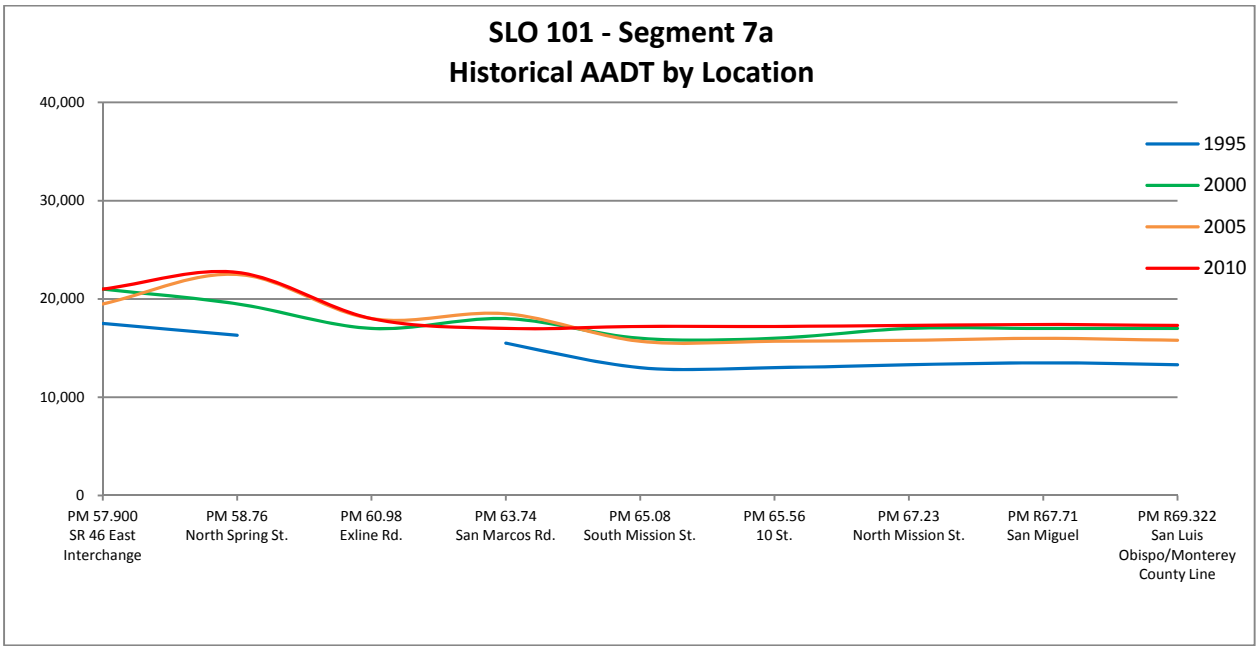

Figure 5.7.3.a: Segment 7a-Historical AADT by Location

Table 5.7.1.b: Segment 7b-Daily System Operations

Daily System Operations	
Sub Segment 7b AMBAG	
AADT Base Year 2010	14,000-45,000
AADT Horizon Year 2035	22,000-74,000
AADT: Growth Rate/Year	150-1,300
VMT Base Year 2010	2,200,000
VMT Horizon Year 2035	3,700,000

**2010 base year is established by Caltrans historic data and 2035 horizon year projections are based on the AMBAG regional traffic model.*

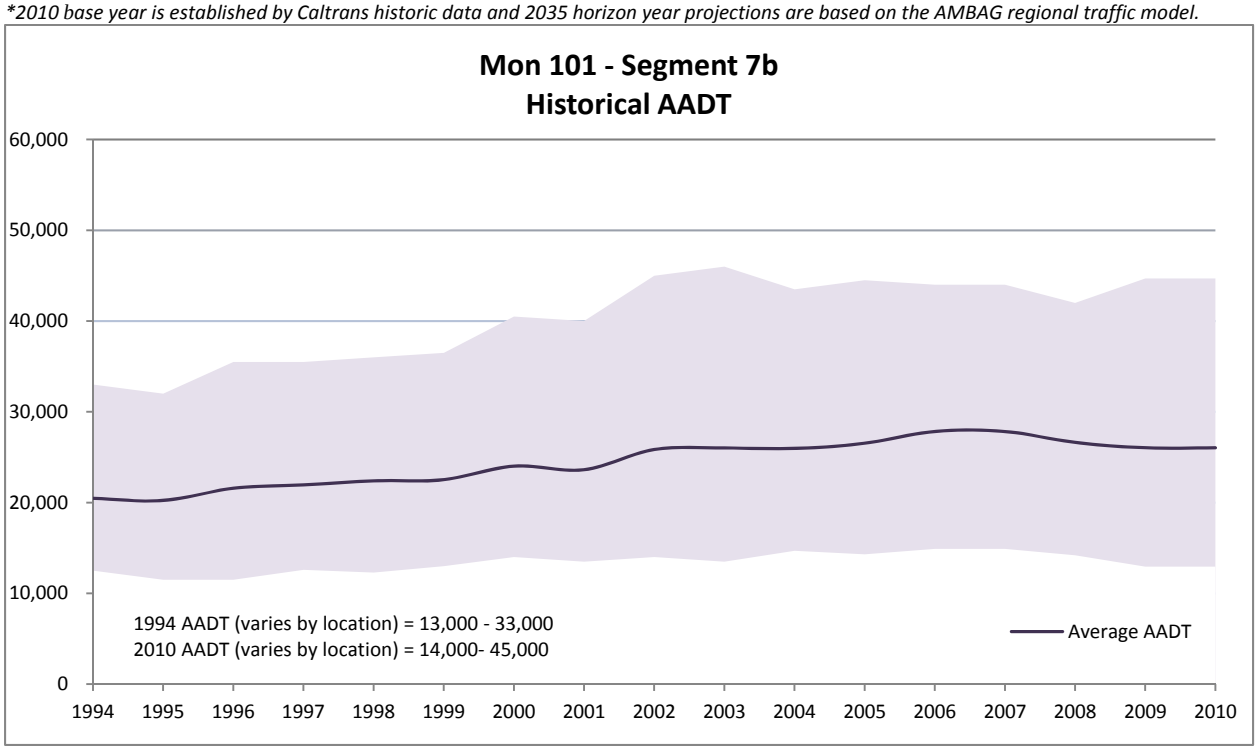

Figure 5.7.2b: Segment 7b-Historical AADT by Year

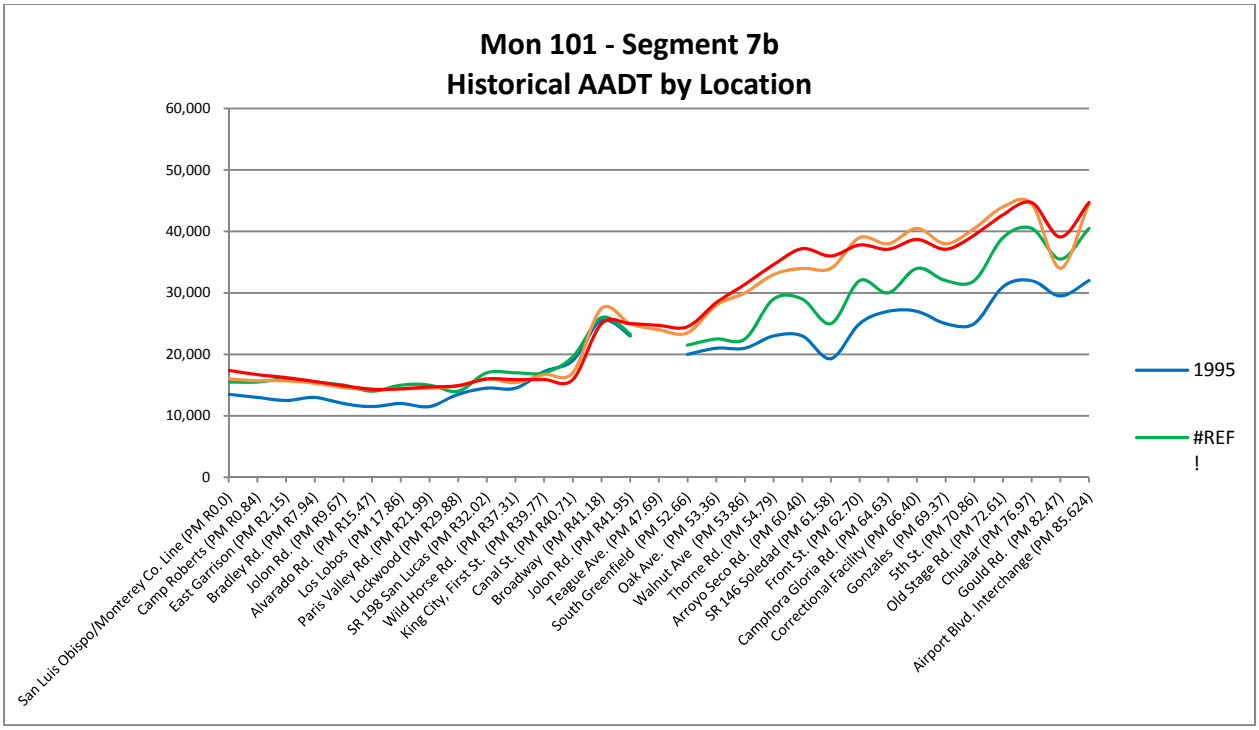

Figure 5.7.3b: Segment 7b-Historical AADT by Location

Table 5.7.2.a: Segment 7a-Peak Hour Traffic Data

Peak Hour Traffic Data		
Segment 7a SLOCOG		
Peak Hour Direction	Northbound	SLO PM 57.900/63.735
	Southbound	SLO PM 63.735/R69.322
Peak Hour Length (Miles)	11.4 Miles	
Peak Hour Volumes Base year 2010	2,000-2,500	
Peak Hour Volumes Horizon Year 2035	2,200-3,100	
Peak Hour Directional Split Base year 2010	53/47	
Peak Hour Directional Split Horizon Year 2035	53/47	
Peak Hour VMT Base year 2010	Northbound: 12,000	Southbound: 12,000
Peak Hour VMT Horizon Year 2035	Northbound: 15,000	Southbound: 15,000
Peak Hour VHT Base year 2010	Northbound: 180	Southbound: 170
Peak Hour VHT Horizon Year 2035	Northbound: 210	Southbound: 210
Peak Hour Growth Rate	7-27	
Peak Hour V/C Base year 2010	Northbound: .25-.36	Southbound: .27-.32
Peak Hour V/C Horizon Year 2035	Northbound: .28-.44	Southbound: .31-.39
Peak Hour LOS Base year 2010	Northbound: A-B	Southbound: A-B
Peak Hour LOS Horizon Year 2035	Northbound: A-B	Southbound: A-B
Peak Hour Avg. Speed (mph) Base year 2010	Northbound: 65-70 mph	Southbound: 65-70 mph
Peak Hour Avg. Speed (mph) Horizon Year 2035	Northbound: 65-70 mph	Southbound: 65-70 mph
Peak Hour Capacity Per Lane	1,850	

Table 5.7.2.b: Segment 7b-Peak Hour Traffic Data

Peak Hour Traffic Data		
Segment 7b AMBAG		
Peak Hour Direction	Southbound	MON PM 0.00/9.700
	Northbound	MON PM 9.700/41.030
	Southbound	MON PM 41.030/48.0
	Northbound	MON PM 48.0/69.372
	Southbound	MON PM 69.372/85.624
Peak Hour Length (Miles)	85.6	
Peak Hour Volumes Base year 2010	1,100-4,800	
Peak Hour Volumes Horizon Year 2035	1,700-8,800	
Peak Hour Directional Split Base year 2010	52/48-59/41	
Peak Hour Directional Split Horizon Year 2035	52/48-59/41	
Peak Hour VMT Base year 2010	Northbound: 120,000	Southbound: 110,000
Peak Hour VMT Horizon Year 2035	Northbound: 210,000	Southbound: 200,000
Peak Hour VHT Base year 2010	Northbound: 1,700	Southbound: 1,600
Peak Hour VHT Horizon Year 2035	Northbound: 2,600	Southbound: 2,100
Peak Hour Growth Rate	14-160	
Peak Hour V/C Base year 2010	Northbound: .16-.67	Southbound: .14-.74
Peak Hour V/C Horizon Year 2035	Northbound: .24-1.12	Southbound: .22-1.37
Peak Hour LOS Base year 2010	Northbound: A-C	Southbound: A-D
Peak Hour LOS Horizon Year 2035	Northbound: A-F	Southbound: A-F
Peak Hour Avg. Speed (mph) Base year 2010	Northbound: 65-70 mph	Southbound: 65-70 mph
Peak Hour Avg. Speed (mph) Horizon Year 2035	Northbound: 54-70 mph*	Southbound:60-70 mph*
Peak Hour Capacity Per Lane	1,850	

**Speeds with LOS F are not reflected in the data due to unstable speed*

Figure 5.7.4: Segment 7-Base Year Peak Hour Congestion

Figure 5.7.5: Segment 7-Horizon Year Peak Hour Congestion

Figure 5.7.6: Segment 7-Six Lane Horizon Year Peak Hour Congestion Scenario

Table 5.7.3.a: Segment 7a-Six Lane Horizon Year Peak Hour Congestion Scenario

Six lane Scenario		
Segment 7a SLOCOG		
3 Lane Scenario VHT	Northbound: 210	Southbound: 210
3 Lane Scenario V/C	Northbound: .18-.29	Southbound: .21-.26
3 Lane Scenario LOS	Northbound: A	Southbound: A
3 lane Scenario Speed	Northbound: 65-70mph	Southbound: 65-70mph

Table 5.7.3.b: Segment 7b-Six Lane Horizon Year Peak Hour Congestion Scenario

Six lane Scenario		
Segment 7b AMBAG		
3 Lane Scenario VHT	Northbound: 3,000	Southbound: 3,000
3 Lane Scenario V/C	Northbound: .16-.74	Southbound: .15-.91
3 Lane Scenario LOS	Northbound: A-D	Southbound: A-E
3 lane Scenario Speed	Northbound: 65-70mph	Southbound: 62-70mph

Segment 7a Corridor Performance Key Findings:

- System Operations: The highest AADT volumes in 2010 are located at North Spring Street interchange (PM 58.762) AADT of 23,000.

- Base Year (2010) Conditions: No congestion in the northbound or southbound direction between SR 46 East interchange and San Luis Obispo/Monterey County Line with a LOS A and B.

- Horizon Year (2035) Projections: No congestion in the northbound or southbound direction between SR 46 East interchange and San Luis Obispo/Monterey County Line with a LOS A and B.

- Capacity Need (2035): Increasing capacity is not recommended as a priority for Segment 7a as low congestion levels are projected to be maintained between the 2010 base year and 2035 horizon year.

Segment 7b Corridor Performance Key Findings:

- System Operations: The highest AADT volumes in 2010 are located at and Chualar/Main Street and Airport Boulevard interchange with an AADT of 45,000.

- Base Year (2010) Conditions: Low congestion is experienced in the corridor.

- Horizon Year (2035) Projections: Congestion exceeding capacity is anticipated between Abbott Street and Gloria Road in the southbound direction and Thorne and Camphora in the northbound direction. North of Greenfield, congestion ranges from low to high for the remainder of the corridor. South of Greenfield in both directions, congestion is low.

- Capacity Need (2035): Increasing capacity is projected to have some benefit to the portion of the segment between Abbott Street and Thorne Road, but is not a standalone solution to future demand on the corridor (*Figure 5.7.6*). The viability of other improvements including operational improvements, access management, and accommodation of goods movement needs along the corridor should be considered in addition to increasing capacity for this portion of the Segment 7b (Table 7.9).

SEGMENT 8: SALINAS CITY

AIRPORT BOULEVARD INTERCHANGE TO SALA ROAD (PM 85.624/R92.205)

Segment 8 is located in the City of Salinas accommodating significant levels of daily local traffic and serves as a principal arterial for interregional traffic and goods movements.

System Characteristics

Segment 8 in Salinas is 6.3 miles and designated a four lane freeway and expressway with flat urban terrain. The segment begins as freeway at Airport Boulevard Interchange (PM 85.624) to Espinosa Road Interchange (PM R91.9) where it transitions to expressway until Sala Road Interchange (PM R92.205). This segment carries heavy commercial, recreational, and commuter traffic. Airport Boulevard Interchange and Sanborn Road interchanges are the primary access points for trucks servicing the industrial and agricultural processing hub of Salinas (*Figure 5.8.1*). Segment 8 has 6 access points that are all full interchanges.

System Operation

AADT growth per year between years 2010 and 2035 is expected to range between 660 and 900(Table 5.8.1). In 1994, AADT volumes ranged from 39,000 to 60,000. In 2010, AADT volumes increased from 49,000 to 74,000 and it is expected to continue increasing in 2035 from 66,000 to 95,000 (*Figure 5.8.2*). The highest AADT volume in 2010 is located at Market Street (PM 87.297)) with an AADT of 74,000 (*Figure 5.8.3*).

Peak hour Data

Within the base year, Segment 8 vehicles experience high p.m. peak volumes in the northbound direction between Market Street and North Main Street. The rest of the corridor in the northbound direction has moderate congestion (*Figure 5.8.4*). Southbound traffic alternates between low and moderate congestion. In the horizon year, congestion is expected to exceed capacity from Market to SR 183 and Laurel Drive to Sala Road in the northbound direction. The remainder of the corridor northbound experiences moderate traffic congestion. In the southbound direction, traffic congestion ranges from low to moderate (*Figure 5.8.5*).

Capacity Need

Demand is expected to exceed capacity between Market Street Interchange and SR 183 (LOS D) and Laurel Drive Interchange and Sala Road (D-E) Interchange in Segment 8 by the 2035 horizon year. Increasing capacity is projected to lower congestion to low and moderate levels between Laurel Drive and Sala Road Interchange (LOS C-D) (*Figure 5.8.6*). Less benefit is anticipated for the portion between the Market Street Interchange and SR 183. The benefit of operational improvements at these two locations as well as local circulation improvements surrounding these two portions of the segment should be further evaluated and prioritized for funding within the segment.

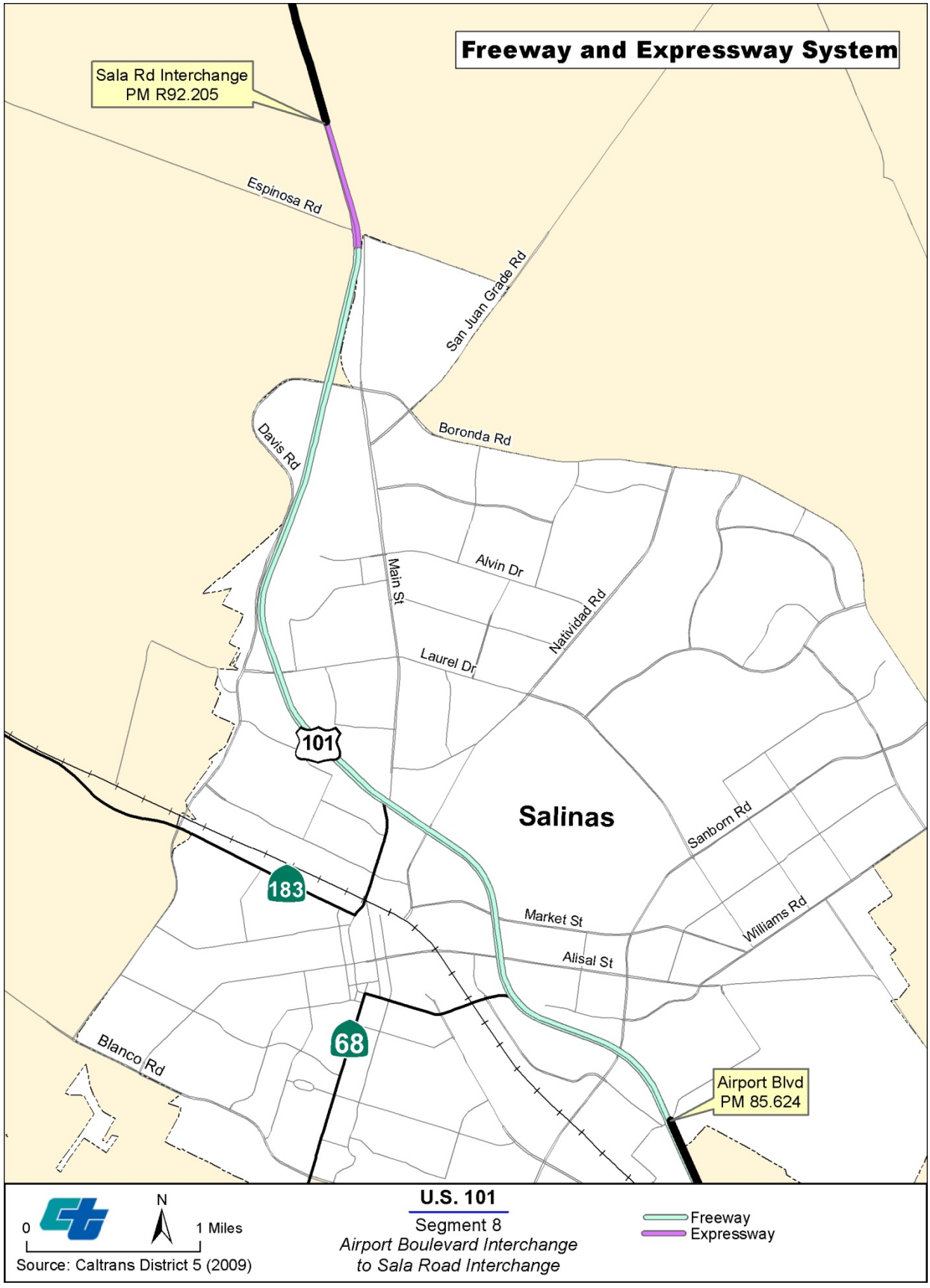

Figure 5.8.1: Segment 8-Freeway and Expressway

Table 5.8.1: Segment 8-Daily System Operations

Daily System Operations	
Segment 8	
AADT Base Year 2010	49,000-74,000
AADT Horizon Year 2035	66,000-95,000
AADT: Growth Rate/Year	660-900
VMT Base Year 2010	390,000
VMT Horizon Year 2035	510,000

**2010 base year is established by Caltrans historic data and 2035 horizon year projections are based on the AMBAG regional traffic model.*

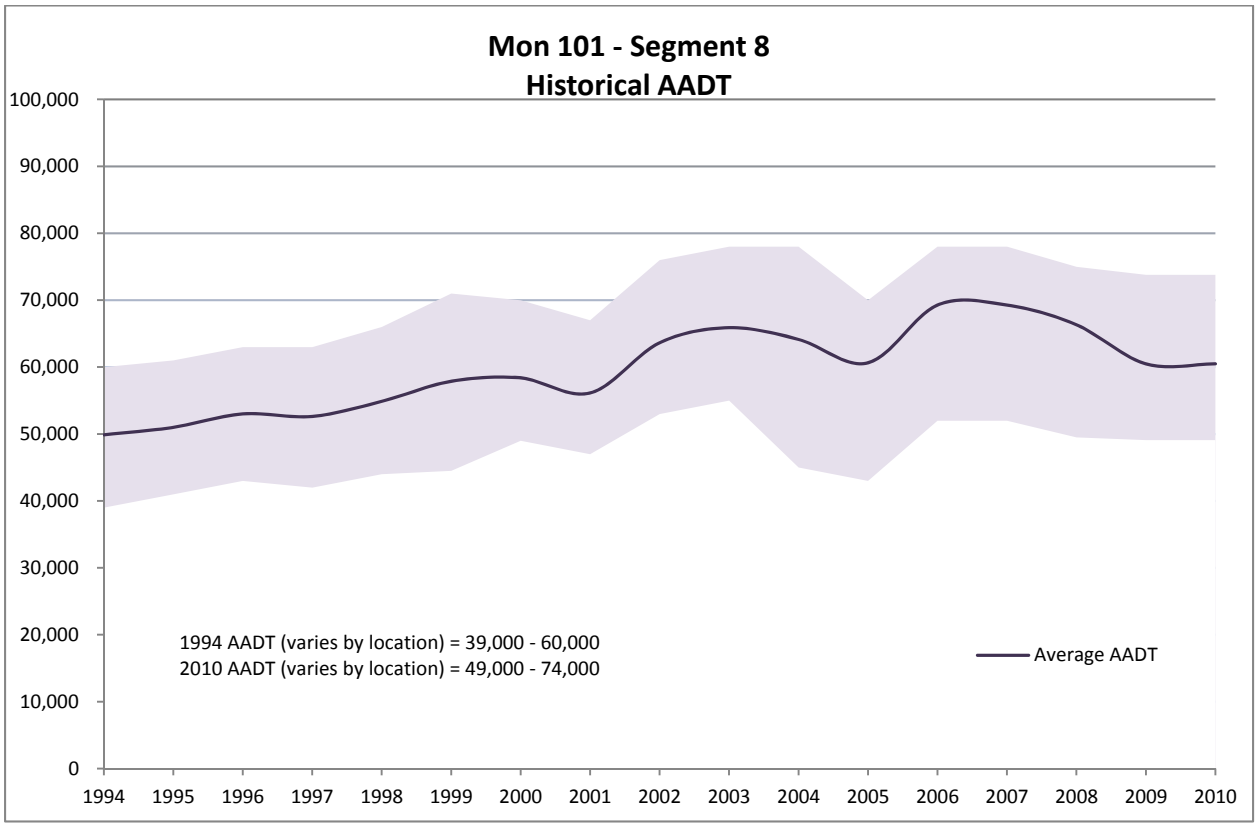

Figure 5.8.2: Segment 8-Historical AADT by Year

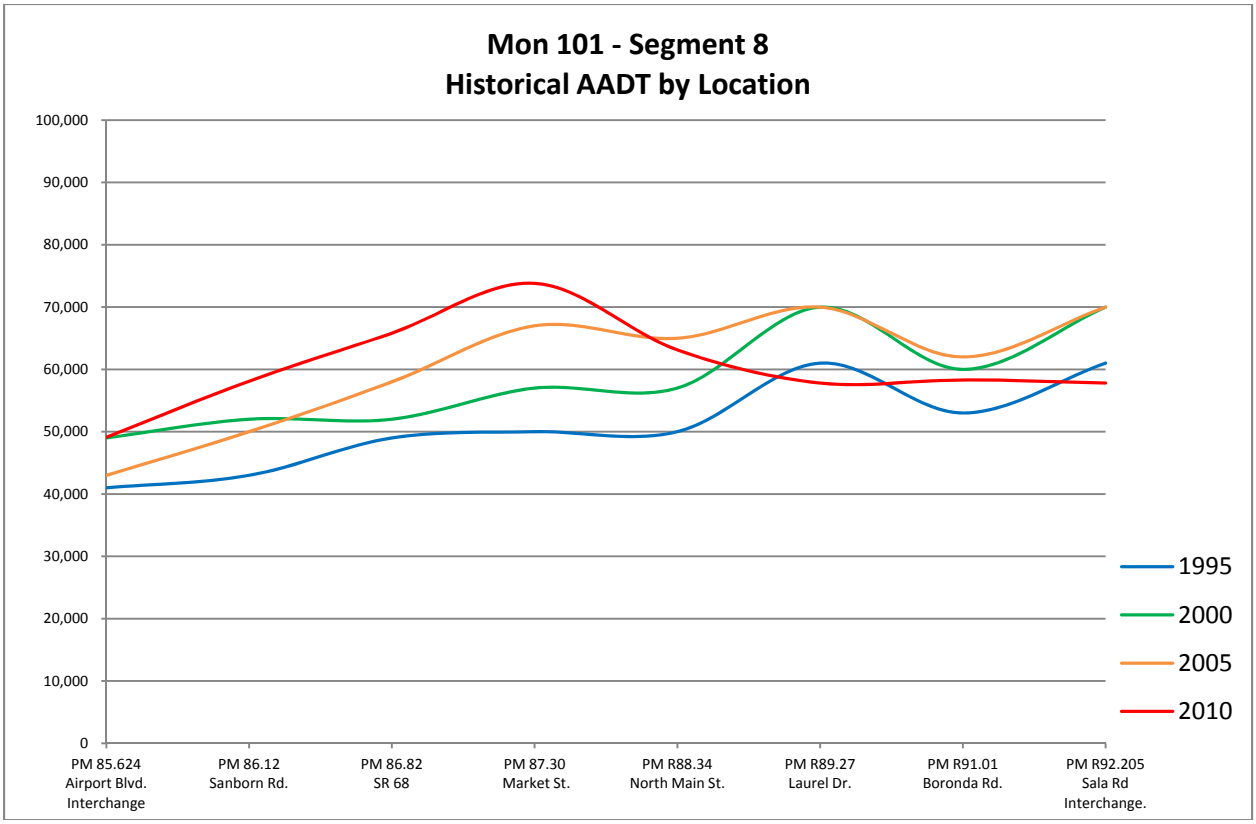

Figure 5.8.3: Segment 8-Historical AADT by Location

Table 5.8.2: Segment 8-Peak Hour Traffic Data

Peak Hour Traffic Data		
Segment 8		
Peak Hour Direction	Northbound	PM 85.62/ R91.01
Peak Hour Length (Miles)	6.3 Miles	
Peak Hour Volumes Base year 2010	5,000-6,700	
Peak Hour Volumes Horizon Year 2035	5,600-7,400	
Peak Hour Directional Split Base year 2010	53/47-54/46	
Peak Hour Directional Split Horizon Year 2035	53/47-54/46	
Peak Hour VMT Base year 2010	Northbound: 20,000	Southbound: 17,000
Peak Hour VMT Horizon Year 2035	Northbound: 23,000	Southbound: 20,000
Peak Hour VHT Base year 2010	Northbound: 320	Southbound: 260
Peak Hour VHT Horizon Year 2035	Northbound: 220	Southbound:320
Peak Hour Growth Rate	3-86	
Peak Hour V/C Base year 2010	Northbound: .68-.94	Southbound:.61-.80
Peak Hour V/C Horizon Year 2035	Northbound: .77-1.15	Southbound: .69-..99
Peak Hour LOS Base year 2010	Northbound: C-E	Southbound: C-D
Peak Hour LOS Horizon Year 2035	Northbound: D-F	Southbound: C-E
Peak Hour Avg. Speed (mph) Base year 2010	Northbound: 57-65 mph	Southbound: 62-69 mph
Peak Hour Avg. Speed (mph) Horizon Year 2035	Northbound: 52-63 mph	Southbound: 61-65 mph
Peak Hour Capacity Per Lane	1741-1,924	

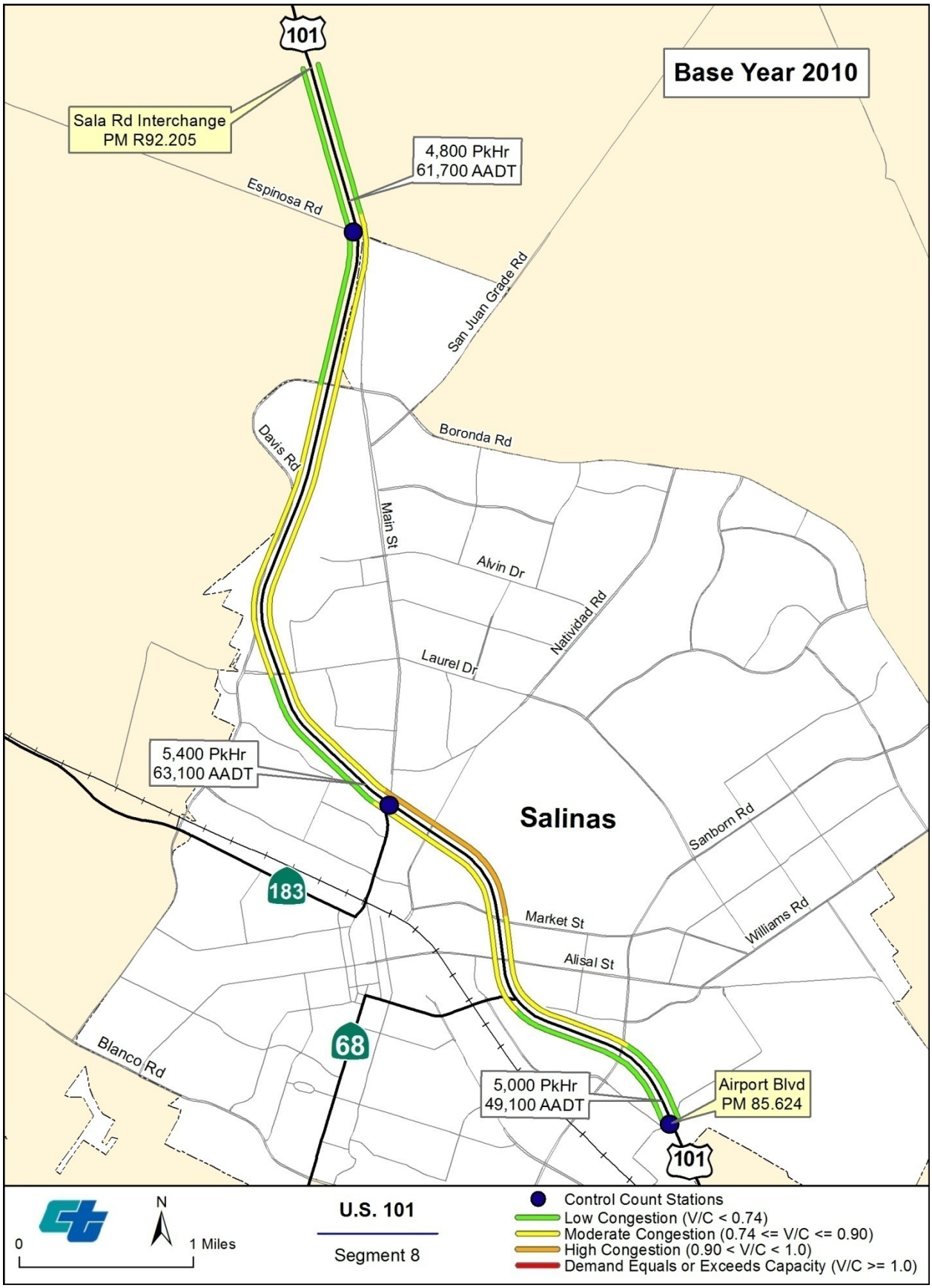

Figure 5.8.4: Segment 8-Base Year Peak Hour Congestion

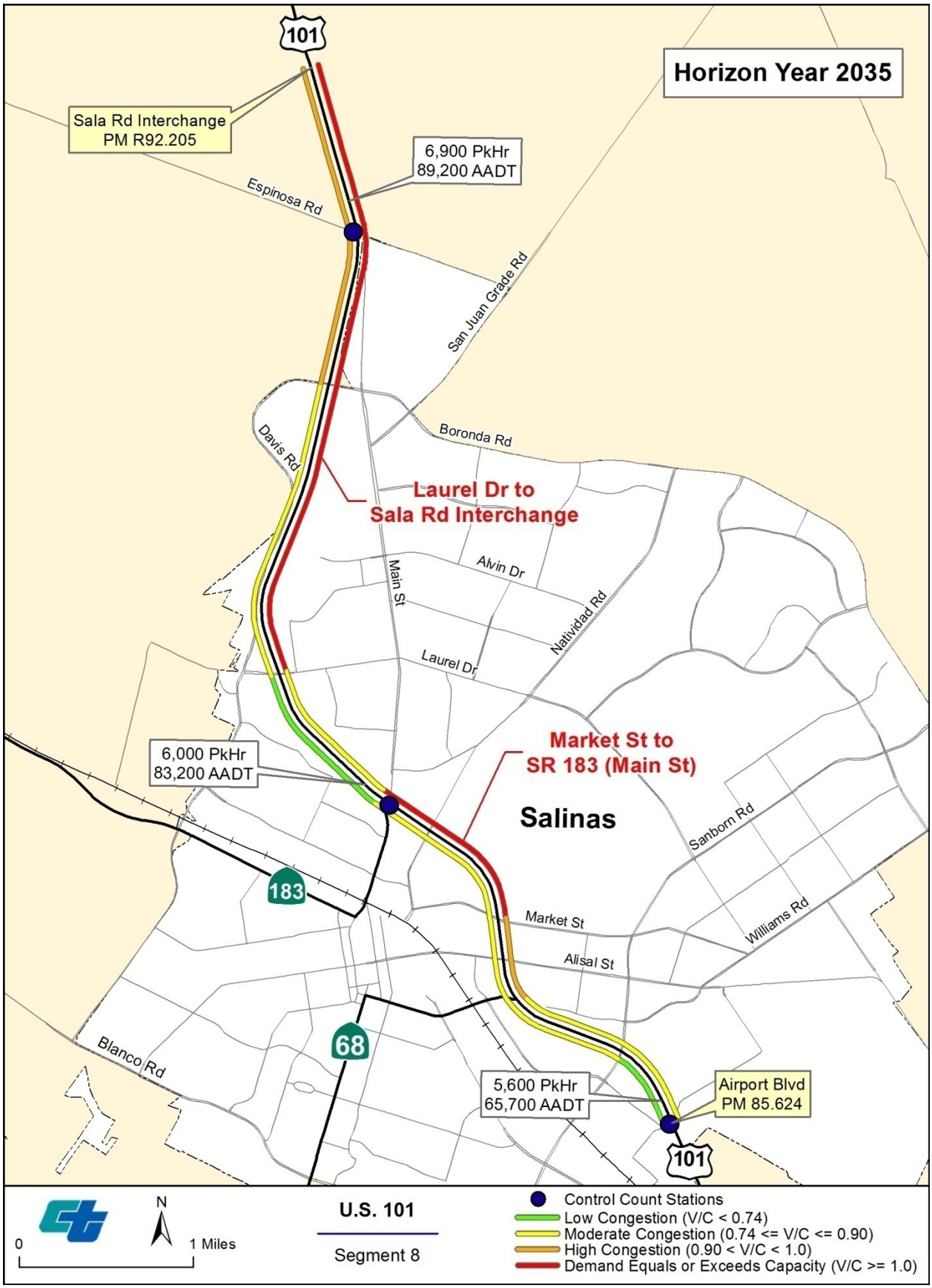

Figure 5.8.5: Segment 8-Horizon Year Peak Hour Congestion

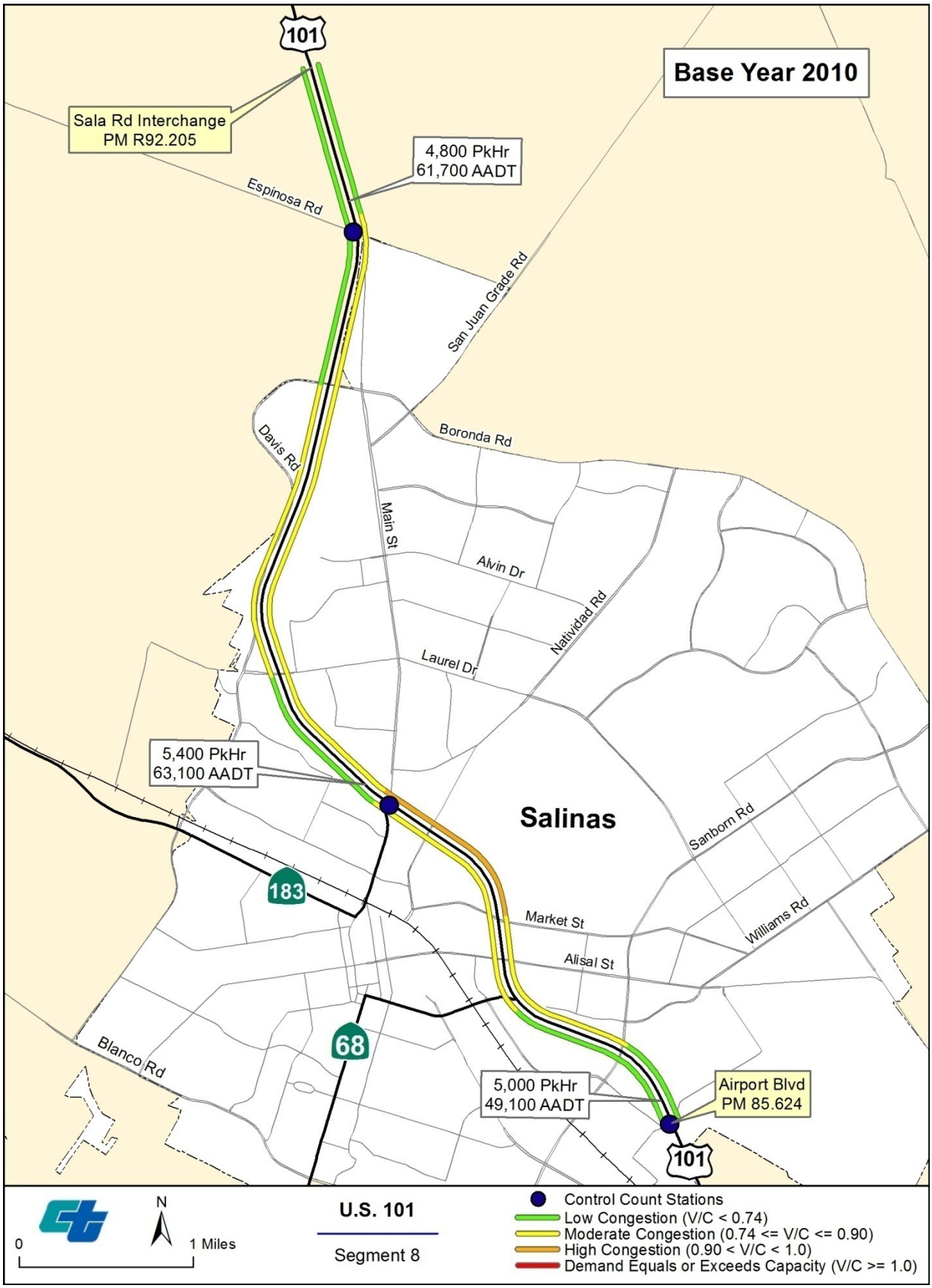

Figure 5.8.6: Segment 8-Six Lane Horizon Year Peak Hour Congestion Scenario

Table 5.8.3: Segment 8-Six Lane Horizon Year Peak Hour Congestion Scenario

Six lane Scenario		
Segment 8		
3 Lane Scenario VHT	Northbound: 340	Southbound: 290
3 Lane Scenario V/C	Northbound: .52- .77	Southbound: .46-.66
3 Lane Scenario LOS	Northbound: C-D	Southbound: B-C
3 lane Scenario Speed	Northbound: 65- 69mph	Southbound: 65-70mph

Segment 8 Corridor Performance Key Findings:

- System Operations: The highest AADT volume in 2010 is located at Market Street with an AADT of 74,000.

- Base Year (2010) Conditions: High peak hour volumes are in the northbound direction between Market Street and North Main Street.

- Horizon Year (2035) Projections: Congestion is expected to exceed capacity from Mark Street to SR 183 and Laurel Drive to Sala Road

- Capacity Need (2035): Increasing capacity is projected to lower congestion to low and moderate between Laurel Drive and Sala Road Interchange (LOS C-D) (*Figure 5.8.6*). Less benefit is anticipated for the portion between the Market Street Interchange and SR 183. The benefit of operational improvements at these two locations as well as local circulation improvements surrounding these two portions of the segment should be further evaluated and prioritized for funding within the segment.

SEGMENT 9: PRUNEDALE

SALA ROAD TO MONTEREY COUNTY LINE/SAN BENITO COUNTY LINE (PM 92.205/101.316)

Segment 9 is located in the Prunedale area which is known for high traffic volumes and need for improved local road circulation networks. This segment accommodates significant amounts of regional and interregional traffic, including commercial and agricultural trucking, recreational, and business traffic.

System Characteristics

Segment 9 is approximately 9.4 miles starting in the southern limits at Sala Road (PM R92.205and concludes in the northern limit at Monterey /San Benito County Line (PM 101.316) (Table 5.9.2). Segment 9 is a 4 to 6 lane expressway with terrain progressing from relatively flat at the southern end of the project limits to mountainous at the northern end. Only two interchanges are located in this segment, SR 156 West interchange, and the San Miguel Canyon Road junction (*Figure 5.9.1*). Segment 9 has the most access points on US 101 in District 5 totaling 77. Five of these are full interchanges, 24 are at-grade access points (13 with median openings), and 48 driveway access points.

The San Juan Road Interchange project lies in Segment 9 just south of the Monterey/San Benito county line in Monterey. In April 2012 this project was awarded $30.8 million in Corridor Mobility Improvement Account (CMIA) funding for this project. Corridor System Management Plans (CSMPs) are typically required for all projects receiving CMIA funding, however, due to the detailed analysis and findings provided in this study, the US 101 TCR fulfills the CSMP requirement for the San Juan Road Interchange.

System Operations

AADT growth per year between years 2010 and 2035 is expected to range between 230 and 1,100 (*Figure 5.5.1*). In 1994 AADT volumes ranged from 45,000 to 66,000. In 2010, AADT volumes increased from 56,000 to 84,000 and AADT is expected to continue to increase by 2035 from 64,000 to 110,000 (*Figure 5.9.2*). The highest AADT volume in 2010 is located at SR 156 West interchange (PM 95.437) with an AADT of 84,000 (*Figure 5.9.3*).

PM Peak Hour Data

Within the base year, Segment 9 congestion is expected to exceed capacity the northbound direction between SR 156 West interchange and San Miguel Canyon Road, with LOS F. In the southbound direction, vehicles also are projected to exceed capacity between SR 156 West interchange and Vierra Canyon Road with LOS F (*Figure 5.9.4*). North of SR 156 West interchange in both directions, congestion is projected to be high. South of SR 156 West interchange, congestion is primarily low in both directions. In 2035, traffic demands are expected to exceed capacity in the northbound direction from Sala Road to Blackie Road and from Pesante Road to Dumbarton Road In the southbound direction, congestion is expected to exceed capacity from Dunbarton Road to SR 156 West interchange with LOS F (*Figure 5.9.4*). High volumes are projected for the majority of the remaining corridor not already exceeding capacity.

Capacity Need

By the 2035 horizon year, demand is projected to exceed capacity for most of Segment 9 and operate at LOS F (*Figure 5.9.4*). Increasing capacity through this segment is anticipated to improve conditions significantly and for most of the segment improve congestion levels to low and moderate levels (*Figure 5.9.5*). The 2010 SBtCOG RTP and ITSP supports six lane widening from the Monterey/San Benito County line to the SR 156 interchange. Additional interchange improvements and closure of at-grade access and median openings within this segment will also improve congestion levels. This segment has the largest number of at-grade access points with median openings and driveways on US 101 totaling 61. Projects currently under construction to improve mobility on the US 101 mainline through interchange and at-grade access improvements include the Prunedale Improvement Project and San Juan Road Interchange project. Additional operational and access management improvements should be pursued as well as the viability of six lane widening be further studied for the corridor.

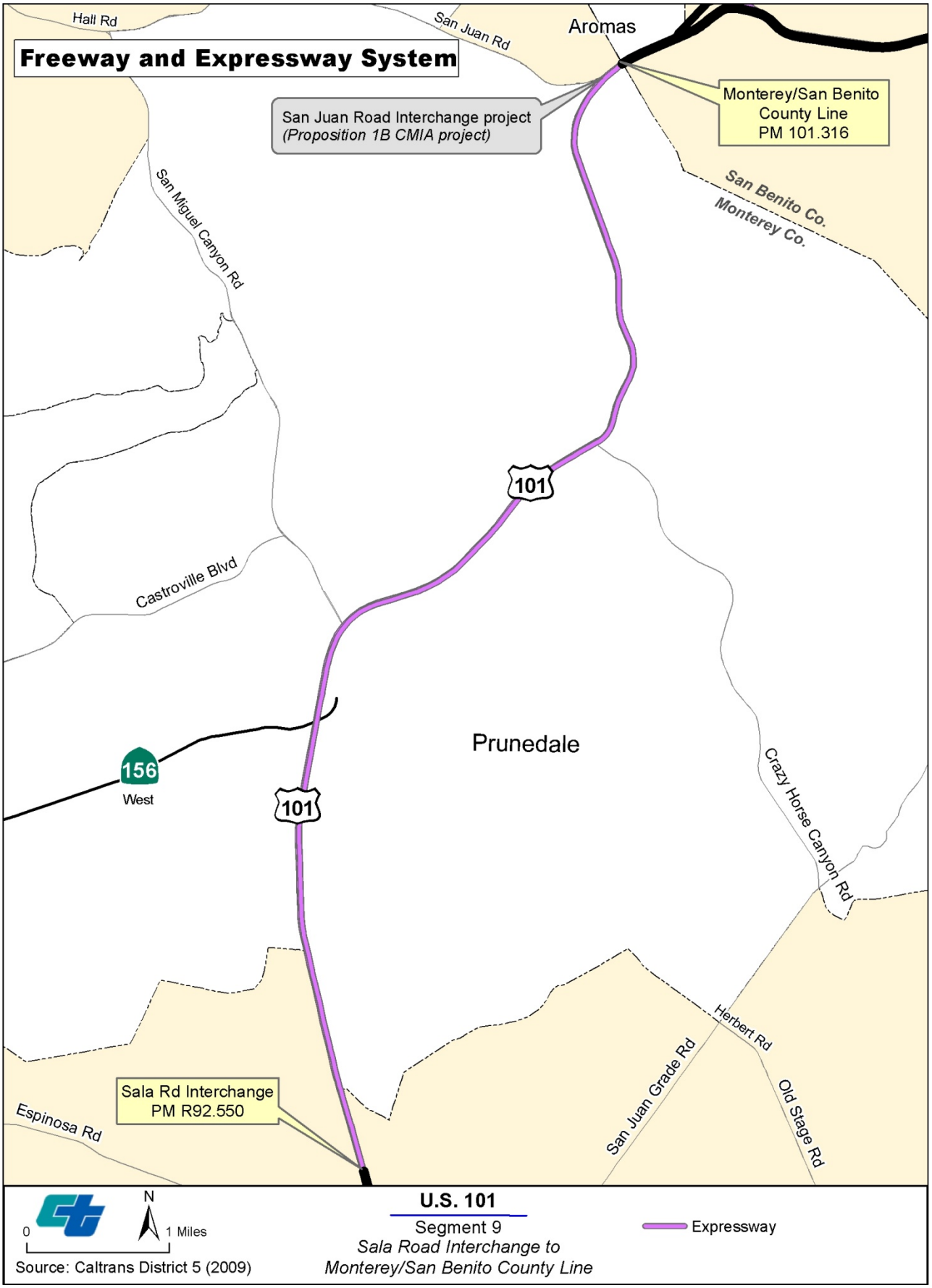

Figure 5.9.1: Segment 9-Freeway and Expressway

Table 5.9.1: Segment 9-Daily System Operations

Daily System Operations	
Segment 9	
AADT 2010 Base Year 2010	56,000-84,000
AADT 2035 Horizon Year 2010	64,000-110,000
AADT: Growth Rate/Year	230-1,100
VMT Base Year 2010	560,000
VMT Horizon Year 2035	730,000

**2010 base year is established by Caltrans historic data and 2035 horizon year projections are based on the AMBAG regional traffic model.*

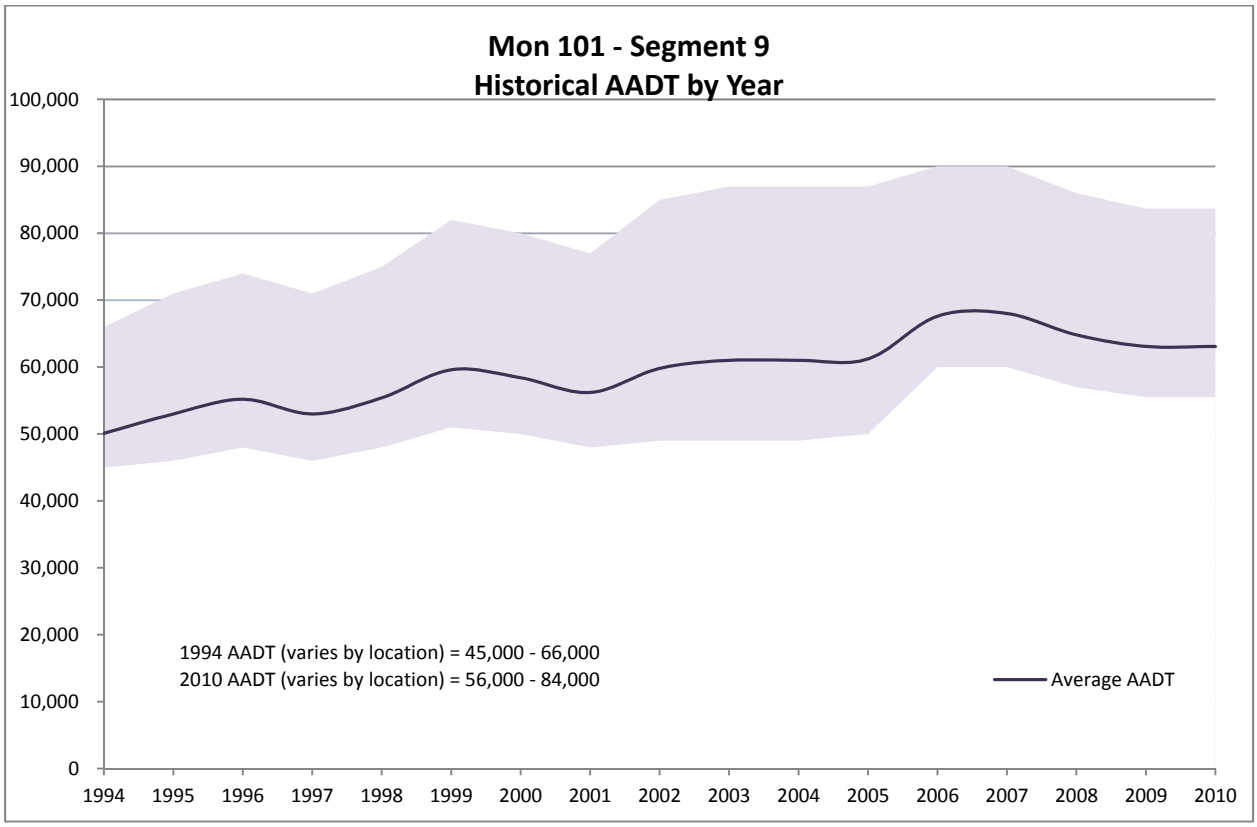

Figure 5.9.2: Segment 9-Historical AADT by Year

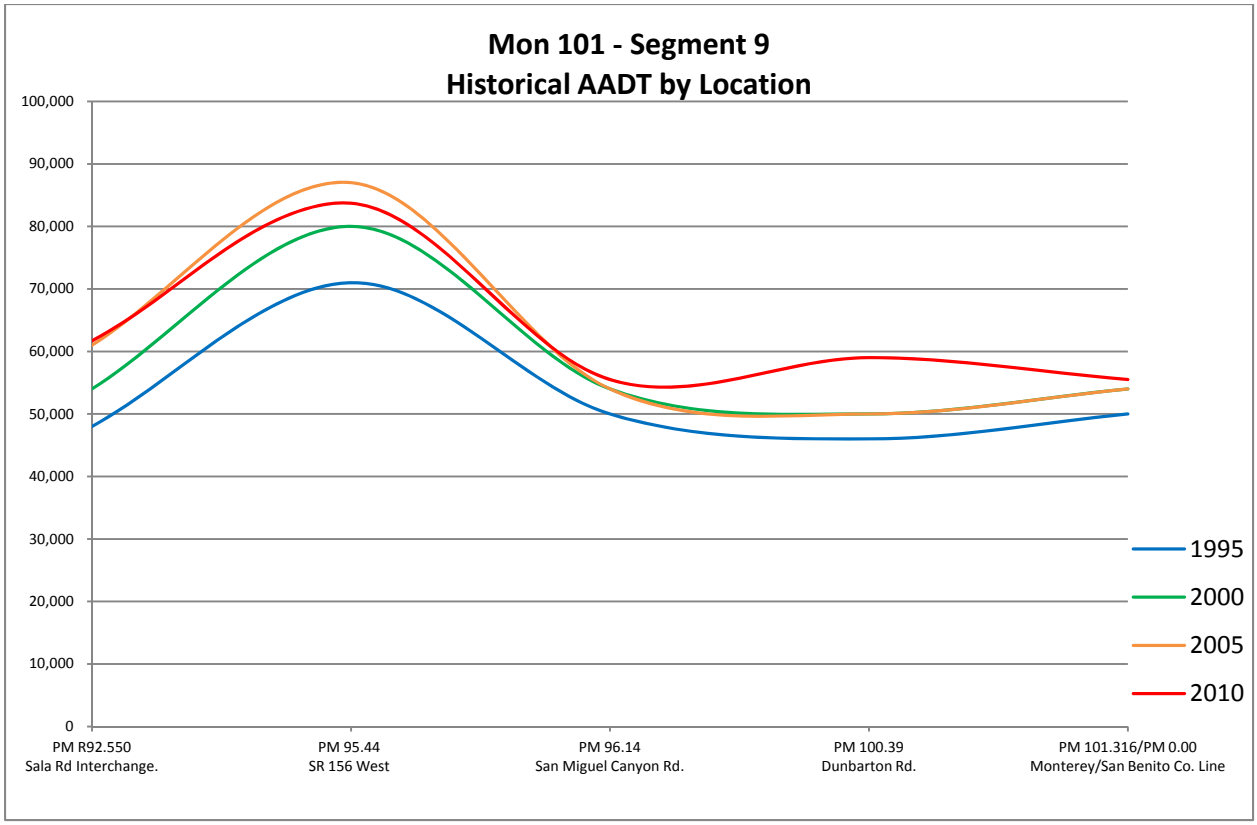

Figure 5.9.3: Segment 9-Historical AADT by Location

Table 5.9.2: Segment 9-Peak Hour Traffic Data

PM Peak Hour Traffic Data		
Segment 9		
Peak Hour Direction	Northbound:	PM R92.550/ 101.316
Peak Hour Length (Miles)	9.4 miles	
Peak Hour Volumes Base year 2010	4,800-10,000	
Peak Hour Volumes Horizon Year 2035	63,000-14,00	
Peak Hour Directional Split Base year 2010	52/48-54/46	
Peak Hour Directional Split Horizon Year 2035	52/48-54/46	
Peak Hour VMT Base year 2010	Northbound: 29,000	Southbound: 28,000
Peak Hour VMT Horizon Year 2035	Northbound: 37,000	Southbound: 35,000
Peak Hour VHT Base year 2010	Northbound: 440	Southbound: 430
Peak Hour VHT Horizon Year 2035	Northbound: 71	Southbound: 250
Peak Hour Growth Rate	29-130	
Peak Hour V/C Base year 2010	Northbound: 0.47-1.00	Southbound: 0.44-1.00
Peak Hour V/C Horizon Year 2035	Northbound: 0.68-1.32	Southbound: 0.64-1.32
Peak Hour LOS Base year 2010	Northbound: B- F	Southbound: B-F
Peak Hour LOS Horizon Year 2035	Northbound: C-F	Southbound: C-F
Peak Hour Avg. Speed (mph) Base year 2010	Northbound: 54-70 mph*	Southbound: 57-70 mph*
Peak Hour Avg. Speed (mph) Horizon Year 2035	Northbound: 60-69*	Southbound: 56-69*
Peak Hour Capacity Per Lane	1,741-1,784	

**Speeds with LOS F are not reflected in the data due to unstable speeds.*

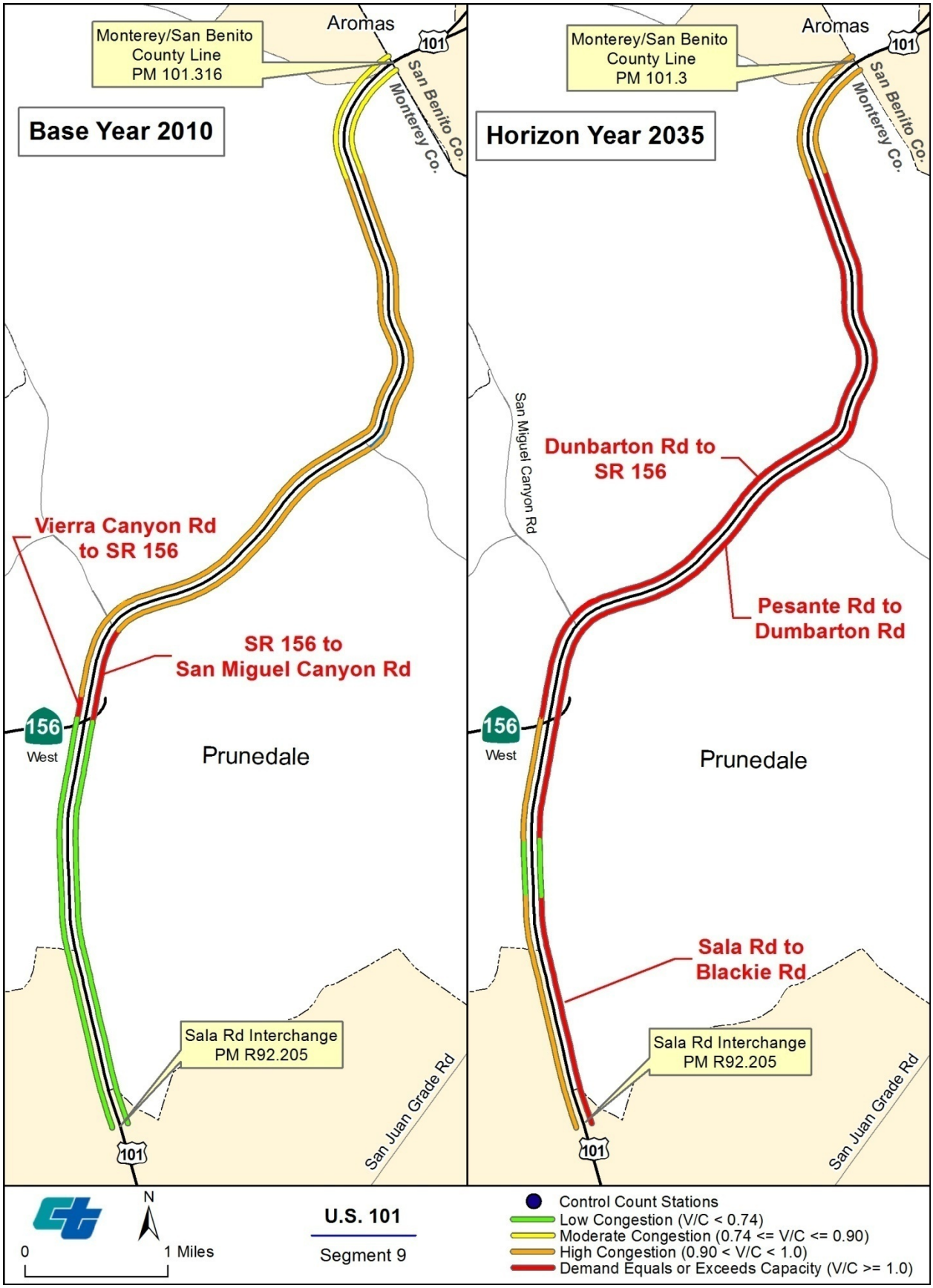

Figure 5.9.4: Segment 9-Base Year Peak Hour Congestion

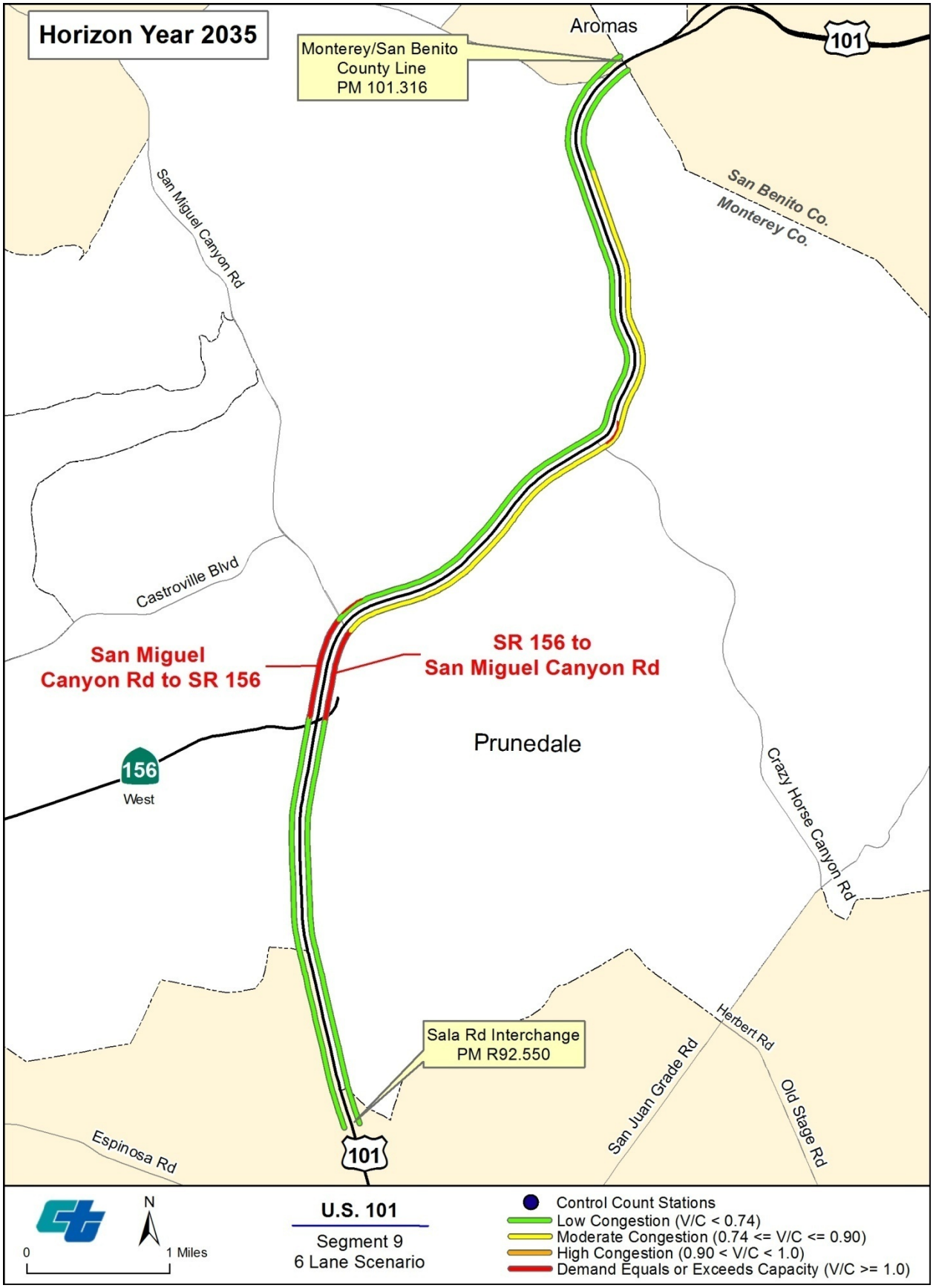

Figure 5.9.5: Segment 9-Six Lane Horizon Year Peak Hour Congestion Scenario

Table 5.9.3: Segment 9-Six Lane Horizon Year Peak Hour Congestion Scenario

Six lane Scenario		
Segment 9		
3 Lane Scenario VHT	Northbound: 470	Southbound: 440
3 Lane Scenario V/C	Northbound: 0.61-1.34	Southbound: 0.57-1.26
3 Lane Scenario LOS	Northbound: C-F	Southbound: C-F
3 lane Scenario Speed	Northbound: 67-69mph*	Southbound: 68-70mph*

**Speeds with LOS F are not reflected in the data due to unstable speeds.*

Segment 9 Corridor Performance Key Findings:

- System Operations: The highest AADT volume in 2010 is located at SR 156 West interchange (PM 95.44) with an AADT of 84,000

- Base Year (2010) Conditions: Congestion exceeding capacity is projected in the northbound direction between SR 156 West interchange and San Miguel Canyon Road and southbound between SR 156 West interchange and Vierra Canyon Road

- Horizon Year (2035) Projections: Congestion is expected to exceed capacity for most of the corridor in the northbound direction and north of SR 156 West interchange southbound.

- Capacity Need (2035): Increasing capacity through this segment is anticipated to improve conditions significantly and improve congestion levels to low and moderate levels throughout the corridor. Additional operational improvements and closure of at-grade access points, median openings and driveways within this segment will also improve congestion levels and should be prioritized.

SEGMENT 10: SAN BENITO COUNTY

MONTEREY/SAN BENITO COUNTY LINE AND SAN BENITO/SANTA CLARA COUNTY LINE (PM 0.000/7.550)

Segment 10 is the primary route that connects the Salinas area with the Silicon Valley and provides an east-west connection between the cities of Monterey, Watsonville, and Santa Cruz to the Central Valley. This segment spans from the Dunbarton Road in Monterey to the San Benito/ Santa Clara County line. Segment 10 accommodates significant amounts of interregional traffic, including commercial and agricultural trucking, and recreational traffic.

System Characteristics

Segment 10 is 7.5 miles of rural terrain starting at the southern limits at the Monterey/San Benito County Line and concluding in the north at the San Benito/Santa Clara County Line. This segment is 4 lanes containing truck climbing lanes and alternating between rural freeway and expressway (*Figure 5.10.1*). The 156 West interchange draws a significant volume from US 101. Segment 10 has a total of 9 access points including 3 full interchanges, 3 at-grade access points (2 with median openings) and 3 driveways.

System Operations

AADT growth per year between years 2010 and 2035 is expected to range between 600 and 730 (Table 5.10.1). In 1994 AADT volumes ranged from 35,000 to 46,000 (*Figure 5.10.2*). In 2010, AADT volumes range from 48,000 to 58,000 and are expected to change in 2035 to a range of 43,000 to 67,000. The highest AADT is located at the Monterey/San Benito County Line (PM 0.000) with an AADT of 58,000 (*Figure 5.10.3*).

PM Peak Hour Data

Within the base year, congestion ranges from low to moderate in both northbound and southbound directions (*Figure 5.10.4*). By the horizon year congestion is expected to increase to high levels from Dunbarton Road to the San Benito/Monterey county line in the northbound direction and from Chittenden Road to the San Benito/Santa Clara county line in the southbound direction (*Figure 5.10.5*)

Capacity Need

By the 2035 horizon year, congestion is anticipated to increase to high levels (LOS E) between SR 129 (Chittenden Road) and the San Benito/Santa Clara county line (*Figure 5.10.5*). Increasing capacity through this portion of the segment is projected to improve congestion levels to low. Currently, District 4 has a project programmed through PA&ED to widen US 101 to six lanes for this portion of the segment. However, funding is not programmed past PA&ED for this project. It is recommended that funding be prioritized in District 5 to construct this project.

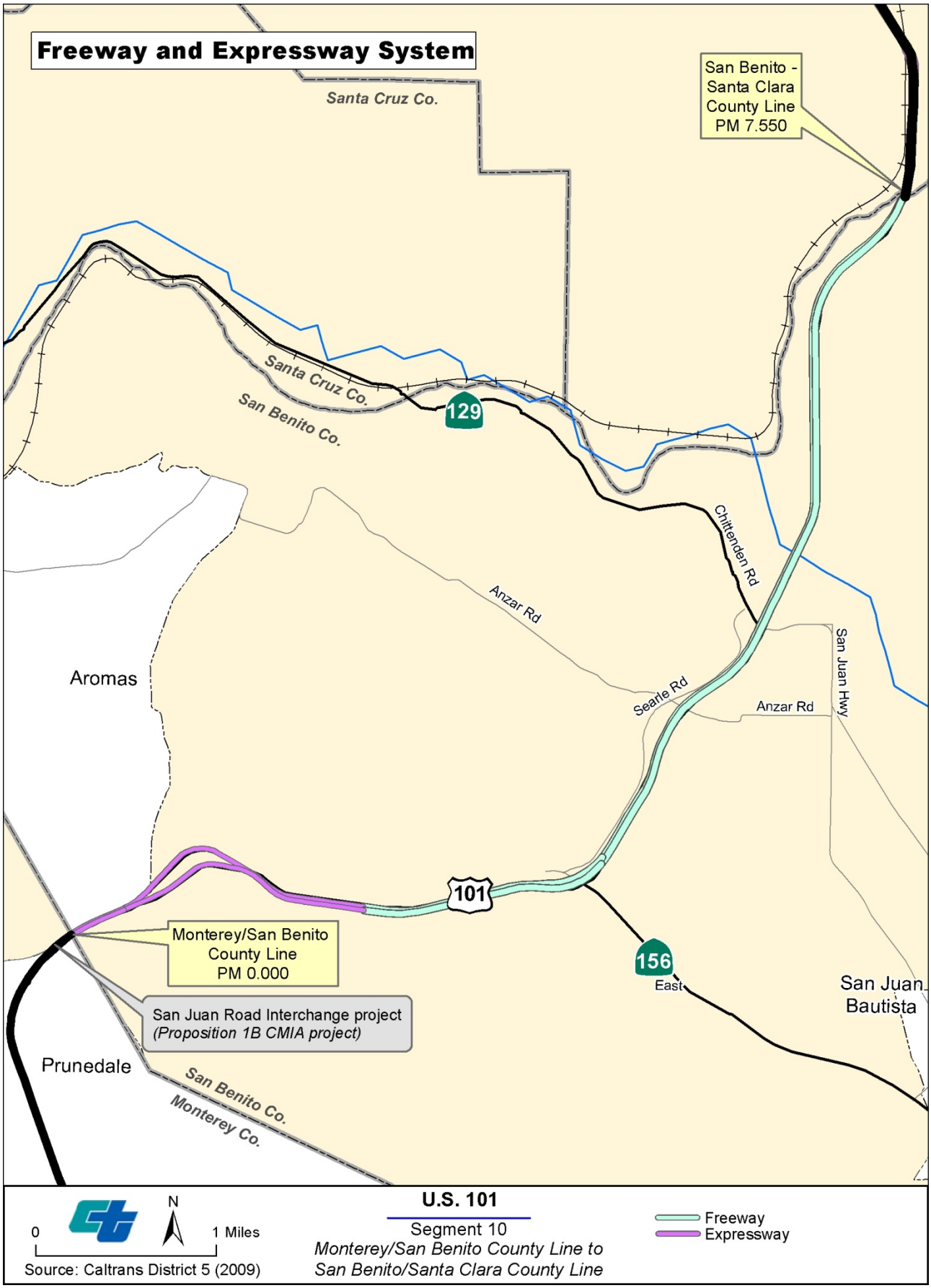

Figure 5.10.1: Segment 10-Freeway and Expressway

Table 5.10.1: Segment 10-Daily System Operations

Daily System Operations	
Segment 10	
AADT Base Year 2010	48,000-58,000
AADT Horizon Year 2035	43,000-67,000
AADT: Growth Rate/Year	-600-730
VMT Base Year 2010	450,000
VMT Horizon Year 2035	500,000

**2010 base year is established by Caltrans historic data and 2035 horizon year projections are based on the AMBAG regional traffic model.*

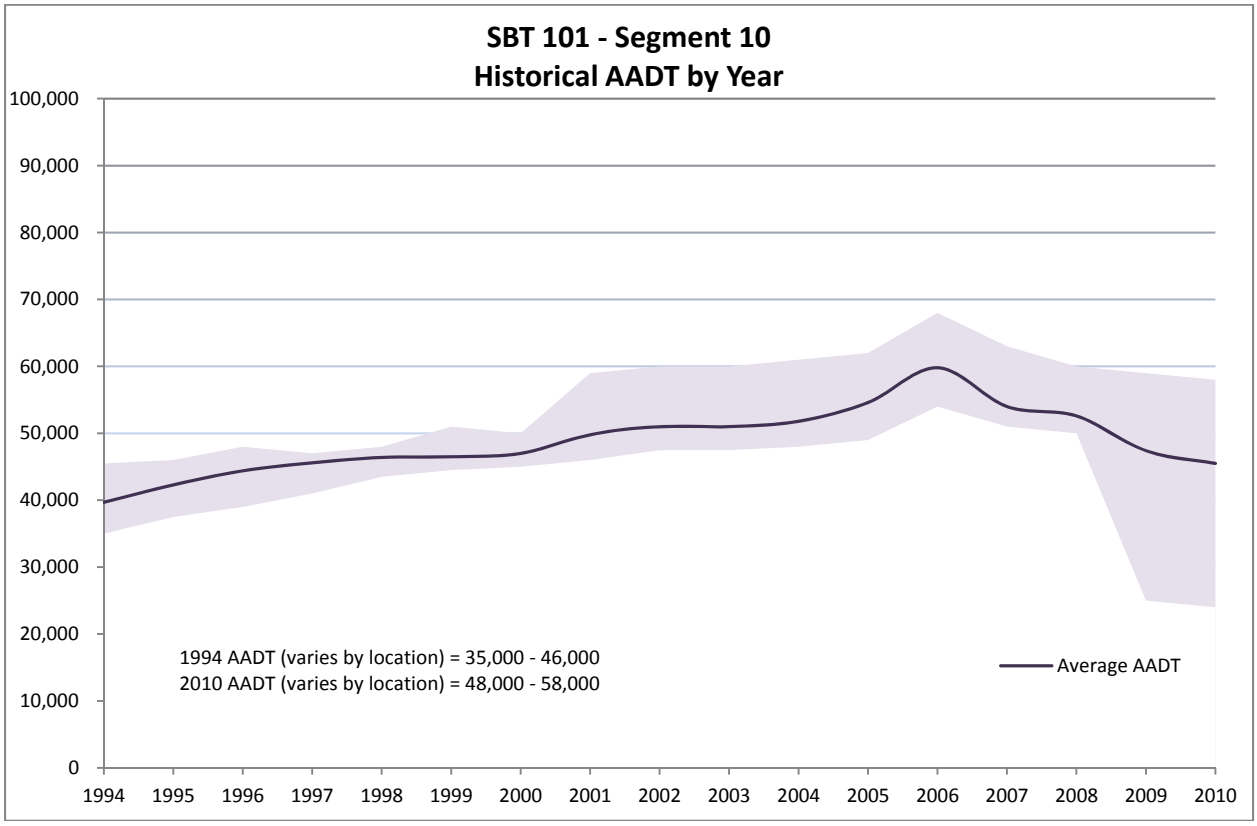

Figure 5.10.2: Segment 10-Historical AADT by Year

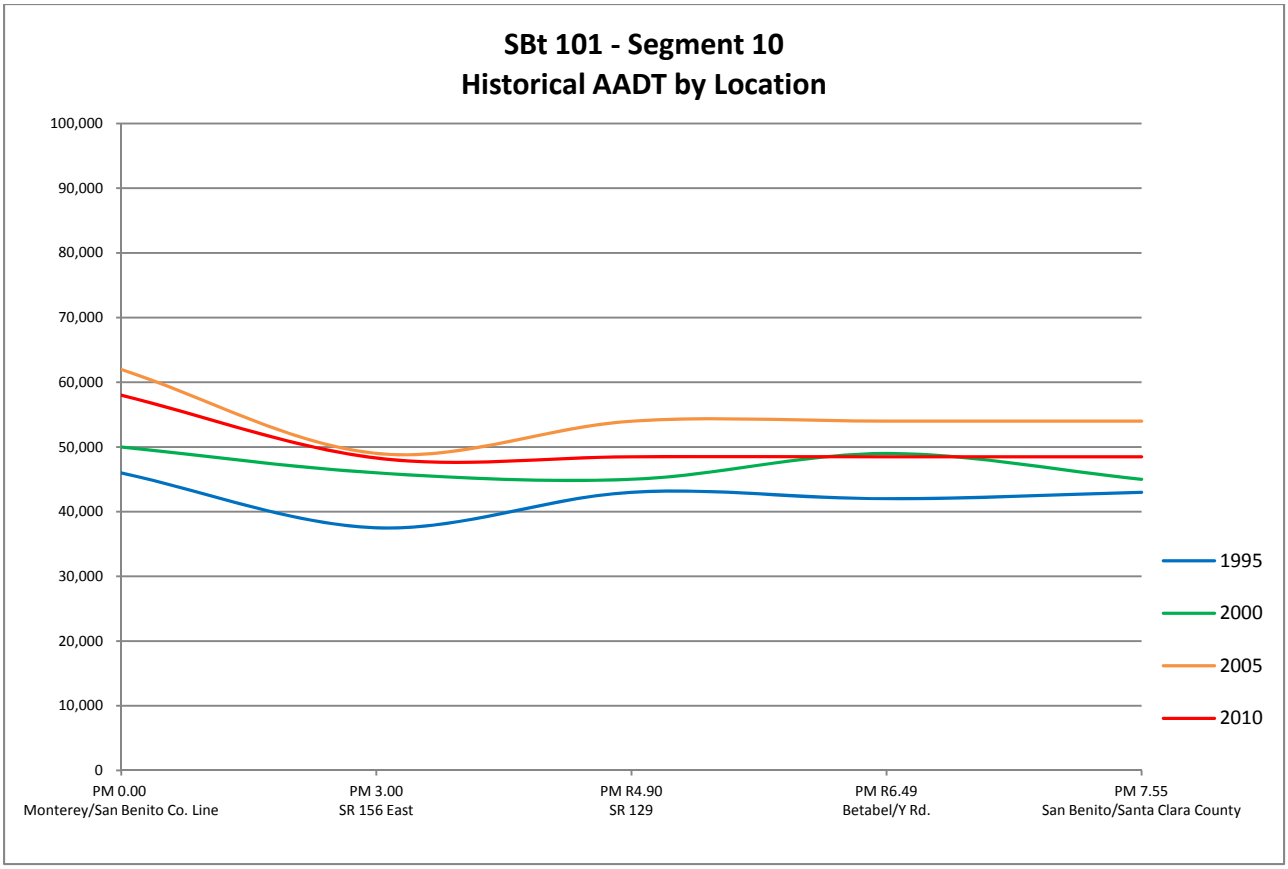

Figure 5.10.3: Segment 10-Historical AADT by Location

Table 5.10.2: Segment 10-Peak Hour Traffic Data

PM Peak Hour Traffic Data		
Segment 10		
Peak Hour Direction	Northbound:	PM: 0.000/3.049
	Southbound:	PM: 3.049/7.550
Peak Hour Length (Miles)	7.5 miles	
Peak Hour Volumes Base year 2010	4,800-5,700	
Peak Hour Volumes Horizon Year 2035	4,224-6,400	
Peak Hour Directional Split Base year 2010	52/48-53/47	
Peak Hour Directional Split Horizon Year 2035	52/48-53/47	
Peak Hour VMT Base year 2010	Northbound: 22,000	Southbound: 23,000
Peak Hour VMT Horizon Year 2035	Northbound: 22,000	Southbound: 22,000
Peak Hour VHT Base year 2010	Northbound: 320	Southbound: 330
Peak Hour VHT Horizon Year 2035	Northbound: 330	Southbound: 340
Peak Hour Growth Rate	-59-54	
Peak Hour V/C Base year 2010	Northbound: 0.63-0.82	Southbound: 0.47-0.77
Peak Hour V/C Horizon Year 2035	Northbound: 0.47-0.85	Southbound: 0.48-0.95
Peak Hour LOS Base year 2010	Northbound: C-D	Southbound: B-D
Peak Hour LOS Horizon Year 2035	Northbound: B-D	Southbound: B-E
Peak Hour Avg. Speed (mph) Base year 2010	Northbound: 65-69 mph	Southbound: 67-70 mph
Peak Hour Avg. Speed (mph) Horizon Year 2035	Northbound: 64-70 mph	Southbound: 57-70 mph
Peak Hour Capacity Per Lane	1,784	

Figure 5.10.4: Segment 10-Base Year Peak Hour Congestion

Figure 5.10.5: Segment 10-Horizon Year Peak Hour Congestion

Figure 5.10.6: Segment 10-Six Lane Horizon Year Peak Hour Congestion Scenario

Table 5.10.3: Segment 10-Six Lane Horizon Year Peak Hour Congestion Scenario

3 lane Scenario		
Segment 10		
3 Lane Scenario VHT	Northbound: 270	Southbound: 270
3 Lane Scenario V/C	Northbound: 0.31-0.57	Southbound: 0.32-0.64
3 Lane Scenario LOS	Northbound: A-C	Southbound: A-C
3 lane Scenario Speed	Northbound: 70mph	Southbound: 69-70mph

Segment 10 Corridor Performance Key Findings:

- System Operations: The highest AADT is located at the Monterey/San Benito County Line (PM 0.000) with an AADT of 58,000

- Base Year (2010) Conditions: Congestion ranges from low to moderate.

- Horizon Year (2035) Projections: Congestion is expected to increase to high levels in the northbound direction from Dunbarton Road to the San Benito/Monterey county line and southbound from Chittenden Road to the San Benito/Santa Clara county line.

- Capacity Need (2035): Increasing capacity through this portion of the segment is projected to improve congestion levels from high (LOS E) to low (LOS A-C) between SR 129 (Chittenden Road) and the San Benito/Santa Clara county line. Currently, District 4 has a project programmed through PA&ED to widen US 101 to six lanes for this portion of the segment. However, funding is not programmed past PA&ED for this project. It is recommended that funding be prioritized in District 5 to construct this project.

CHAPTER 6: KEY CORRIDOR ISSUES AND RECOMMENDATIONS

Travel Demand:

Issue: The corridor performance analysis section of this report identifies many locations throughout the corridor where demand is expected to exceed capacity by the 2035 horizon year.

Recommendation: Operational and capacity increasing improvements must be prioritized to prepare for future demand. (see *Chapter 7: Corridor Concept* for specific recommendations by segment developed for the 25 year capital facility concept and systems operations and management concept).

Freeway Conversion and Access Management:

Issue: The speed differential between vehicles entering and exiting US 101 at at-grade intersections and driveways and mainline traffic impacts mainline operations. 176 at-grade intersections and driveways exist on US 101 within District 5.

Recommendation: Focus access to the facility through controlled interchanges and consolidate at-grade access to the route in order to improve systems operations and safety. This will support the ultimate concept for the route for freeway conversion which is consistent with the 2012 Draft Interregional Transportation Strategic Plan (ITSP) and 2013 draft DSMP project list which recommends conversion of expressway segments to freeway through District 5 (see *Chapter 7: Corridor Concept* for prioritization of freeway conversion by segment developed for the 25 year capital facility concept and systems operations and management concept).

Bicycle:

Issue: Key issues facing bicyclists on US 101 District 5 include:

1) Travel across US 101 including through interchanges
2) structural or other limitations to shoulder widening
3) pavement quality on shoulders
4) planning for bicycle travel during construction
5) suitable alternate routes parallel to US 101

Recommendation: Future improvements should be focused to addressing the key issues listed in coordination and funding partnership with the local agencies, RTPAs, and MPOs. Developing creative solutions for new alternative bicycle routes to US 101 and improving upon existing alternative routes is supported by Caltrans. Providing these improvements will require working with local partners to identify and prioritize projects and funding opportunities.

Rail & Transit:

Issue: multi-modal travel options must be improved to sustain future transportation needs in District 5 and statewide.

Recommendation: Caltrans will continue to work in partnership with the Metropolitan Planning Organizations (MPO's) and Regional Transportation Planning Agencies (RTPA's) in District 5 to support the improvement of rail and transit service. This includes supporting: extensions of existing and new commuter rail service; rail infrastructure improvements; enhanced bus service; bus rapid transit studies; transit studies intended to guide overall transit efficiency, connectivity and reliability; studies that would investigate origin and destination trends to improve transit and rail services across county lines.

Freight:

Issue: With the high level of freight/goods movement on US 101, there is a need to evaluate existing and future truck access, parking, and overall travel needs throughout District 5. Providing roadside rest area facilities which can adequately accommodate sufficient numbers of large trucks is a challenge. The Gaviota roadside rest areas have limited truck parking and informal truck parking areas such as those located at Nojoqui Summit or the Refugio Interchange have been/are subject to permanent closure due to litter and human waste left onsite. Truck parking also creates tensions between communities and the industry, which frequently result in complaints to Caltrans or other public agencies.

Recommendation: Caltrans recommends developing a district wide freight mobility study in partnership with the MPO's and RTPA's in District 5 to analyze areas of congestion, access, and truck parking as it relates to interregional goods movement.

Transportation System Management (TSM):

Need: Existing and future demand will require implementation of strategies to maximize system performance and long-term mobility of US 101.

Recommendation: Transportation System Management (TSM) strategies must be pursued to improve system performance and maximize the efficiency, safety, and utility of existing and planned infrastructure of US 101. This includes activities such as incident management, traffic signal coordination, transit signal priority (TSP) and bus rapid transit (BRT), freight management, work zone management, special event management, road weather management, congestion pricing, managed lanes (ramp meters, High Occupancy Vehicle (HOV) and High Occupancy Toll (HOT) lanes), parking management, electronic toll collection and transit smart cards. On US 101 in District 5, Caltrans currently operates and constructs managed lane improvements including ramp meters and High Occupancy Vehicle (HOV) lanes. Caltrans will continue to evaluate viability and application of managed lane improvements and other TSM strategies for US 101. Additionally, Caltrans will continue to support the MPO's and RTPA's in management of freeway service patrol programs and pursuit of other TSM improvements.

Transportation Demand Management (TDM) and Multimodal Transportation:

Issue: Dependence on the single occupancy vehicle for travel will not contribute to sustained mobility of US 101.

Recommendation: Multimodal transportation enhancements must be pursued to reduce demand and support long-term mobility on US 101. As identified in the *Caltrans Deputy Directive 64: Complete Streets-Integrating the Transportation System* (2008), the Department supports viable transportation options for all users. Caltrans in partnership with the MPO's and RTPA's in District 5 support the integration of transit, bicycle, and pedestrian transportation on frontage roads, parallel routes, and adjacent paths into a coordinated multimodal transportation system. Improving the carrying capacity for bicycles on trains and buses is also recommended to encourage the integration of modes. Multimodal stations or future transit centers should be strategically placed in locations accessible to all modes of transportation. Caltrans looks to its local and regional partners to coordinate multimodal strategies.

Recommendation: Transportation Demand Management (TDM) strategies must be pursued to reduce overall travel demand on US 101 and better facility mobility options. This includes promoting transportation options such as telecommuting, vanpools, carpools, ridesharing, alternate work schedules, and route selection. Caltrans supports local and regional agency efforts to establish new park-and-ride lots and transit centers at locations that are multimodal accessible. Public transit providers should also be encouraged to serve existing park-and-ride lots.

Intelligent Transportation Systems (ITS):

Recommendation: Caltrans will continue to pursue and implement ITS strategies to improve safety, reduce congestion, enhance mobility, minimize environmental impacts, conserve energy and promote economic productivity on US 101. This is demonstrated through Caltrans active leadership role in the incorporation and communication of real time data and data collected from existing in road detection devices. As ITS technology continues to advance, Caltrans will continue to coordinate with its local and regional partners on strategies to utilize new ITS technology for the benefit of US 101 and the state transportation system.

System Management and Preservation:

Issue: The 2013 Ten-Year SHOPP estimates that $2 billion per year will be available to address annual statewide needs. This covers only 25 percent of the total need for the State Highway System on an annual basis.

Recommendation: Caltrans will continue to maintain the State Highway System in an equitable manner statewide and encourage policy decisions that will garner additional funding for maintenance needs. This includes maintenance and operational improvements designed to get full return on system investments, as well as to maintain safety and reduce traveler costs and delay.

Climate Change and Sea Level Rise:

Issue: Sea level rise projections within the next 100 years anticipate a threat to infrastructure.

Recommendation: Caltrans supports future long range planning for sea level rise impacts.

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CHAPTER 7: CORRIDOR CONCEPT

Corridor concepts for US 101 provide the 25 year and ultimate vision for the route. The *Ultimate Concept* identifies the longest term goal for the US 101 mainline facility throughout District 5. This is a hypothetical, best case scenario prospect for the corridor. The *25 Year Capital Facility Concept* and *25 Year System Operations and Management Concept* reveals a more tangible goal to maintain mobility of the route into the 2035 horizon year. The justification for the 25 year concepts are explained in detail by segment. These concepts were based on the findings presented in the previous chapters of the report. A comprehensive list of planned and programmed projects as well as projects and strategies to achieve the 25 year concept for each segment can be found in Table 7.1 and Table 7.2.

US 101 Ultimate Concept: 6 Lane Freeway

The ultimate concept for US 101 throughout District 5 is a 6 lane freeway. It is anticipated that beyond the 25 year planning horizon evaluated in this study, 6 lane widening and other capacity increasing strategies will be needed to be implemented to sustain mobility on US 101 for the lifetime the route. Likewise, ultimate conversion of all remaining expressway and conventional highway portions of the route to freeway through access controlled interchanges will also operationally benefit to the route for the life of the facility. This concept is supported by the 2012 draft Interregional Transportation Strategic Plan (ITSP) and 2013 draft District System Management Plan (DSMP). Recommendations for six lane widening at select locations can also be found in local general plans (Appendix F) and regional transportation plans (Table 7.1 and Table 7.2).

Segment 1: South Coast Santa Barbara

(Ventura/Santa Barbara County Line to Hollister Avenue Interchange)

- 25 Year Capital Facility Concept: 4 to 6 Lane Freeway

  The existing facility operates primarily as a 4 lane freeway with a 6 lane section between Cabrillo Road and Fairview St. This was completed in 2012 as part of the Milpas to Hot Springs project and was the first phase of four programmed projects to address demand and widen US 101 to 6 lanes and add an HOV lane along the Santa Barbara South Coast. This collection of projects makes for the largest capacity increasing effort currently programmed within District 5 and planned to be completed within the 25 year planning concept timeframe.

  The second phase of the widening is the Ventura/Santa Barbara High Occupancy Vehicle Lane project between Mussel Shoals in Ventura and Casitas Pass Road in Carpinteria. This project is currently under construction and anticipated to be completed by 2015. The third phase of the widening is the Linden and Casitas Pass interchanges project which will reconstruct two interchanges providing right-of-way for phase four, the South Coast HOV Lane project, to be constructed. The Linden and Casitas Pass Interchanges project is anticipated to be completed by 2018. The South Coast HOV Lane project will add an HOV lane in each direction, making 6 lanes between Bailard Avenue in Carpinteria and Sycamore Creek in Santa Barbara. It is anticipated that this project will go to construction in 2017 and be completed by 2025.

  Between the northern limits of the South Coast US 101 widening efforts and the remaining portion of Segment 1 to Hollister Avenue, there are no capacity increasing projects programmed. There are no current projects planned or programmed projects to increase capacity through this area however, 6 lane widening is identified as a long-term recommendation and ultimate concept for the corridor to address future demand. This is supported by the City of Goleta's General Plan (2006).

- 25 Year System Operations and Management Concept:

  As identified in *101 in Motion* (Santa Barbara County Association of Governments, 2006) widening US 101 to six lanes in the South Coast is only part of the solution. Improved commuter and passenger rail service is a recommended management concept for the corridor to facilitate travel from Ventura County to the South Coast. The Measure A Strategic Plan (Santa Barbara County Association of Governments, 2011) has identified funding and support for this improvement, in addition to carpool and vanpool services, enhanced transit services, ITS implementation, ramp metering, regional bicycle and pedestrian services and local street transportation improvements. These improvements will work together toward reduced demand on US 101 in the South Coast and are supported by Caltrans. Planned projects to improve operations in Segment 1 include the Goleta overcrossing and ramp metering at SR 217 and Patterson Avenue.

Segment 2: Gaviota Coast and Santa Ynez Valley
(Hollister Avenue Interchange to Clark Avenue Interchange)

- 25 Year Capital Facility Concept: 4 to 6 Lane Freeway & Expressway

  Segment 2 is a 4 lane facility operating primarily as an expressway with portions of the route functioning as freeway in the Gaviota Coast, Buellton and Los Alamos. The corridor performance analysis identified that by 2035 demand is projected to exceed capacity from Hollister Avenue to SR 1 and 6 lane widening is projected to be of benefit to this portion of the route by reducing congestion to moderate levels. Increasing capacity between Hollister Avenue and SR 1 is a concept recommendation for this segment within the 25 year planning horizon.

- 25 Year System Operations and Management Concept:

  Segment 2 contains 42 at-grade access points and driveways that impact operations of the US 101 mainline. It is recommended that efforts to close these at-grade access points, median openings and driveways be pursued throughout the entire segment but first focused to those located between Hollister Avenue and SR 1 within the 25 year planning horizon. This contributes toward the ultimate concept for freeway conversion of US 101 and is consistent with the 2012 draft ITSP and 2013 draft ITSP. The programmed West Goleta Median Barrier and Rumble Strips project includes an access management component that works towards the goal of freeway conversion on the Gaviota Coast.

  The 25 year Systems Operations and Management Concept also includes sustained mobility for bicyclists on US 101 through the Gaviota Coast, which serves as the Pacific Coast Bicycle Route for interregional bicycle travel. Promoting safety improvements like the flashing beacons that were recently installed at the Gaviota Tunnel and Arroyo Quemado Canyon Bridge and improvements such as future shoulder widening at the Arroyo Quemado Canyon Bridge is recommended to support bicycle travel.

  Improved management of truck parking needs is a 25 year concept not only for District 5, but specifically for this segment. The Gaviota Roadside Rest Areas provide two of the four total roadside rest areas for US 101 in District 5. A project is currently planned to make improvements to these rest areas but it is recommended that efforts be initiated for relocation and expansion of these roadside rest areas within the 25 year concept to better accommodate interregional traveler and trucking needs.

Segment 3: Santa Maria City
(Clark Avenue Interchange to SR 166 East Interchange)

- 25 Year Capital Facility Concept: 4 to 6 Lane Freeway

  Segment 3 currently operates primarily as a 6 lane freeway with one four lane section between Clark Avenue and Santa Maria Way. The Santa Maria River Bridge is currently under construction to widen US 101 to 6 lanes and enhance bicycle and pedestrian travel across the Santa Barbara/San Luis Obispo county line. The corridor performance analysis projects that by the 2035 horizon year congestion between Clark Avenue and Santa Maria Way is projected to increase from low to moderate and efforts towards widening this section is a long-term strategy.

- 25 Year System Operations and Management Concept:

  Future development in Santa Barbara county is centered in the Santa Maria Valley within significant growth projected by the 25 year planning horizon. Continued investment in system operational improvements including assessing ramp metering viability, interchange improvements and parallel route development will be vital to sustain mobility on US 101 within the 25 year planning horizon. Major arterial parallel route development to accommodate future growth is recommended and supported by the 2012 US 101 CSMP and 2011 Santa Mara General Plan Circulation Element. The Union Valley Parkway Interchange currently under construction, and programmed improvements to the McCoy and SR 135 interchange work towards achieving this goal. The viability of ramp metering through this segment is continually being monitored.

Segment 4: South San Luis Obispo County/Five Cities
(SR 166 East Interchange to South Higuera Street Interchange)

- 25 Year Capital Facility Concept: 4 to 6 Lane Freeway

  Segment 4 operates primarily as a 4 lane freeway with a portion of expressway extending from Los Berros Road north of Nipomo to the southern boundary of the city of Arroyo Grande. By the 2035 horizon year, the corridor performance evaluation forecasts that demand will exceed capacity for most of the segment. The capacity increasing scenario for this segment is expected to greatly benefit the section between SR 166 East and Arroyo Grande and efforts towards increasing capacity in Segment 4 should be focused here within the 25 year planning horizon as part of the capital facility concept. Increasing capacity from Oak Park Road to San Luis Bay Drive is not a standalone solution. System operations and management strategies must be pursued specifically within this portion of the segment as well as within the entire segment at large.

- 25 Year System Operations and Management Concept:

  The 25 year system operations and management concept for Segment 4 is to convert the only expressway portion of the segment, Los Berros Road to the southern city limits of Arroyo Grande, to freeway focusing on closure of at-grade access, median openings and driveways. This will improve overall operations of the system and is supported by the 2012 US 101 CSMP, 2010 SLOCOG RTP and 2013 Draft DSMP project list, and 2012 Draft ITSP.

  The 25 year system operations and management concept also includes interchange, ramp and auxiliary lane improvements. This includes planned and programmed interchange and ramp improvement projects at Tefft Street and Brisco Road and new auxiliary lanes from Halcyon Road to north of the Oak Park Boulevard overcrossing. Other operational improvements recommended include a new interchange at El Campo Road and interchange and/or ramp improvements at Price Canyon Road and San Luis Bay Drive. Enhanced transit, rail, TDM and TSM is also recommended as part of the 25 year system operations and management concept. Identification and prioritization of these improvements

will be developed in partnership with SLOCOG as part of the US 101 Corridor Mobility Master Plan effort.

Segment 5: San Luis Obispo City
(South Higuera Street Interchange to SR 58 Interchange)

- 25 Year Capital Facility Concept: 4 to 6 Lane Freeway

  Segment 5 operates as a 4 to 6 lane freeway, expressway and conventional highway. Through the city of San Luis Obispo urbanized area, the route is a 4 lane freeway and transitions between a 4 and 6 lane expressway and conventional highway through the Cuesta Grade. The corridor performance analysis projects that the highest levels of demand are located within the city of San Luis Obispo between South Higuera Street and Madonna Road in the 2010 base year. Congestion is high through this portion of the segment and is projected to increase by the 2035 horizon year. The capacity increasing scenario cannot serve as a standalone solution to improved mobility on US 101 through this area. Rather increasing capacity should be evaluated in coordination with other system operations and management strategies.

- 25 Year System Operations and Management Concept:

  The 25 year system operations and management concept includes conversion of the expressway and conventional highway portions of the segment through the Cuesta Grade as supported by the 2012 Draft ITSP. This will require closure of at-grade access, median openings and driveways. These improvements should be pursued within the 25 year planning horizon. Other operational improvements include but are not limited to interchange, ramp and auxiliary lane improvements. Enhanced transit, rail, TDM and TSM is also recommended as part of the 25 year system operations and management concept. Identification and prioritization of these improvements will be developed in partnership with SLOCOG as part of the US 101 Corridor Mobility Master Plan effort.

Segment 6: Northern San Luis Obispo County
(SR 58 Interchange to SR 46 East Interchange)

- 25 Year Capital Facility Concept: 4 to 6 lane Freeway

  Segment 6 operates as a 4 lane freeway. The corridor performance analysis for this segment forecasts that congestion is expected to increase significantly between the 2010 base year and 2035 horizon year. By the 2035 horizon year demand is expected to exceed capacity between the Santa Barbara Road interchange in Atascadero to the South Paso Robles Interchange. Increasing capacity for this segment forecasts some improvement to mobility on the route and points to the need to consider other systems operations and management strategies to improve the corridor. The 2012 City of Paso Robles General Plan and 2006 City of Atascadero General Plan Circulation Element recognize future 6 lane widening as a potential need.

- 25 Year System Operations and Management Concept:

  The 25 year system operations and management concept includes interchange, ramp and auxiliary lane improvements. Enhanced transit, rail, TDM and TSM is also recommended as part of the 25 year system operations and management concept. This includes interchange improvements at Santa Barbara Road, Santa Rosa Road, Curbaril Avenue, San Anselmo Road, Las Tables Road, Main Street, SR 46 West and Paso Robles Street, and auxiliary lane improvements between Vineyard Drive and Las Tables Road and between Las Tables Road and Main Street. Further identification and prioritization of operational

improvements will be developed in partnership with SLOCOG as part of the US 101 Corridor Mobility Master Plan effort.

Segment 7: Salinas Valley
(SR 46 East Interchange to Airport Boulevard Interchange)

- 25 Year Capital Facility Concept: 4 to 6 lane Freeway

  Segment 7 operates as a 4 lane expressway and freeway. The expressway portions of the route are located primarily between King city and city of Salinas in Monterey county with one expressway portion located north of SR 46 East in San Luis Obispo county. The corridor performance analysis for this segment forecasts that overall congestion will increase the greatest between Greenfield and the city of Salinas by the 2035 horizon year. Demand is expected to exceed capacity by the 2035 horizon year between Thorne Road and Camphora/Gloria Road and between Gloria Road and Abbott Street.

  Increasing capacity is projected to improve overall mobility on US 101 between Greenfield and the city of Soledad with exception to the area between Gloria Road and Abbot Street which is expected to operate with demand exceeding capacity in the 2035 horizon year. Capacity increasing improvements should be considered between Greenfield and the city of Salinas with other systems operations and management improvements as part of the 25 capital facility concept.

- 25 Year System Operations and Management Concept:

  The 25 year System Operations and Management Concept for Segment 7 is freeway conversion. Within the expressway portions of the segment between King city and the city of Salinas, there are 33 at-grade access locations with median openings. These access points impact mobility on US 101 through the Salinas Valley due to the speed differential of vehicles entering the highway and mainline traffic. In the Salinas Valley area this posses a particular operational challenge for the large number of truck users that access the route at slower speeds. Conversion of expressway portions of the route to freeway through closure of at-grade access and median openings be pursued as part of the 25 year capital facility concept as supported by the 2012 Draft ITSP.

  This includes interchange and ramp improvements, frontage road improvements and access management. The planned median barrier project in Greenfield is working toward this concept. The programmed South Salinas Corridor project will also upgrade US 101 from expressway to freeway and includes interchange and frontage road improvements between Chular and Airport Boulevard.

Segment 8: Salinas City
(Airport Boulevard Interchange to Sala Road Interchange)

- 25 Year Capital Facility Concept: 4 to 6 lane Freeway

  Segment 8 through the city of Salinas operates primarily as a 4 lane freeway with a small portion of the route between Espinosa Road and Sala Road operating as expressway. The corridor performance analysis forecasts that demand will exceed capacity between Market Street and Main Street and Laurel Drive to Sala Road by the 2035 horizon year. It is forecast that increasing capacity through the segment would improve congestion levels at these locations by 2035. The 25 year capital facility concept recommends considering capacity increasing improvements through this segment in concert with other operational improvements. The 2002 City of Salinas General Plan recommends six lane widening through the city of Salinas between Espinosa Road and Harris Road among other system operational improvements.

- 25 Year System Operations and Management Concept:

  The 25 year System Operations and Management Concept for Segment 8 includes operational improvements including but not limited to freeway conversion between Espinosa Road and Sala Road and interchange improvements. This includes interchange improvements at Sanborn Road, Main Street (SR 183) and Laurel Drive.

Segment 9: Prunedale

(Sala Road Interchange to Monterey/San Benito County Line)

- 25 Year Capital Facility Concept: 4 to 6 lane Freeway

  Segment 9 through Prunedale operates as a 4 to 6 lane expressway. The corridor performance analysis forecasts that within the 2010 base year much of the segment north of SR 156 West is operating at high congestion levels. By the 2035 horizon year it is anticipated that the entire segment from Sala Road to the Monterey/San Benito County line will be experiencing demand which exceeds capacity. Increasing capacity is forecast to improve the corridor to low and moderate congestion levels for most of the segment with exception to the area between SR 156 West and San Miguel Canyon Road and should be considered as part of the 25 year Capital Facility Concept for this segment. This recommendation is consistent with the 2014 TAMC RTP and 2013 DSMP project List.

- 25 Year System Operations and Management Concept:

  Conversion of this segment to freeway should also be pursued as part of 25 year System Operations and Management Concept. Segment 9 has the greatest number cumulatively of at-grade access, median openings, and driveway access points in District 5 totaling 62. The speed differential from vehicles entering and exiting the highway at these locations impacts mainline mobility on US 101 and opportunities to reduce these should be pursued. This recommendation is consistent with 2012 draft ITSP and 2013 DSMP project list.

  The Prunedale Improvement project and San Juan Road Interchange project currently under construction work towards this goal. The Prunedale Improvement project will construct a new interchange and close all median crossovers from Crazy Horse Canyon to Espinosa/Russell and close four at-grade access points within the project limits. The San Juan Road project will also construct a new interchange and remove three at-grade crossings.

Segment 10: San Benito County

(Monterey/San Benito County Line to San Benito/Santa Clara County Line)

- 25 Year Capital Facility Concept: 4 to 6 lane Freeway

  Segment 10 through San Benito County operates primarily as a 4 lane freeway with an expressway portion between the Monterey/San Benito county line and Pinecate Rock Creek. The corridor performance analysis forecasts that by the 2035 horizon year congestion is expected to increase to high levels between Chittenden Road (SR 129) and the San Benito/Santa Clara county line. Increasing capacity is projected to reduce congestion to low by the 2035 horizon year. The 25 year Capital Facility Concept recommends increasing capacity between SR 129 and the San Benito/ Santa Clara County line. District 4 has programmed widening to 6 lanes through this portion of the corridor through the PS&E phase. It is recommended that District 5 work in partnership with the regional and local partners to secure funding for construction of this improvement.

- 25 Year System Operations and Management Concept:

  Freeway conversion from the Monterey/San Benito county line and Pinecate Rock Creek should be pursued as part of the 25 year System Operations and Management concept. This would include closure of at-grade access, median openings and driveways.

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US 101 PLANNED AND PROGRAMMED PROJECTS

Table 7.1: US 101 Planned and Programmed Projects (1 of 4)

Segment	Project Title	Begin Postmile	End Postmile	Description	Planned or Programmed	Location	Source	Purpose	Current Phase	DSMP Tier
1	Roadside Safety Improvements (CT#1C120)	SB_0.000	SB_12.729	Roadside Rest Area safety Improvements	Programmed	Ventura County line to US 101/SR 144 interchange (Milpas undercrossing)	10 Year SHOPP (programmed 2016), SBCAG 2013 RTP[1]	Roadside Preservation	PA&ED	N/A
1	South Coast US 101 HOV Lanes (101 Widening Phase 4) (CT#0N700)	SB_1.480	SB_12.308	Construct HOV Lanes	Programmed	Bailard Avenue to Sycamore Creek Road	STIP, SBCAG Measure A, SBCAG 2013 RTP[1], 101 In Motion, 2013 DSMP Project List[2]	Capacity Improvements	PA&ED	I
1	Linden & Casitas Pass Interchanges (CT#4482U)	SB_2.260	SB_3.318	Reconstruct interchanges (2) and replace Carpinteria creek bridge, Linden and Casitas pass IC	Programmed	0.2 mile south of Carpinteria Creek Bridge to 0.3 mile north of Linden Avenue	STIP, SBCAG 2013 RTP[1], 2013 DSMP Project List[2], City of Carpinteria General Plan (2003)	Operational Improvements	PS&E/RW	I
1	SB-101 Rehab (CT#1C820)	SB_2.640	SB_11.934	Roadway Rehabilitation	Planned	Casitas Pass overcrossing to Cabrillo Street undercrossing	10 year SHOPP (2014 candidate), SBCAG 2013 RTP[1]	Roadside Preservation	Candidate	N/A
1	San Ysidro, Olive Mill, Upper State St. Bridge Railings (CT#1A780)	SB_10.023	SB_18.111	Bridge Rail Replacement	Planned	San Ysidro Road overcrossing to State Street overcrossing (North)	10 year SHOPP (2014 candidate), SBCAG 2013 RTP[1]	Bridge Preservation	Candidate	N/A
1	Butterfly ADA (CT#1E040)	SB_11.009	SB_11.009	ADA Compliance	Planned	Butterfly Lane undercrossing	10 year SHOPP (2014A candidate), SBCAG 2013 RTP[1]	ADA Pedestrian Infrastructure	Candidate	N/A
1	Santa Barbara Roadside Safety Improvements (CT#0S250)	SB_12.859	SB_26.400	Roadside Safety Improvements	Programmed	Milpas Street to 0.2 miles south of Hollister Avenue overcrossing and SR 217 to Goleta Slough Bridge	10 year SHOPP (programmed 2015), SBCAG 2013 RTP[1]	Roadside Preservation	PA&ED	N/A
1	Santa Barbara Crosstown Median Planting Rehab (CT#1C430)	SB_12.969	SB_14.018	Highway Planting and Rehabilitation	Programmed	Garden Street undercrossing to Mission Creek bridge	10 year SHOPP (Minor A 2013 programmed), SBCAG 2013 RTP[1]	Highway Planting Rehabilitation	PS&E/RW	N/A
1	Santa Barbara 101 Signs and Delineation Improvements (CT#1F320)	SB_13.001	SB_22.804	Replace Overhead Guide Signs and Barrier Delineation	Planned	Garden Street undercrossing to Fairview Overcrossing	10 year SHOPP (2014A candidate), SBCAG 2013 RTP[1]	Safety Improvements	Candidate	N/A
1	Castillo Street Seal Slab (CT#49290)	SB_R14.280	SB_R14.280	Replace Seal Slab	Planned	Castillo Street undercrossing	10 year SHOPP (2014 candidate), SBCAG 2013 RTP[1]	Bridge Rehabilitation	Candidate	N/A
1	SB-101/Las Positas Operational Improvements (CT#0T950)	SB_R15.733	SB_16.552	Operational Improvements and Ramp Modifications	Planned	Mission Street undercrossing to Las Positas Road overcrossing	Local, Measure A, Mitigation Fees, SBCAG 2013 RTP[1]	Operational Improvements	Candidate	N/A
1	Pavement Preservation (CT#1A720)	SB_20.951	SB_27.100	Pavement Preservation	Programmed	Maria Ignacio Creek bridge to 0.2 miles north of Cathedral Oaks overcrossing	10 year SHOPP (CAP-A 2012 programmed), SBCAG 2013 RTP[1]	Roadway Preservation	PS&E/RW	N/A
1	Goleta Drainage Upgrades (CT#0G070)	SB_22.360	SB_23.450	Upgrade Drainage Culverts	Programmed	0.2 miles east to 0.7 miles west of Fairview Avenue overcrossing	10 year SHOPP (2013 programmed), SBCAG 2013 RTP[1]	Roadway Protective Betterment	PS&E/RW	N/A
1	Goleta Overcrossing (CT# 0T960)	SB_25.360	SB_26.400	Construct New Overcrossing	Planned	Between Storke Road interchange and Hollister Avenue interchange	General Plan, Measure A, SBCAG 2013 RTP[1], Developer Impact Fees, 2013 DSMP Project List[2], City of Goleta General Plan (2006)	Operational Improvements	Candidate	II
1	South Coast Interregional Transit Program	-	-	Interregional Transit	Programmed	South Coast Santa Barbara	Measure A Interregional	System Management	Ongoing	N/A
1	South Coast Transit Capital and Operational Programs	-	-	Transit Capital and Operations	Programmed	South Coast Santa Barbara	Measure A	System Management	Ongoing	N/A
1	Carpool and Vanpool programs	-	-	Carpool and Vanpool	Programmed	North County and South Coast Santa Barbara	Measure A	System Management	Ongoing	N/A
1	Commuter and Passenger Rail Planning and Service Improvements	-	-	Rail	Programmed	South Coast Santa Barbara and Ventura	Measure A	System Management	Ongoing	N/A

Table 7.1: US 101 Planned and Programmed Projects (2 of 4)

Segment	Project Title	Begin Postmile	End Postmile	Description	Planned or Programmed	Location	Source	Purpose	Current Phase	DSMP Tier
1	Specialized transit for elderly and disabled	-	-	Transit	Programmed	North County and South Coast Santa Barbara	Measure A	System Management	Ongoing	N/A
2	Goleta to Buellton Roadside Safety Improvements (CT#1C970)	SB_26.400	SB_60.050	Roadside Safety Improvements	Planned	0.5 miles south of Hollister Avenue overcrossing to 0.6 miles south of Jonata Park Road	10 year SHOPP (2014 candidate), SBCAG 2013 RTP[1]	Roadside Preservation	Candidate	N/A
2	West Goleta Median Barrier and Rumble Strips (CT#1C340)	SB_27.199	SB_29.660	Construct Median Barrier and Rumble Strips	Programmed	0.2 miles north of Cathedral Oaks Road overcrossing to 1.7 miles south of Dos Pueblos Creek undercrossing	10 year SHOPP (2014 Programmed), SBCAG 2013 RTP[1]	Safety Improvements	PS&E/RW	N/A
2	Refugio Bridge Replacement (CT#1C950)	SB_36.619	SB_36.619	Replace Bridges	Planned	6 miles north of Goleta at Refugio Road undercrossing	10 year SHOPP (candidate), SBCAG 2013 RTP[1]	Bridge Preservation	Candidate	N/A
2	Gaviota Culvert Replacement (CT#1C650)	SB_45.390	SB_45.390	Replace Culvert	Planned	Near Gaviota State Park and just south of Gaviota Safety Roadside Rest Area	10 year SHOPP (2008 candidate), SBCAG 2013 RTP[1]	Drainage System Restoration	PID	N/A
2	Gaviota Curve Realignment (CT# 0T630)	SB_45.390	SB_46.370	Curve Realignment	Programmed	0.7 mile north of Beckstead overcrossing to 0.8 mile south of Gaviota tunnel	10 year SHOPP (2016 programmed), SBCAG 2013 RTP[1]	Safety Improvements	PA&ED	N/A
2	Gaviota Rest Area Rehab (CT#1A620)	SB_46.908	SB_46.970	Safety Roadside Rest Area Rehabilitation	Programmed	near Gaviota at the Gaviota safety roadside rest area (northbound and southbound)	10 year SHOPP (Minor A programmed), SBCAG 2013 RTP[1]	Safety Roadside Rest Area Rehabilitation	PS&E/RW	N/A
2	Gaviota Rest Area Water Systems Upgrade (CT#1E010)	SB_46.908	SB_46.970	Wastewater System Upgrade	Planned	Near Gaviota at the Gaviota Safety Roadside Rest Area	10 year SHOPP (candidate), SBCAG 2013 RTP[1]	Roadside Safety Improvements	Candidate	N/A
2	Los Alamos Shoulder Widening (CT#1A300)	SB_72.854	SB_75.779	Shoulder Widening and Rumble Strip	Programmed	between 0.3 miles north of Cat Canyon Road and 3.7 miles south of Solomon summit undercrossing	10 year SHOPP (Minor A programmed), SBCAG 2013 RTP[1]	Roadway Rehabilitation	PS&E/RW	N/A
2-3	SB/SLO 101 Planting (CT#0T070)	SB_54.427	SB_90.988	Install New Native Drought Tolerant Trees, Shrubs and Mulching	Programmed	At various locations from 0.3 miles south of Nojoqui Creek Bridge to 101/166 junction	2014 STIP	Highway Planting	PS&E/RW	N/A
2-3	North Santa Barbara County Roadside Safety (CT#1E000)	SB_58.814	SB_90.988	Roadside Safety Improvements	Planned	From 0.6 miles south of Jonata Park Road to the Santa Maria River at various locations	10 year SHOPP (candidate), SBCAG 2013 RTP[1]	Roadside Safety Improvements	Candidate	N/A
3	Santa Maria Planting and Rehab (CT#1A640)	SB_82.183	SB_90.988	Highway Planting Rehabilitation	Programmed	0.2 miles south of Clark Avenue overcrossing to the Santa Barbara/San Luis Obispo county line	10 year SHOPP (Minor A programmed), SBCAG 2013 RTP[1]	Highway Planting Rehabilitation	PA&ED	N/A
3	Union Valley Parkway Interchange Planting (CT#46381)	SB_83.269	SB_83.269	UVP Mitigation Planting	Programmed	0.9 miles north of Clark Avenue overcrossing to 0.7 miles south of Santa Maria undercrossing	2014 STIP	Highway Planting	PS&E/RW	N/A
3	McCoy-Route 101 Interchange (CT#0H310)	SB_85.600	SB_85.600	New Interchange	Programmed	North of Santa Maria Way to South of Betteravia Road	Local, SBCAG Measure A, SBCAG 2013 RTP[1], City of Santa Maria General Plan (2011	Operational Improvements	PA&ED	N/A
3	101/135 Interchange (CT#0G840)	SB_90.749	SB_90.749	Operational Improvements to Existing Interchange	Programmed	In Santa Maria at the 101/135 Interchange	Local, 2013 DSMP Project List[2], City of Santa Maria General Plan (2011	Operational Improvements	PA&ED	I
4	South SLO County Roadside Safety (CT#1C110)	SLO_0.481	SLO _35.020	Roadside Safety Improvements	Programmed	Santa Maria River Bridge to Cuesta over-head at various locations	10 year SHOPP (2016 programmed)	Roadside Safety Improvements	PA&ED	N/A
4	Highway Planting	SLO _4.720	SLO _21.280	Highway Planting Rehabilitation	Programmed	Various locations from 0.2 miles south of Tefft Street overcrossing to 1.6 miles south of the Los Berros Road overcrossing	10 year SHOPP (Minor A programmed)	Highway Planting Rehabilitation	PA&ED	N/A
4	US 101/Tefft Street Interchange (CT#0M470)	SLO _4.851	SLO _4.851	Modify Interchange	Planned	In Nipomo at the US 101/Tefft Street Interchange	Local, 2012 US 101 CSMP, 2013 DSMP Project List[2], San Luis Obispo South County Area Plan (2013)	Operational Improvements	Candidate	II

Table 7.1: US 101 Planned and Programmed Projects (3 of 4)

Segment	Project Title	Begin Postmile	End Postmile	Description	Planned or Programmed	Location	Source	Purpose	Current Phase	DSMP Tier
4	US 101/Brisco Road Interchange (CT#0A370)	SLO _13.100	SLO _14.613	Interchange and Ramp Modifications	Programmed	In and near Arroyo Grande from Los Berros Road undercrossing to Bridge Street undercrossing	2017 STIP	Operational Improvements	PA&ED	N/A
4	Oak Park/Halcyon climbing/auxiliary lane (CT#0H371)	SLO_13.320	SLO_14.730	Construct Auxiliary Lanes	Programmed	In Arroyo Grande and Pismo Beach from Halcyon to 0.1 mile north of Oak Park Boulevard overcrossing	2006 A STIP programmed	Operational Improvements	PS&E/RW	III
4	Pismo Creek Scour Repair Project (CT#1C370)	SLO_16.453	SLO_16.453	Repair Channel Paving	Planned	In San Luis Obispo County in Pismo at Pismo Creek Bridge No. 49-0015	10 year SHOPP (candidate)	Bridge Scour Mitigation	Candidate	N/A
4	South San Luis Obispo Rehab (CT#0S790)	SLO_R21.860	SLO_R23.100	Pavement Preservation	Programmed	Between San Luis Obispo Creek Bridge No. 49-14 and 0.3 miles south of Santa Fe under-crossing No. 49-115.	10 year SHOPP (2015 programmed)	Roadway Preservation	PA&ED	N/A
5	LOVR Interchange (CT# 0H730)	SLO_R25.630	SLO_26.070	Reconstruct Interchange	Programmed	On US 101 at Los Osos Valley Road	2015 STIP, RIP, Developer, San Luis Obispo Area Plan (2013)	Operational Improvements	PS&E/RW	N/A
5	North SLO County Roadside Safety (CT#1C080)	SLO_35.020	SLO_68.000	Roadside Safety Improvements	Programmed	From the Cuesta overhead to the south of Camp Roberts overhead	10 year SHOPP (2015 programmed)	Roadside Safety Improvements	PA&ED	N/A
5	Mitigation Planting (CT#0Q631)	SLO_36.800	SLO_37.325	Mitigation Planting	Programmed	Near Atascadero from 0.1 miles north of Tassajara Creek Road to 0.6 miles south of SR 58/US 101 separation	10 year SHOPP (2013 programmed)	Mitigation Planting	PS&E/RW	N/A
5	US 101/58 SB Off-Ramp Reconfiguration (CT#1C800)	SLO_37.760	SLO_37.760	Reconfigure US 101 Southbound off-ramp to SR 58	Programmed	US 101 Southbound off-ramp to SR 58	10 year SHOPP (Minor A programmed)	Operational Improvements	PA&ED	N/A
7	North Paso Robles Rehab (CT#0G040)	SLO_63.110	MON_R1.900	Highway Rehabilitation	Programmed	From 0.4 miles south of San Marcus Creek Bridge to E Garrison overcrossing	10 year SHOPP (2013 programmed)	Roadway Rehabilitation	PA&ED	N/A
7	SRRA Art and Shade (CT#1A820)	MON_R3.155	MON_5.182	Transportation Art & Shade Structures	Programmed	At the Safety Roadside Rest Area at Camp Roberts	2015 STIP programmed	Transportation Art & Shade Structures	PA&ED	N/A
7	CURE Safety Improvements near King City (CT#0T900)	MON_40.570	MON_55.050	Tree and MBGR Removal	Programmed	0.2 miles south of Canal Street undercrossing in King City to 0.2 miles north of Greenfield overcrossing	10 year SHOPP (2016 programmed)	Collision Reduction	PA&ED	N/A
7	Salinas River Bridge Seismic Retrofit n/o King City (CT#1C960)	MON_R41.364	MON_R41.364	Salinas Bridge Seismic Retrofit	Planned	Near King City at the Salinas River Bridge	10 year SHOPP (candidate)	Permanent Restoration	Candidate	N/A
7	Greenfield Median Barrier (CT#1E060)	MON_47.693	MON_83.861	Concrete Median Barrier, Inside Shoulder Widening and Rumble Strip	Planned	In and near Greenfield from Teague Avenue to Walnut Avenue overcrossing	10 year SHOPP (candidate)	Safety Improvements	Candidate	N/A
7	Greenfield CAPM (CT#1A730)	MON_49.760	MON_55.364	Pavement Preservation	Programmed	In and near Greenfield from Lagomarsino Avenue to 0.7 miles south of Hudson Road	10 year SHOPP (2015 programmed)	Roadway Preservation	PA&ED	N/A
7	Safety Facility Upgrades (CT#1E050)	MON_51.060	MON_61.037	Replace and Upgrade MBGR, Crash Cushions, End Treatments and Drainage	Planned	In and near Greenfield from 0.2 miles north of Underwood Road to 0.3 miles North of Salinas River	10 year SHOPP (candidate)	Collision Reduction	Candidate	N/A
7	Walnut Avenue Interchange (CT#0P160)	MON_53.359	MON_54.660	Modify Interchange	Programmed	In Greenfield between 0.5 miles south to 0.4 miles north of Walnut Avenue	Local	Operational Improvements	PA&ED	N/A
7	US 101 Median Barrier and Rumble Strip (CT# 1C330)	MON_57.203	MON_60.747	Construct median barrier and rumble strips	Programmed	4 miles north of Greenfield from 1.4 miles south of Harden Farms Road to Salinas River	10 year SHOPP (2014 programmed)	Safety Improvements	PA&ED	N/A

Table 7.1: US 101 Planned and Programmed Projects (4 of 4)

Segment	Project Title	Begin Postmile	End Postmile	Description	Planned or Programmed	Location	Source	Purpose	Current Phase	DSMP Tier
7	North Soledad overhead Replacement (CT#0F970)	MON_62.696	MON_63.166	Bridge Replacement	Planned	Near Soledad at the north Soledad overhead bridge	10 year SHOPP (candidate)	Bridge Rehabilitation	PID	N/A
7	North Front Street Interchange (CT# 0Q070)	MON_62.696	MON_63.511	Modify Interchange, operational improvements	Programmed	In Soledad from 0.1 mile north of Front Street interchange to 0.9 mile north of north Front Street interchange	Local	Operational Improvements	PA&ED	N/A
7	Gonzalez CAPM (CT#0S780)	MON_66.610	MON_73.161	Roadway Rehabilitation	Programmed	In and near Gonzales from 0.6 miles north of Soledad prison overcrossing to 1.2 miles north of north Gonzales overcrossing	10 year SHOPP (2015 programmed)	Roadway Preservation	PA&ED	N/A
7	Gloria Road Interchange (CT#0P930)	MON_68.834	MON_70.740	Modify Interchange	Planned	Between 1.0 mile north of Gloria Road interchange and 1.0 mile south of Gloria Road interchange in City of Gonzales in County of Monterey	STIP (RIP, oversight), 2013 DSMP Project List[2]	Operational Improvements	PID	II
7	South Salinas Corridor (CT#0H330)	MON_77.150	MON_85.624	Upgrade existing expressway to a freeway, interchanges and frontage road south Salinas Corridor	Programmed	Between Main Street overcrossing in Chular & Airport Blvd overcrossing in Salinas	STIP, RIP, Local, ITSP	Operational Improvements	PA&ED	I
8	Sanborn Interchange and Operational Improvements (CT# 0P960)	MON_86.123	MON_86.123	Improve existing interchange and operational improvements along Sanborn	Planned	On Sanborn Road in Salinas from US 101 to the railroad tracks west of US 101	STIP,RIP,IIP, Local, 2011 City of Salinas US 101 Mainline Corridor Traffic Study	Operational Improvements	Candidate	II
8	Salinas Rehab (CT#1C890)	MON_87.317	MON_R91.687	Roadway Rehabilitation	Planned	In Salinas from east Market Street undercrossing to 0.3 miles south of Russell/Espinosa Road	10 year SHOPP (candidate)	Roadway Preservation	Candidate	N/A
8	Prunedale Improvement Project Landscape Split (CT#0161H)	MON_R91.232	MON_100.393	Landscape Mitigation	Programmed	In and near Salinas from Boronda Road to South of San Juan Road	2015 STIP (RIP,IIP)	Landscape Mitigation	PS&E/RW	N/A
9	San Juan Road Corridor Access Management (CT#1C280)	MON_100.620	MON_100.620	Access Management	Programmed	South of the San Juan Road intersection	10 year SHOPP (Minor A programmed)	Access Management	PA&ED	N/A
10	US 101 Improvement Project	SBt_R4.608	SBt_7.550	Widen to six lanes	Programmed through PS&E	SR 129 to San Benito/Santa Clara County Line	2010 SBT RTP,	Capacity Increasing	PA&ED	N/A

Note: Planned or Programmed projects are fiscally constrained projects, meaning funding for these projects is identified. Planned projects include Candidate projects or those in the PID (Project Initiation Document) phase. Programmed projects are in the PA&ED (Preliminary Engineering and Environmental Analysis), PS&E (Plans, Specifications & Estimates) and/or RW (Right-of-Way) phases of project development. Footnotes[1][2][3][4] indicate draft documents referenced. Many of these are expected to be finalized and approved before the US 101 TCR. Any changes to these documents upon completion will be reflected in this TCR before approval.

US 101 PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Table 7.2: US 101 Projects and Strategies to Achieve Concept (1 of 2)

Segment	Description	Begin Postmile	End Postmile	Location	Source	Purpose	Implementation Phase	DSMP Tier
1-10	Freight/Truck Mobility and Parking Study	SB_R0.000	SBt_7.55	District 5	AMBAG's 2012 Central Coast Commercial Flows Study, 2013 US 101 TCR	System Management	Short Term	-
4-6	US 101 Corridor Mobility Master Plan	SLO_0.000	SLO_69.322	San Luis Obispo County	2013 US 101 TCR	System Management	Short Term	-
1-10	Access Management Study	SB_R0.000	SBt_7.55	District 5	2013 US 101 TCR	System Management	Short Term	-
1-10	California Coastal Plan Support	N/A	N/A	District 5	2013 US 101 TCR	System Management	Short Term	-
1-10	Increase Capacity and Freeway Conversion	SB_R0.000	SBt_7.55	District 5	2013 US 101 TCR, 2012 Draft Interregional Strategic Plan (ITSP)	System Expansion	Long Term	-
1	Anapamu POC Replacement (CT#0H850)	SB_R14.958	SB_R14.958	US 101 at Anapamu Street	SBCAG 2013 RTP[1], SHOPP	System Management	Short-Term	-
1	Operational Improvements: add NB aux lane	SB_R15.400	SB_R15.650	US 101 NB from Arrellega St on-ramp to Mission St off-ramp	SB/Ventura CSMP 2010, 2013 DSMP Project List[2]	System Management	Long-Term	V
1	Operational Improvements: add SB aux lane	SB_16.320	SB_R15.900	US 101 SB from Las Positas Rd on-ramp to Mission St off-ramp	SB/Ventura CSMP 2010, 2013 DSMP Project List[2]	System Management	Long-Term	V
1	Operational Improvements: add NB aux lane	SB_16.710	SB_17.410	US 101 NB from Las Positas Rd on-ramp to Hope Ave off-ramp	SB/Ventura CSMP 2010, 2013 DSMP Project List[2]	System Management	Long-Term	V
1	Operational Improvements: add SB aux lane	SB_16.720	SB_17.640	US 101 SB from La Cumbre Rd on-ramp to Las Positas Rd off-ramp	SB/Ventura CSMP 2010, 2013 DSMP Project List[2]	System Management	Long-Term	V
1	Operational Improvements: add ramp meter	SB_21.156	SB_21.156	US 101 and Patterson Avenue	SBCAG 2013 RTP[1]	System Management	Short-Term	III
1	Operational Improvements: add ramp meter	SB_21.414	SB_21.414	US 101/SR 217	SBCAG 2013 RTP[1]	System Management	Short-Term	III
1	Operational Improvements: new aux lanes	SB_22.533	SB_24.762	US 101 from Fairview Ave to Storke/Glen Annie Rd	SBCAG RTP 2013[1], 2013 DSMP Project List[2], SB/Ventura CSMP 2010, City of Goleta General Plan (2006)	System Management	Long-Term	V
2	Freeway Conversion	SB_26.907	SB_R48.847	US 101 from Hollister Ave to SR 1	2013 US 101 TCR	System Management	Short-Term	III
2	Add Capacity: freeway conversion	SB_26.907	SB_R48.847	US 101 from Hollister Ave to SR 1	2012 ITSP, 2013 DSMP Project List[2]	System Management	Medium-Term	IV
2	Operational Improvements: realign SB lanes, widen bridge (CT#40260)	SB_39.400	SB_40.100	US 101 at Arroyo Quemado Canyon Bridge	SBCAG 2013 RTP[1], 2013 DSMP Project List[2], SHOPP	System Management	Short-Term	III
2	Operational Improvements: relocate and expand roadside rest area	SB_46.000	SB_46.000	US 101 at Gaviota Rest Stop	SBCAG 2013 RTP[1], 2013 DSMP Project List[2]	System Management	Short-Term	III
2	Add Capacity: freeway conversion	SB_R48.847	SB_82.183	US 101 from SR 1 to Clark Avenue	2012 ISTP, 2013 DSMP Project List[2]	System Management	Medium-Term	IV
2	Operation Improvements: modify interchange	SB_R57.552	SB_R57.552	US 101 at Avenue of Flags/Damassa Rd	SBCAG 2013 RTP[1], 2013 DSMP Project List[2]	System Management	Medium-Term	IV
3	Add Capacity: widen to 6 lanes	SB_82.183	SB_84.336	US 101 from Clark Ave to Santa Maria Way	SBCAG 2013 RTP[1], 2013 DSMP Project List[2]	System Expansion	Long-Term	V
1-3	Operational Improvements: new ramp metering and ITS elements	SB_Var	SB_Var	US 101 at various interchanges	SBCAG 2013 RTP[1], 2013 DSMP Project List[2]	System Management	Short-Term	III
4	Freeway Conversion	SLO_7.851	SLO_13.017	US 101 from Thompson/Los Berros Rd to Fair Oaks Ave	SLOCOG RTP 2010, 2012 US 101 CSMP, 2013 DSMP Project List[2], 2012 Draft ITSP	System Management	Short-Term	III
4	Operational Improvements: access management, new interchange	SLO_11.830	SLO_11.830	US 101 at El Campo Rd	ITSP 2012, 2013 DSMP Project List[2]	System Management	Long-Term	V
4	Operational Improvements: access management; modify interchange	SLO_16.616	SLO_16.616	US 101 at Hinds/Price Canyon Rd	SLOCOG RTP LIST 2013[3],2013 DSMP Project List[2]	System Management	Short-Term	III
4	Operational Improvements: modify ramp	SLO_R22.289	SLO_R22.289	US 101 at San Luis Bay Dr	SLOCOG RTP 2010, 2013 DSMP Project List[2]	System Management	Short-Term	III
4	Operational Improvements: major arterial parallel route development to US 101	-	-	South eastern quadrant of Santa Maria parallel to US 101	2012 US 101 CSMP, Santa Maria General Plan (2011)	System Management	Long-Term	-
5	Operational Improvements: new bike/ped facilities; new aux lanes	SLO_27.960	SLO_28.690	US 101 from Marsh St to Broad St	SLOCOG RTP 2010, 2013 DSMP Project List[2]	System Management	Medium-Term	IV
5	Operational Improvements: modify interchange	SLO_28.690	SLO_28.690	US 101 at Broad St	SLOCOG RTP 2010, 2013 DSMP Project List[2]	System Management	Long-Term	V
5	Freeway Conversion	SLO_32.550	SLO_37.54	US 101 north of Monterey St to 0.5 miles north of Tassajara Creek Rd	ITSP 2012, 2013 DSMP Project List[2]	System Management	Medium-Term	IV
5	Operational Improvements: access management, freeway conversion	SLO_37.54	SLO_37.863	US 101 from 0.5 miles north of Tassajara Creek Rd to SR 58	SLOCOG RTP LIST 2013[3],2013 DSMP Project List[2]	System Management	Short-Term	III
5	Operational Improvements: modify interchange	SLO_37.863	SLO_37.863	US 101 at SR 58	2013 DSMP Project List[2]	System Management	Short-Term	III

Table 7.2: US 101 Projects and Strategies to Achieve Concept (2 of 2)

Segment	Description	Begin Postmile	End Postmile	Location	Source	Purpose	Implementation Phase	DSMP Tier
6	Operational Improvements: modify interchange	SLO_42.268	SLO_42.268	US 101 at Santa Barbara Rd	SLOCOG RTP 2010, 2013 DSMP Project List[2]	System Management	Medium-Term	IV
6	Operational Improvements: modify interchange	SLO_44.008	SLO_44.008	US 101 at Santa Rosa Rd	SLOCOG RTP 2010, 2013 DSMP Project List[2]	System Management	Medium-Term	IV
6	Operational Improvements: modify interchange	SLO_44.841	SLO_44.841	US 101 at Cubaril Ave	SLOCOG RTP 2010, 2013 DSMP Project List[2]	System Management	Medium-Term	IV
6	Operational Improvements: modify interchange	SLO_46.867	SLO_46.867	US 101 at San Anselmo Rd	SLOCOG RTP 2010, 2013 DSMP Project List[2]	System Management	Medium-Term	IV
6	Operational Improvements: new SB aux lane	SLO_50.644	SLO_51.447	US 101 SB from Vineyard Dr to Las Tablas Rd	SLOCOG RTP LIST 2013[3],2013 DSMP Project List[2]	System Management	Medium-Term	IV
6	Operational Improvements: new NB aux lane	SLO_50.644	SLO_51.447	US 101 NB from Vineyard Dr to Las Tablas Rd	SLOCOG RTP 2010, 2013 DSMP Project List[2]	System Management	Medium-Term	IV
6	Operational Improvements: modify interchange, SB off-ramp	SLO_51.447	SLO_51.447	US 101 at Las Tablas Rd in Templeton	SLOCOG RTP LIST 2013[3],2013 DSMP Project List[2]	System Management	Medium-Term	IV
6	Operational Improvements: new NB aux lane	SLO_51.447	SLO_52.350	US 101 from Las Tables to Main St	SLOCOG RTP 2010, 2013 DSMP Project List[2]	System Management	Medium-Term	IV
6	Operational Improvements: new aux lane	SLO_52.340	SLO_52.620	US 101 from Main St SB on ramp to Main St SB off ramp in Templeton	SLOCOG RTP LIST 2013[3],2013 DSMP Project List[2]	System Management	Medium-Term	V
6	Operational Improvements: modify interchange	SLO_52.440	SLO_52.440	US 101 at Main St in Templeton	SLOCOG RTP 2010, 2013 DSMP Project List[2]	System Management	Medium-Term	IV
6	Operational Improvements: modify interchange, EB and WB roundabouts	SLO_54.116	SLO_54.116	US 101 at SR 46 West	SLOCOG RTP 2010, 2013 DSMP Project List[2]	System Management	Short-Term	III
6	Operational Improvements: modify interchange	SLO_56.320	SLO_56.320	US 101 at Paso Robles St	SLOCOG RTP 2010, 2013 DSMP Project List[2]	System Management	Medium-Term	IV
7	Freeway Conversion	SLO_58.762	SLO_65.082	US 101 from North Paso Robles OH to Mission St in San Miguel	SLOCOG RTP 2010, 2013 DSMP Project List[2]	System Management	Medium-Term	IV
7	Operational Improvements: new interchange; modify intersections; new frontage roads	SLO_58.762	SLO_R69.322	US 101 from North Paso Robles OH to Monterey County Line	SLOCOG RTP 2010, 2013 DSMP Project List[2]	System Management	Long-Term	V
7	Freeway Conversion: new interchange	SLO_61.880	SLO_61.880	US 101 at Wellsona Rd	SLOCOG RTP 2010, 2013 DSMP Project List[2]	System Management	Medium-Term	IV
7	Operational Improvements: modify interchange, relocate SB on-ramp to 10th St interchange	SLO_65.557	SLO_65.557	US 101 at 10th St in San Miguel	SLOCOG RTP 2010, 2013 DSMP Project List[2]	System Management	Medium-Term	IV
7	Freeway Conversion	MON_R41.178R	MON_52.660	US 101 from Broadway St to Greenfield OC	ITSP 2012, 2013 DSMP Project List[2]	System Management	Medium-Term	IV
7	Freeway Conversion	MON_52.660	MON_60.399	US 101 from Greenfield OC to Arroyo Seco Rd	2013 DSMP Project List[2]	System Management	Medium-Term	IV
7	Freeway Conversion	MON_72.605	MON_76.973	US 101 from North Gonzales OC to Main St	ITSP 2012, 2013 DSMP Project List[2]	System Management	Medium-Term	IV
7-8	Operational Improvements: new ramp meter	MON_83.379	MON_R91.900	US 101 from Harris Road to Russell/Espinoza Road	TAMC RTP 2010	System Management	Short-Term	II
8	Operational Improvements: new ramp meter	MON_83.379	MON_R91.900	US 101 at Sanborn Road/Fairview Avenue	TAMC RTP 2010	System Management	Short-Term	II
8	Operational Improvements: construct new interchange	MON_R88.244	MON_R88.244	US 101 at SR 183	TAMC RTP 2014[4], 2013 DSMP Project List[2]	System Management	Medium-Term	IV
8	Operational Improvements: modify interchange	MON_R89.265	MON_R89.265	US 101 at Laurel Dr	TAMC RTP 2014[4],2013 DSMP Project List[2]	System Management	Medium-Term	IV
8-9	Add Capacity: Bypass or widen to 6 lanes (Phase II PIP)	MON_R91.900	MON_98.690	US 101 from Russell/Espinoza Rd to Echo Valley Rd	TAMC RTP 2014[4], 2013 DSMP Project List[2]	System Expansion	Medium-Term	IV
9	Freeway Conversion	MON_92.550	MON_101.316	US 101 from White Rd to San Benito County Line	ITSP 2012, 2013 DSMP Project List[2]	System Management	Medium-Term	IV
9	Add Capacity: widen to 6 lanes	MON_100.175	MON_101.316	US 101 from Moro Rd to San Benito County Line	TAMC RTP 2014[4],2013 DSMP Project List[2]	System Expansion	Long-Term	V
10	Add Capacity: widen to 4 lanes	SBT_0	SBT_R15.012	SR 156 from 4th to San Felipe Rd	ITSP 2012, 2013 DSMP Project List[2]	System Expansion	Medium-Term	IV
10	Add Capacity: widen to 4 lane expressway, construct new interchange	SBT_0	SBT_R18.431	SR 156 from San Felipe Rd to San Benito/Santa Clara County Line	ITSP 2012, 2013 DSMP Project List[2]	System Expansion	Medium-Term	IV
10	Add Capacity: widen to 6 lanes	SBT_R6.485	SBT_3.049L	US 101 from Monterey/ San Benito County Line to Las Aromitas	SBtCOG RTP 2010, 2013 DSMP Project List[2]	System Expansion	Long-Term	V

Notes: The Implementation Phase has a direct correlation to the District System Management Plan (DSMP) Tiering for projects included in the DSMP list (i.e., Tier III = Short-Term, Tier IV = Medium-Term, Tier V = Long-Term). Footnotes[1234] indicate draft documents referenced. Many of these are expected to be finalized and approved before the US 101 TCR. Any changes to these documents upon completion will be reflected in this TCR before approval.

APPENDIX

Appendix A
GLOSSARY OF TERMS AND ACRONYMS

Aa

Access Control: The condition where the right of owners or occupants of abutting land or other persons to access a highway is fully or partially controlled by public authority.

Annual Average Daily Traffic (AADT): Daily traffic that is averaged over a calendar year or fiscal year.

Arterial: A class of street that primarily serves through-traffic and major traffic movements.

Assembly Bill 32: In 2006, the Legislature passed and Governor Schwarzenegger signed AB 32, the Global Warming Solutions Act of 2006, which set a 2020 greenhouse gas emissions reduction goal into law. It directed the California Air Resources Board to begin developing discrete early actions to reduce greenhouse gases while also preparing a scoping plan to identify how best to reach the 2020 limit. The reduction measures to meet the 2020 target are to be adopted by the start of 2011.

Auxiliary Lane: The portion of the roadway for weaving, truck climbing, speed change, or other purposes supplementary to through traffic movement.

Average Daily Traffic (ADT): The average number of vehicles passing a specified point during a 24-hour period. Frequently used in relation to the "peak-month" average daily traffic.

Average Lane Width: The average width of a travel lane. It is a weighted average of all lane widths found in the facility segment under consideration.

Bb

Bypass: An arterial highway that permits traffic to avoid part or all of an urban area.

Bike Route Class: Classification of a bicycle facility. There are three classes: Class I provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized, Class II provides a striped lane for one-way bike travel on a street or highway and Class III provides for shared use with pedestrians or motor vehicle traffic.

Cc

California Air Quality Board (CARB): The State's lead air quality agency consisting of an eleven-member board appointed by the Governor and several hundred employees. CARB is responsible for attainment and maintenance of the state and federal air quality standards, and is fully responsible for motor vehicle pollution control. It oversees county and regional air pollution management programs.

California Environmental Quality Act (CEQA): 1970 State legislation that requires that public agencies regulate activities with major consideration for environmental protection.

Caltrans or Department: California Department of Transportation.

Capacity: The maximum number of vehicles or persons that can pass a point on a roadway during a specified time period (usually one hour) under prevailing roadway, traffic and control conditions.

Capacity Expansion: New facilities and operational improvements, which add through lanes.

Carbon Monoxide (CO): A product of incomplete burning of fuel, produced by motor vehicles (the primary source), home heating, and, to a lesser extent, industrial activities.

Carpool: A group of people who share automobile transportation to designated destinations, usually alternating drivers and vehicles.

Changeable Message Signs (CMS): Electronic signs that can change the message it displays. Often used on highways to warn and redirect traffic. Also referred to as variable or electronic message signs.

Closed Circuit Television (CCTV): This ITS technology allows a camera to display remote verification of road and weather conditions, traffic conditions and incidents. This CCTV camera will have compatibility with other communication technologies, such as, cable TV, kiosks and the internet.

Collector: A roadway providing land access and traffic circulation within residential, commercial and industrial areas.

Corridor Mobility Improvement Account (CMIA): created by the passage of Proposition 1B on November 7, 2006, directs CSMP development for corridors funded by this program.

Corridor System Management Plan (CSMP): A long range plan to comprehensively manage and operate urban transportation corridors across jurisdictions and modes.

Coincident: Occurring at the same time; in agreement. A highway may be signed coincident with another highway (Example: SR 89/SR 70).

Concept: A strategy for future improvements that will reduce congestion or maintain the existing level of service on a specific route.

Conformity: Process to assess the compliance of any Federally funded or approved transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act.

Congestion: Defined as, reduced speeds of less than 35 miles per hour for longer than 15 minutes.

Controlled Access Highway: In situations where the Director or the California Transportation Commission (CTC) has determined it advisable, a facility may be designated a "controlled access highway" in lieu of the designation "freeway". All statutory provisions pertaining to freeways and expressways apply to controlled access highways.

Conventional Highway: A highway without control of access, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations.

Corridor: A set of essentially parallel transportation facilities for moving people and goods between two points.

Dd

Daily Vehicle Miles of Travel: An estimate of Annual Vehicle Miles of Travel is the product of AADT X Segment Length X 365 days.

Delay: The time lost while traffic is impeded by some element over which the driver has no control.

Density: The number of vehicles per mile (or per lane per mile) on the traveled way at a given instant.

District: Department of Transportation Districts.

District System Management Plan (DSMP): A long-range strategic policy planning document describing the perspective district's vision for the State Highway System, including development, maintenance, and management for the next 20 years. The DSMP includes a description of the major issues and challenges facing the District, as well as a listing of the highest priority improvement projects.

Divided Highway: A highway with separated roadbeds for traffic in opposing directions.

Ee

Environmental Impact Report (EIR): A detailed statement setting forth the environmental effects and considerations pertaining to a project as specified in California Environmental Quality Act (CEQA), and may mean either a Draft or a Final EIR.

Environmental Impact Statement (EIS): An environmental impact document prepared pursuant to the National Environmental Policy Act (NEPA) of 1969. The Federal government uses the term EIS in the place of or in addition to the environmental impact report (EIR), which is used in CEQA.

Expressway: An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections.

Ff

Facility Concept: General term used to describe the number of lanes and degree of access control on a State Route or Freeway. The term can be used to describe the existing facility or the future facility that will be required to handle projected traffic volumes within adopted level of service standards.

Federal Highway Administration (FHWA): An agency of the US Department of Transportation that funds highway planning programs.

Federal Transit Administration (FTA): An agency of the US Department of Transportation that funds transit planning and deployment programs.

Focus Routes: These routes are a subset of the 34 High Emphasis IRRS routes. They represent the ten corridors that should be the highest priority for completion to minimum facility standards in order to serve higher volume interregional trip movements.

Free Flow Speed: The average speed of vehicles on a given facility, measured under low-volume conditions, when drivers tend to drive at their desired speed and are not constrained by delay from traffic control devices.

Freeway: A divided arterial highway with full control of access and with grade separations at intersections. A freeway, as defined by statute, is also a highway in respect to which: (1) the owners of abutting lands have no right or easement of access to or from their abutting lands; or (2) such owners have only limited or restricted right or easement of access. This statutory definition also includes expressways.

Freeway and Express System (F&E): The Statewide system of highways declared by the Legislature to be essential to the future development of California. The F&E System has been constructed with a large investment of funds for the ability of control access, in order to ensure the safety and operational integrity of the highways.

Frontage Street or Road: A local street or road auxiliary to and located on the side of an arterial highway for service to abutting property and adjacent areas and for control of access.

Functional Classification: Guided by Federal legislation, refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, i.e., Principal Arterials, Minor Arterials and Major Collectors).

Gg

Goods Movement: The general term referring to the flow of commodities, modal goods movement systems and goods movement institutions.

Hh

High Emphasis Routes: High Emphasis routes that are characterized as being the most critical Interregional Road System (IRRS) routes. More importantly, these routes are critical to interregional travel and the state as a whole.

High Occupancy Vehicle (HOV): Term for multi-occupant highway vehicles such as buses, jitneys, vans and carpools.

Highway: Term applies to roads, streets, and parkways, and also includes right-of-way, bridges, railroad crossings, tunnels, drainage structures, signs, guard rails, and protective structures in connection with highways.

Highway Capacity Manual (HCM): Updated in 2000 by the Transportation Research Board of the National Research Council, the HCM presents various methodologies for analyzing the operation (Level-of-Service) of transportation systems.

Highway Classification: For purposes of capacity analysis, separation of two-lane highways into Class I, II or III. Class I includes major interregional routes, Class II includes smaller links in the system and Class III includes segments of two-lane highway in smaller developed areas or communities.

Highway Planting: Vegetation placed for aesthetic, safety, environmental mitigation, or erosion control purposes, including necessary irrigation systems, inert materials, mulches and appurtenances.

High Occupancy Vehicle (HOV) Lane: Preferential or exclusive lane for high occupancy vehicles.

Hydrocarbons (HC): Incompletely burned or evaporated fuel or solvents, produced by mobile sources and industrial sources.

Ii

Incident Management: Technologies that allow transportation managers to identify and respond quickly to incidents on the highway system.

Initial Study: A preliminary analysis prepared by the lead agency to determine whether an environmental impact report (EIR) or negative declaration must be prepared pursuant to the California Environment Quality Act (CEQA).

Intelligent Transportation Systems (ITS): Use of advanced sensor, computer, and electronic systems to increase the safety and efficiency of the transportation system.

Interchange: A system of interconnecting roadways in conjunction with one or more grade separations providing for the interchange of traffic between two or more roadways on different levels.

Intermodal: The ability to connect, and make connections between modes of transportation.

Interregional Road System (IRRS): A series of interregional state highway routes, outside the urbanized areas, that provides access to, and links between, the State's economic centers, major recreational areas and urban and rural regions.

Interregional Transportation Strategic Plan (ITSP): The ITSP identifies six key objectives for implementing the Interregional Improvement Program and strategies and actions to focus improvements and investments. This document also addresses development of the interregional road system and intercity rail in California, and defines a strategy that extends beyond the 1998 State Transportation Improvement Program (STIP).

Intersection: The general area where two or more roadways join or cross, which include roadside facilities for traffic movements in that area.

Interstate Highway System: The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. The Interstate System also connects the US to internationally significant routes in Mexico and Canada.

Ll

Level-of-Service (LOS): A rating using qualitative measures that characterize operational conditions within a traffic stream and perception of those measures by motorists and passengers.

Local Street or Local Road: A street or road primarily for access to residences, businesses, or other abutting property.

Local Transportation Commission (LTC): A designated transportation planning agency for a county which is not within the jurisdiction of a statutorily created Regional Transportation Planning Agency or a Council of Governments.

Mm

Median: The portion of a divided highway separating the traveled ways for traffic in opposite directions.

Merging: The converging of separate streams of traffic into a single stream.

Metropolitan Planning Organization (MPO): By federal provision, the Governor designates this organization by principal elected officials of general-purpose local governments. MPOs are established to create a forum for cooperative decision-making. Each MPO represents an urbanized area with a population of over 50,000 people.

Minor Arterial: A functional category of a street allowing trips of moderate length within a relatively small geographical area.

Minor Street or Road: Land access, with access to local and collector streets

Mixed Flow: Traffic movement having automobiles, trucks, buses and motorcycles sharing traffic lanes.

Mode: Types of transportation: auto, bus, rail, etc.

Mountainous terrain: A combination of horizontal and vertical alignments causing heavy vehicles to operate at crawl speeds for significant distances or at frequent intervals.

Multimodal: The availability of transportation options using different modes within a system or corridor.

Nn

National Environmental Policy Act (NEPA): 1969 legislation requiring all Federal agencies to prepare an environmental impact statement evaluating proposed Federal actions which may significantly affect the environment.

National Highway System (NHS): The NHS is approximately 160,000 miles of roadway as part of an interconnected system of interstates, principle arterials, the Strategic Highway Network (STRAHNET), the Major Strategic Highway Network Connectors, and Intermodal Connector routes. These serve major travel destinations and population centers, international border crossings, as well as ports, airports, public transportation facilities and other intermodal transportation facilities. The NHS must also meet national defense requirements and serve interstate and interregional travel.

National Network (NN) for Trucks: This network is comprised of the National System of Interstate and Defense Highways, examples are I-10, I-5 and I-80. STAA Trucks are allowed on the NN.

Nitrogen Oxides (NO_x): Products of high-compression internal combustion engines, power plants and other large burners.

Non-Motorized Transportation Facility: That combination of vehicles and ways generally including bikeways bicycles, sidewalks, bridle paths and horses which permit the transport of people.

Pp

Particulate Matter (PM_{10}): Mostly carbon particles much like soot; however, fine particles of dust, metals, asbestos and suspended droplets are also found. Produced by industry, motor vehicles and natural processes. Fugitive dust comes from such sources as agricultural tilling, construction, mining and quarrying, paved and unpaved road and wind erosion.

Peak: 1. The period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak. 2. The period during which the demands for transportation services is the heaviest.

Peak Period Directional Split: During the peak period, the directional distribution of traffic.

Project Approval and Environmental Document (PA&ED): This component includes acquiring permits and completing environmental studies compliant with state and federal regulations.

Plans, Specifications, & Estimates (PS&E): This component includes all work to develop contract plans, specifications, engineer's estimate, contract bid documents, allocation of funds, contract award, and contract approval. In addition, environmental commitments must be resolved.

Post-Mile (PM): Using miles and counties, the PM system identifies specific and unique locations in the California highway system.

Programming: Process of scheduling high-priority projects for development and implementation.

Project Approval & Environmental Document (PA&ED): For a capital project to proceed, it must receive official federal, state, and environmental approvals as well as consensus from all the stakeholders and the public. This component is also known as the Project Approval and Environmental Document (PA&ED) phase of the project. The main deliverables for this phase are: Notice of Intent (NOI), Notice of Preparation (NOP), Draft Environmental Document (DED)/ or Environmental Determination, Final Environmental Document, Draft Project Report, and Project Report.

Primary Arterial: Mobility with intermittent access to arterials, other streets, and freeways and with minimal to direct land access.

Project Initiation Document (PID): A report that documents agreement on the design concept, design scope, schedule and estimated cost of a project so that the project can be included in a future programming document. Reports include, among others, the PSR, PSSR, Combined PSR/PR, PEER and the NBSSR.

Project Report: Report summarizing the feasibility of needs, alternatives, costs, etc., of a proposed transportation project affecting state transportation facilities. Often project reports consist of a Transmittal Letter and a draft environmental document.

Public Participation: The active and meaningful involvement of the public in the development of transportation plans and programs.

Public Transportation: Transportation service to the public on a regular basis using vehicles that transport more than one person for compensation, usually but not exclusively over a set route or routes from one fixed point or another. Routes and schedules may be determined through a cooperative arrangement.

Rr

Ramp: A connecting roadway between a freeway or expressway and another highway, road, or roadside area.

Ramp Metering: A traffic management strategy which utilizes a system of traffic signals on freeway entrance and connector ramps to regulate the volume of traffic entering a freeway corridor. This is to maximize the efficiency of the freeway and thereby minimize the total delay in the transportation corridor.

Region (Transportation Planning): A geographical area assigned to a Regional Transportation Planning Agency (RTPA) responsible for regional transportation planning.

Regional Transportation Plan (RTP): State-mandated documents to be developed biennially by all region transportation planning agencies (RTPAs). They consist of policy, action and financial elements.

Regional Transportation Planning Agency (RTPA): Created by AB 69 to prepare regional transportation plans and designated by the Business, Transportation and Housing (BT&H) secretary to receive and allocate transportation funds. RTPAs can be Councils of Government (COGs), Local Transportation Commissions (LTCs), Metropolitan Planning Organizations (MPOs), or statutorily-created agencies.

Rehabilitation: Activities which preserve the quality and structural integrity of a roadway by supplementing normal maintenance activities.

Resurfacing: A supplemental surface or replacement placed on an existing pavement to restore its riding qualities or increase its strength.

Ridesharing: Transportation system management (TSM) technique providing the systems and management to facilitate carpooling, vanpooling, buspooling and increasing transit usage.

Right-of-Way: Real estate acquired for transportation purposes, which includes the facility itself (highway, fixed guideway, etc.) as well as associated uses (maintenance structures, drainage systems, roadside landscaping, etc.)

Roadway: That portion of the highway included between the outside lines of the sidewalks, or curbs and gutters, or side ditches including also the appertaining structures, and all slopes, ditches, channels, waterways, and other features necessary for proper drainage and protection.

Rolling terrain: A combination of horizontal and vertical alignments causing heavy vehicles to reduce their speed substantially below that of passenger cars but not to operate at crawl speeds for a significant amount of time.

Ss

SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. SAFETEA-LU is the federal transportation act signed into law in August 2005.

Scenic Corridor: A band of land which is visible from and generally adjacent to, but outside of, the highway right-of-way having scenic, historical, or other aesthetic characteristics.

Scenic Highway: An officially designated portion of the State Highway System traversing areas of outstanding scenic beauty and/or historic character. Designations include: All-American Road, National Scenic Byway, U.S. Forest Service Byway, Historic Highway and State Scenic Highway.

Secondary Arterial: Mobility with access to collectors, some local streets, and major traffic-generating land uses.

Segment: A portion of highway identified for analysis that is homogenous in nature.

Senate Bill 375: SB 375 is California state law that became effective January 1, 2009. This new law requires California's Air Resources Board (CARB) to develop regional reduction targets for greenhouse gas emissions (GHG), and prompts the creation of regional plans to reduce emissions from vehicle use throughout the state. California's 18 Metropolitan Planning Organizations (MPOs) have been tasked with creating "Sustainable Community Strategies" (SCS). The MPOs are required to develop the SCS through integrated land use and transportation planning and demonstrate an ability to attain the proposed reduction targets by 2020 and 2035.

Shoulder: The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of base and surface courses.

Signalized Intersection: A place where two roadways cross and have a signal controlling traffic movements.

State Freeway and Expressway System: The Statewide system of highways declared by the Legislature to be essential to the future development of California.

State Routes: State highways within the State, other than Interstate and US routes, which serve intrastate and interstate travel. These highways can be freeways, expressways or conventional highways.

State Highway Operation and Protection Program (SHOPP): A four year state program of projects that have the purpose of collision reduction, major damage restoration, bridge preservation, roadway preservation, roadside preservation, mobility enhancement, and preservation of other transportation facilities related to the state highway system.

State Transportation Improvement Program (STIP): Biennial document, adopted by the California Transportation Commission (CTC), which provides the schedule of projects for develop over the upcoming five years.

Strategic Highway Network (STRAHNET): A network of highways important to the United States strategic defense policy and which provides defense access, continuity, and emergency capabilities for the movement of personnel, materials and equipment in both peace time and war time.

Surface Transportation Assistance Act Network (STAA): The National Network (NN), Terminal Access (TA) and Service Access Route make up this network. These routes allow STAA trucks.

Surface Transportation Assistance Act (STAA) Trucks: This act required states to allow larger trucks on the National Network (NN) which is comprised of the Interstate State plus the non-Interstate System Federal-aid Primary System. "Larger trucks" includes (1) doubles with 28.5-foot trailers, (2) singles with 48-foot semi-trailers and unlimited kingpin-to-rear axle (KRPA) distance, (3) unlimited length for both vehicle combinations, and (3) width up to 102 inches.

Tt

Telecommuting: The substitution, either partially or completely, of transportation to a conventional office through the use of computer and telecommunications technologies (telephones, personal computers, modems, facsimile machines, electronic mail, etc.)

Terminal Access (TA) Routes: Terminal Access routes are portions of State routes, local roads, that can accommodate STAA trucks. TA route allow STAA trucks to (1) travel between NN routes, (2) reach a truck's operating facility, or (3) reach a facility where freight originates, terminates, or is handled in the transportation process.

Topography: The surface features of the land that a highway passes through (i.e. the topographic features of the surrounding land). For the purposes of a Transportation Concept Report, terrain is classified into one of three categories: flat, rolling or mountainous. The terms "terrain" and "grade" are not interchangeable (see "Grade").

- **Flat:** The land surrounding the highway is level or nearly level. The most typical example of flat terrain is a valley.

- **Rolling:** Land in the vicinity of the highway is composed of low hills, dips and rolls, or other types of undulations. Rolling terrain is found in many locations, including the foothills surrounding the Central Valley of California.

- **Mountainous:** Terrain with extensive, steep slopes (often in excess of 6 percent) that may rise sharply on one side of the highway while dropping away rapidly on the other.

Traffic Accident Surveillance and Analysis System (TASAS): A system that provides a detailed list and/or summary of accidents that have occurred on highways, ramps, or intersections in the State Highway System, Accidents can be selected by location, highway characteristics, accidents data codes or any combinations of these.

Traffic Conditions: Any characteristics of the traffic stream that may affect capacity or operation, including the percentage composition of the traffic stream by vehicle type and driver characteristics (such as the differences between weekday commutes and recreational drivers).

Traffic Lane: The portion of the traveled way for the movement of a single line of vehicles.

Traffic Sign: A device mounted on a fixed or portable support, conveying a message or symbol to regulate, warn, or guide traffic.

Traffic Signal: A traffic control device regulating the flow of traffic with green, yellow and red phases.

Transit: Generally refers to passenger service provided to the general public along established routes with fixed or variable schedules at published fares. Relate terms include: public transit, mass transit, public transportation, urban transit and paratransit.

Transportation Concept Report (TCR): Planning document that identifies current operating conditions, future deficiencies, route concept, concept level of service (LOS) and conceptual improvements for a route or corridor.

Transportation Demand Management (TDM): "Demand-based" techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of the peak hours.

Transportation Management Center (TMC): A focal point that can monitor traffic and road conditions, as well as train and transit schedules, and airports and shipping advisories. From here, information about accidents, road closures and emergency notification is relayed to travelers.

Transportation Stakeholder: In transportation, stakeholders include FHWA, CTC, RTPAs, transportation departments, transportation commissions, cities and counties, Native American Tribal Governments, economic development and business interests, resource agencies, transportation interest groups, the public and the Legislature.

Transportation System Development Program (TSDP): A TSDP identifies a reasonable, comprehensive and effective range of transportation improvements on state highways. It is the Department's statement of priorities for improvements in negotiating and joint planning with regional agencies.

Transportation System Management (TSM): TSM is 1) a process oriented approach to solving transportation problems considering both long and short range implications; and 2) a services and operations process oriented in which low capital, environmentally-responsive, efficiency-maximizing improvements are implemented on existing facilities.

Uu

US Department of Transportation: The principal direct Federal funding agency for transportation facilities and programs. Includes the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Federal Railroad Administration (FRA), and other.

US Route: A network of highways of statewide and national importance. These highways can be freeways, expressways or conventional highways.

Vv

Vehicle Miles Traveled (VMT): Used in trend analysis and forecasts. (1) On highways, a measurement of the total miles traveled in all vehicles in the area for a specific time period. It is calculated by the number of vehicles multiplied by the miles traveled in a given area or on a given highway during the time period. (2) In transit, the number of vehicle miles operated on a given router or line or network during a specific time period.

Vehicle Hours Traveled (VHT): Used in trend analysis and forecasts. The amount of time expended by vehicles on a segment during an analysis period.

Vehicle Occupancy: The number of people aboard a vehicle at a given time; also known as auto or automobile occupancy when the reference is to automobile travel only.

Vista Point: A paved area beyond the shoulder, which permits travelers to safely exit the highway to stop and view a scenic area. In addition to parking areas, trash receptacles, interpretive displays, and in some cases rest rooms, drinking water and telephones may be provided.

Volume: The number of vehicles passing a given point during a specified period of time.

Volume/Capacity Ratio (V/C Ratio): The ratio of flow rate to capacity for a transportation facility.

Ww

Weaving: The crossing of traffic streams, moving in the same general direction, accomplished by merging and diverging.

ACRONYMS:

AADT	Annual Average Daily Trips
ADA	Americans with Disabilities Act
AMBAG	Association of Monterey Bay Area Governments
APCD	Air Pollution Control District
ARB	Air Resources Board
BRT	Bus Rapid Transit
BTA	Bicycle Transportation Account
BY	Base Year
CCA	California Coastal Act
CCAA	California Clean Air Act
CCC	California Coastal Commission
CCRC	Coast Rail Coordinating Council
CCT	California Coastal Trail
CEQA	California Environmental Quality Act
CHC	California Highway Commission
CO	Carbon Monoxide
CSMP	Corridor System Management Plan
CTC	California Transportation Commission
CTP	California Transportation Plan
DSMP	District System Management Plan
EPA	Environmental Protection Agency
FCAA	Federal Clean Air Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Programs
GHG	Greenhouse Gases
GMAP	Goods Movement Action Plan
HOT	High Occupancy Toll (lane)
HOV	High Occupancy Vehicle
HY	Horizon Year
IP	Implementation Plan
ISTEA	Intermodal Surface Transportation Efficiency Act
ITSP	Interregional Transportation Strategic Plan
LCP	Local Coastal Program
LOS	Level of Service
LOSSAN	Los Angeles-San Diego-San Luis Obispo Rail Coordinating Council
MON	Monterey (County)
MPOs	Metropolitan Planning Organizations
MST	Monterey-Salinas Transit District
NEPA	National Environmental Policy Act
NHS	National Highway System

PCBR	Pacific Coast Bike Route
PM	Post Miles
ROW	Right-of-way
RTP	Regional Transportation Plan
RTPAs	Regional Transportation Planning Agencies
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SB	Santa Barbara (County)
SBCAG	Santa Barbara County Association of Governments
SBMTD	Santa Barbara Metropolitan Transit District
SBt	San Benito (County)
SBtCOG	San Benito Council of Governments
SCS	Sustainable Communities Strategy
SHOPP	State Highway Operations and Protection Program
SHS	State Highway System
SLO	San Luis Obispo (County)
SLOCOG	San Luis Obispo Council of Governments
SLORTA	San Luis Obispo Regional Transit Authority
SMAT	Santa Maria Area Transit
SR	State Route
STAA	Surface Transportation Assistance Act
STIP	State Transportation Improvement Program
STRAHNET	Strategic Highway Network
TAMC	Transportation Agency of Monterey County
TCR	Transportation Concept Report
TDM	Transportation Demand Management
TSM	Transportation System Management
TSDP	Transportation System Development Plan
UPRR	Union Pacific Rail Road
VCTC	Ventura County Transportation Commission
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
VPH	Volumes Per Hour

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Appendix B
INTERSTATE 5 AND US 101 FULL CLOSURE DATA (JANUARY 2006-2011)

Interstate 5 (Kern County)			
DATE	*COUNTY*	*LOCATION*	*DURATION (Hrs.)*
3/11/2006	KER	GRAPEVINE	9
3/11/2006	KER	GRAPEVINE	6
3/18/2006	KER	GRAPEVINE	6
05/27/2006	KER	JCT 99/5	2
08/13/2006	KER	GRAPEVINE RD	9
09/03/2006	KER	JCT 99/5	4
1/17/2007	KER	GRAPEVINE RD	14
2/27/2007	KER	GRAPEVINE RD	9
12/8/2007	KER	GRAPEVINE RD SB	13
1/30/2008	KER	GRAPEVINE RD	17
2/3/2008	KER	GRAPEVINE	6
12/16/2008	KER	GRAPEVINE RD	17
2/16/2009	KER	JCT 99/5	12
3/3/2009	KER	GRAPEVINE RD	14
4/29/2010	KER	GRAPEVINE RD	4
1/20/2010	KER	GRAPEVINE RD	7
1/02/2011	KER	GRAPEVINE RD	23

US 101 (Caltrans District 5)			
DATE	*COUNTY*	*LOCATION*	*DURATION (Hrs.)*
3/17/2006	SB	Hollister Avenue	4
09/29/2006	MON	Alvarado Road	8
09/04/2007	SB	Vista Del Mar Road	12

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Appendix C
TRANSIT FACILITY

TABLE C.1: SEGMENT 1 TRANSIT FACILITY

Segment	Mode & Collateral Facility	Name	Route End Points	Ridership	Headway	Operating Period	ITS & Technology	Stations		Amenities	Bikes Allowed on Transit	Location Description	# Parking Spaces
								Cities	Postmiles				
1	*Rail*	*Amtrak: CA Pacific Surfliner*	*San Luis Obispo to San Diego*	FY 11 2,786,972	*Short*	*Daily*	*Real-time*	*Carpinteria, Santa Barbara, Goleta*	*N/A*	*Free Wi-Fi, reclining seats, power outlets, carry-on luggage space and onboard bike racks on some trains.*	*Yes*	*N/A*	*N/A*
		Amtrak: CA Coast Starlight	*Los Angeles to Seattle*	FY 11 426,584	*Long*	*Daily*	*Real-time*	*Santa Barbara*	*N/A*	Free Wi-Fi and meal service	*Yes*	*N/A*	*N/A*
	Commuter, Express and Traditional Bus Service	*Vista*	*Goleta to Oxnard*	FY 10-11 285,314	*Long*	*Daily*	*Real-time*	*Carpinteria, Goleta, Santa Barbara, Ventura, Oxnard*	*N/A*	*N/A*	*2*	*N/A*	*N/A*
		Clean Air Express	*Santa Maria to Santa Barbara*	FY 09 204,000	*Short/ Medium*	*Weekdays*	*N/A*	*Buelton, Goleta, Lompoc, Santa Barbara, Santa Maria, Solvang, UCSB*	*N/A*	*Free Wi-fi*	*2*	*N/A*	*N/A*
		Coastal Express Limited	*Goleta to Ventura*	N/A Service Started August 2011	*Long*	*Weekdays*	*N/A*	*Goleta, Santa Barbara, Ventura*	*N/A*	*Free Wi-fi*	*2*	*N/A*	*N/A*
		Santa Barbara Metropolitan Transit District	*Santa Barbara/Ventura County line to Goleta*	FY 09-10 7,923,784	*Med*	*Daily*	*N/A*	*Santa Barbara, Carpinteria, Goleta, Isla Vista, Montecito, and Summerland*	*N/A*	*N/A*	*2*	*N/A*	*N/A*
	Transit Center	Santa Barbara Transit Center	*N/A*	$10,000 daily users	*N/A*	*Daily*	*N/A*	*Santa Barbara*	*N/A*	*Snack bar, restrooms, waiting area*	*N/A*	*1020 Chapala Street*	*N/A*

TABLE C.2: SEGMENT 2 TRANSIT FACILITY

Segment	Mode & Collateral Facility	Name	Route End Points	Ridership	Headway	Operating Period	ITS & Technology	Stations		Amenities	Bikes Allowed on Transit	Location Description	# Parking Spaces
								Cities	Postmiles				
2	*Rail*	*Amtrak: CA Pacific Surfliner*	*San Luis Obispo to San Diego*	FY 11 2,786,972	*Short*	*Daily*	*Real-time*	*Surf (Lompoc)*	*N/A*	*Free Wi-Fi, reclining seats, power outlets, carry-on luggage space and onboard bike racks on some trains.*	*Yes*	*N/A*	*N/A*
		Amtrak: CA Coast Starlight	*Los Angeles to Seattle*	FY 11 426,584	*Long*	*Daily*	*Real-time*	*No stations within the segment*	*N/A*	*Free Wi-Fi and meal service*	*Yes*	*N/A*	*N/A*
	Commuter, Express and Traditional Bus Service	*Clean Air Express*	*Santa Maria to Santa Barbara*	FY 09 204,000	*Short/ Medium*	*Weekdays*	*N/A*	*Buelton, Goleta, Lompoc, Santa Barbara, Santa Maria, Solvang, UCSB*	*N/A*	*Free Wi-fi*	*2*	*N/A*	*N/A*
		Wine Country Express	*Lompoc to Solvang*	FY 10-11 10,151	*Long*	*Weekdays*	*N/A*	*Lompoc, Buelton, Solvang*	*N/A*	*N/A*	*3*	*N/A*	*N/A*
		Breeze	*Santa Maria to Lompoc*	FY 10-11 48,946	*Medium/ Long*	*Weekdays*	*N/A*	*Santa Maria, Vandenberg AFB, Lompoc*	*N/A*	*N/A*	*3*	*N/A*	*N/A*
		City of Lompoc Transit (COLT)	*Lompoc to Vandenberg Village*	FY 10-11 232,999	*Long*	*Mon/Sat*	*N/A*	*Lompoc, Mission Hills, Vandenberg Village*	*N/A*	*N/A*	*3*	*N/A*	*N/A*
		Santa Ynez Valley Transit (SYVT)	*Buelton to Santa Ynez*	FY 10-11 52,859	*Long*	*Mon/Sat*	*N/A*	*Buelton, Los Olivos, Santa Ynez, Solvang*	*N/A*	*N/A*	*2*	*N/A*	*N/A*
	Park & Ride	*SR 246/SR154*	*N/A*	*N/A*	*N/A*	*Daily*	*N/A*	*Santa Ynez*	*34.4*	*N/A*	*N/A*	*SR 246/154*	*20*
		Buellton Park and Ride Lot	*N/A*	*N/A*	*N/A*	*Daily*	*N/A*	*Buellton*	*R26. 05*	*N/A*	*N/A*	*SR246/ Avenue of Flags*	*33*
		Future North Avenue of Flags Park and Ride Lot	*N/A*	*N/A*	*N/A*	*Daily*	*N/A*	*Buellton*	*R57. 7*	*N/A*	*N/A*	*US101/ Avenue of Flags*	*TBD*

TABLE C.3: SEGMENT 3 TRANSIT FACILITY

Segment	Mode & Collateral Facility	Name	Route End Points	Ridership	Headway	Operating Period	ITS & Technology	Stations		Amenities	Bikes Allowed on Transit	Location Description	# Parking Spaces
								Cities	Postmiles				
3	*Rail*	*Amtrak: CA Pacific Surfliner*	*San Luis Obispo to San Diego*	FY 11 2,786,972	*Short*	*Daily*	*Real-time*	*Guadalupe*	*N/A*	*Free Wi-Fi, reclining seats, power outlets, and onboard bike racks on some trains.*	*Yes*	*N/A*	*N/A*
		Amtrak: CA Coast Starlight	*Los Angeles to Seattle*	FY 11 426,584	*Long*	*Daily*	*Real-time*	*No stations within the segment*	*N/A*	Free Wi-Fi and meal service	*Yes*	*N/A*	*N/A*
	Commuter, Express and Traditional Bus Service	*Clean Air Express*	*Santa Maria to Santa Barbara*	FY 09 204,000	*Short/ Medium*	*Week days*	*N/A*	*Buelton, Goleta, Lompoc, Santa Barbara, Santa Maria, Solvang, UCSB*	*N/A*	*Free Wi-fi*	*2*	*N/A*	*N/A*
		South County Area Transit (SCAT)	*San Luis Obispo to Santa Maria*	N/A Service Started June 2012	*Long*	*Daily*	*N/A*	*San Luis Obispo, Pismo, Arroyo Grande, Nipomo, Santa Maria*	*N/A*	*N/A*	*6*	*N/A*	*N/A*
		Breeze	*Santa Maria to Lompoc*	FY 10-11 48,946	*Medium/ Long*	*Week days*	*N/A*	*Santa Maria, Vandenberg AFB, Lompoc*	*N/A*	*N/A*	*3*	*N/A*	*N/A*
		Cuyama Transit	*Santa Maria to New Cuyama*	FY 10-11 906	*Long*	*Tues/ Thurs*	*N/A*	*Cuyama, New Cuyama, Santa Maria,*	*N/A*	*N/A*	*2*	*N/A*	*N/A*
		Guadalupe Flyer	*Guadalupe to Santa Maria*	FY 10-11 89,520	*Long*	*Mon/ Sat*	*N/A*	*Guadalupe, Santa Maria*	*N/A*	*N/A*	*2*	*N/A*	*N/A*
		Santa Maria Area Transit (SMAT)	*Orcutt to Santa Maria*	FY 10-11 1,040,625	*Medium*	*Daily*	*N/A*	*Orcutt, Santa Maria,*	*N/A*	*N/A*	*2*	*N/A*	*N/A*
	Park & Ride	*Orcutt East-SR 135*	*N/A*	*N/A*	*N/A*	*Daily*	*N/A*	*Orcutt*	*R10 .46*	*N/A*	*N/A*	*East Clark Avenue/ SR 135*	*19*
		Orcutt West-SR 135	*N/A*	*N/A*	*N/A*	*Daily*	*N/A*	*Orcutt*	*R10 .43*	*N/A*	*N/A*	*West Clark SR135*	*41*
		Clark/US 101	*N/A*	*N/A*	*N/A*	*Daily*	*N/A*	*Orcutt*	*82.2*	*N/A*	*N/A*	*US 101/Clark*	*34*
		US 101/SR 135	*N/A*	*N/A*	*N/A*	*Daily*	*N/A*	*Santa Maria*	*90.75*	*N/A*	*N/A*	*N/A*	*TBD*
	Transit Center	*Santa Maria Transit Center*	*N/A*	*N/A*	*N/A*	*Daily*	*N/A*	*Santa Maria*	*N/A*	*N/A*	*N/A*	*Boone and Miller*	*N/A*

TABLE C.4: SEGMENT 4 TRANSIT FACILITY

Segment	Mode & Collateral Facility	Name	Route End Points	Ridership	Headway	Operating Period	ITS & Technology	Stations		Amenities	Bikes Allowed on Transit	Location Description	# Parking Spaces
								Cities	Postmiles				
4	*Rail*	*Amtrak: CA Pacific Surfliner*	*San Luis Obispo to San Diego*	FY 11 2,786,972	*Short*	*Daily*	*Real-time*	*Grover Beach*	*N/A*	*Free Wi-Fi, reclining seats, power outlets, carry-on luggage space and onboard bike racks on some trains.*	*Yes*	*N/A*	*N/A*
		Amtrak: CA Coast Starlight	*Los Angeles to Seattle*	FY 11 426,584	*Long*	*Daily*	*Real-time*	*No stations within the segment*	*N/A*	Free Wi-Fi and meal service	*Yes*	*N/A*	*N/A*
	Commuter, Express and Traditional Bus Service	*South County Area Transit (SCAT) Route 10*	*San Luis Obispo to Santa Maria*	FY 11 210,923	*Long*	*Daily*	*N/A*	*Pismo Beach, Arroyo Grande, Nipomo*	*N/A*	*N/A*	*6*	*N/A*	*N/A*
		South County Area Transit (SCAT) Route 21-24	*Shell Beach to Arroyo Grande*	FY 11 210,923	*Long*	*Daily*	*N/A*	*Arroyo Grande, Grover Beach, Oceano, Pismo Beach, Shell Beach*	*N/A*	*N/A*	*6*	*N/A*	*N/A*
	Park & Ride	*Halcyon Road/ US 101*	*N/A*	*N/A*	*N/A*	*Daily*	*N/A*	*Arroyo Grande*	*13.6*	*N/A*	*N/A*	*SW Side of Halcyon Road*	*48*
		Pismo Outlets Mall	*N/A*	*N/A*	*N/A*	*Daily*	*N/A*	*Pismo Beach*	*15.4*	*N/A*	*N/A*	*5 Cities Drive/ US 101*	*20*
		Bob Jones Bike Trail Parking	*N/A*	*N/A*	*N/A*	*Daily*	*N/A*	*Near Avila Beach*	*R 21.7*	*N/A*	*N/A*	*US 101 @Avila Beach Drive*	*27*

TABLE C.5: SEGMENT 5 TRANSIT FACILITY

Segment	Mode & Collateral Facility	Name	Route End Points	Ridership	Headway	Operating Period	ITS & Technology	Stations		Amenities	Bikes Allowed on Transit	Location Description	# Parking Spaces
								Cities	Postmiles				
5	*Rail*	*Amtrak: CA Pacific Surfliner*	*San Luis Obispo to San Diego*	FY 11 2,786,972	*Short*	*Daily*	*Real-time*	*San Luis, Obispo*	*N/A*	*Free Wi-Fi, reclining seats, power outlets, carry-on luggage space and onboard bike racks on some trains.*	*Yes*	*N/A*	*N/A*
		Amtrak: CA Coast Starlight	*Los Angeles to Seattle*	FY 11 426,584	*Long*	*Daily*	*Real-time*	*San Luis, Obispo*	*N/A*	Free Wi-Fi and meal service	*Yes*	*N/A*	*N/A*
	Commuter, Express and Traditional Bus Service	*Regional Transit Authority (RTA) Route 9*	*San Miguel to San Luis Obispo*	FY 11 205,420	*Long*	*Daily*	*N/A*	*San Luis Obispo, Santa Margarita*	*N/A*	*N/A*	*6*	*N/A*	*N/A*
		South County Area Transit (SCAT) Route 10	*San Luis Obispo to Santa Maria*	FY 11 210,923	*Long*	*Daily*	*N/A*	*San Luis Obispo*	*N/A*	*N/A*	*6*	*N/A*	*N/A*
		San Luis Obispo Transit	*San Luis Obispo*	FY 09 987,642	*Medium/ Long*	*Daily*	*N/A*	*San Luis Obispo*	*N/A*	*N/A*	*3*	*N/A*	*N/A*
	Park & Ride	*Santa Margarita*	*N/A*	*N/A*	*N/A*	*Daily*	*N/A*	*Santa Margarita*	*0.431*	*N/A*	*N/A*	*US 101 /SR 58*	*16*
	Transit Center	*Downtown San Luis Obispo Transit Center*	*San Luis Obispo*	*N/A*	*N/A*	*Daily*	*N/A*	*San Luis Obispo*	*N/A*	*N/A*	*N/A*	*Osos Street and Palm Street*	*N/A*

TABLE C.6: SEGMENT 6 TRANSIT FACILITY

Segment	Mode & Collateral Facility	Name	Route End Points	Ridership	Headway	Operating Period	ITS & Technology	Stations		Amenities	Bikes Allowed on Transit	Location Description	# Parking Spaces
								Cities	Postmiles				
6	*Rail*	*Amtrak: CA Coast Starlight*	*Los Angeles to Seattle*	FY 11 426,584	*Long*	*Daily*	*Real-time*	*Paso Robles*	*N/A*	*Free Wi-Fi, reclining seats, power outlets, carry-on luggage space and onboard bike racks on some trains.*	*Yes*	*N/A*	*N/A*
	Commuter, Express and Traditional Bus Service	*Regional Transit Authority (RTA) Route 9*	*San Miguel to San Luis Obispo*	FY 11 205,420	*Long*	*Daily*	*N/A*	*Santa Margarita, Atascadero, Templeton, Paso Robles*	*N/A*	*N/A*	*6*	*N/A*	*N/A*
		Monterey-Salinas Transit Line # 83	*Paso Robles to Fort Hunter Liggett Express*	FY 11 8,333	*Long*	*Daily*	*N/A*	*Fort Hunter Liggett, Lockwood, Paso Robles, San Miguel*	*N/A*	*Free Wi-fi*	*3*	*N/A*	*N/A*
		Paso Express	*Paso Robles*	*FY 11 13,429*	*Long*	*Mon/ Sat*	*N/A*	*Paso Robles*	*N/A*	*N/A*	*3*	*N/A*	*N/A*
	Park & Ride	*Rte. 41 East*	*N/A*	*N/A*	*N/A*	*Daily*	*N/A*	*Atascadero*	*16.35*	*N/A*	*N/A*	*Near health center bldg. on SR 41*	*48*
		Santa Barbara Road / US 101	*N/A*	*N/A*	*N/A*	*Daily*	*N/A*	*Atascadero*	*42.30*	*N/A*	*N/A*	*Santa Barbara Road/US101*	*16*
		Santa Rosa/ US 101	*N/A*	*N/A*	*N/A*	*Daily*	*N/A*	*Atascadero*	*44.01*	*N/A*	*N/A*	*Santa Rosa at SB off ramp*	*15*
		Curbaril Avenue/ US 101	*N/A*	*N/A*	*N/A*	*Daily*	*N/A*	*Atascadero*	*44.86*	*N/A*	*N/A*	*NB Curbaril Avenue Ramps*	*42*
		St. Williams Church	*N/A*	*N/A*	*N/A*	*Daily*	*N/A*	*Atascadero*	*45.90*	*N/A*	*N/A*	*Traffic Way/US 101*	*48*
		Las Tablas/US 101	*N/A*	*N/A*	*N/A*	*Daily*	*N/A*	*Templeton*	*51.40*	*N/A*	*N/A*	*Las Tablas Road/US 101*	*68*
	Transit Center	*North County Transportation Center*	*N/A*	*N/A*	*N/A*	*Daily*	*N/A*	*Paso Robles*	*N/A*	*N/A*	*N/A*	*Pine Street*	*N/A*

TABLE C.7: SEGMENT 7 TRANSIT FACILITY

Segment	Mode & Collateral Facility	Name	Route End Points	Ridership	Headway	Operating Period	ITS & Technology	Stations		Amenities	Bikes Allowed on Transit	Location Description	# Parking Spaces
								Cities	Postmiles				
7	*Rail*	*Amtrak: CA Coast Starlight*	*Los Angeles to Seattle*	FY 11 426,584	*Long*	*Daily*	*Real-time*	*No stations within the segment*	*N/A*	*Free Wi-Fi, reclining seats, power outlets, carry-on luggage space and onboard bike racks on some trains.*	*Yes*	*N/A*	*N/A*
	Commuter, Express and Traditional Bus Service	*Regional Transit Authority (RTA) Route 9*	*San Miguel to San Luis Obispo*	FY 11 205,420	*Long*	*Daily*	*N/A*	*Paso Robles, San Miguel*	*N/A*	*N/A*	*6*	*N/A*	*N/A*
		Monterey-Salinas Transit Line # 82	*Fort Hunter-Liggett to Salinas Express*	FY 11 4,893	*Long*	*Daily*	*N/A*	*Salinas, Soledad, Greenfield, King City, Fort Hunter-Liggett*	*N/A*	*Free Wi-fi*	*2*	*N/A*	*N/A*
		Monterey-Salinas Transit Line # 83	*Paso Robles to Fort Hunter Liggett Express*	FY 11 8,333	*Long*	*Daily*	*N/A*	*Fort Hunter Liggett, Lockwood, Paso Robles, San Miguel*	*N/A*	*Free Wi-fi*	*2*	*N/A*	*N/A*
		Monterey-Salinas Transit Line #23	*King City to Salinas*	FY 11 187,014	*Long*	*Daily*	*N/A*	*King City, Greenfield, Soledad, Gonzales, Salinas*	*N/A*	*Free Wi-fi*	*2*	*N/A*	*N/A*

TABLE C.8: SEGMENT 8 TRANSIT FACILITY

Segment	Mode & Collateral Facility	Name	Route End Points	Ridership	Headway	Operating Period	ITS & Technology	Stations		Amenities	Bikes Allowed on Transit	Location Description	# Parking Spaces
								Cities	Postmiles				
8	*Rail*	*Amtrak: CA Coast Starlight*	*Los Angeles to Seattle*	FY 11 426,584	*Long*	*Daily*	*Real-time*	*Salinas*	*N/A*	*Free Wi-Fi, reclining seats, power outlets, carry-on luggage space and onboard bike racks on some trains.*	*Yes*	*N/A*	*N/A*
	Commuter, Express and Traditional Bus Service	*Monterey-Salinas Transit Line #72*	*Monterey Presidio to North Salinas Express*	FY 11 13,359	*Long*	*Week-days*	*N/A*	*Monterey Presidio, Northridge Mall and Westridge Shopping Center*	*N/A*	*Free Wi-fi*	*2*	*N/A*	*N/A*
		Monterey-Salinas Transit Line # 82	*Fort Hunter-Liggett to Salinas Express*	FY 11 4,893	*Long*	*Daily*	*N/A*	*Salinas, Soledad, Greenfield, King City, Fort Hunter-Liggett*	*N/A*	*Free Wi-fi*	*2*	*N/A*	*N/A*
		Monterey-Salinas Transit Line # 23	*Salinas to Northridge Mall*	FY 11 187,014	*Short*	*Week-ends*	*N/A*	*Salinas*	*N/A*	*Free Wi-fi*	*2*	*N/A*	*N/A*
		Monterey-Salinas Transit Line # 28	*Salinas to Watsonville*	FY 11	*Long*	*Week-ends*	*N/A*	*Salinas, Prunedale, Watsonville*	*N/A*	*N/A*	*2*	*N/A*	*N/A*
	Transit Center	*Monterey-Salinas Transit Center*	*Salinas*	*N/A*	*N/A*	*Daily*	*N/A*	*Salinas*	*N/A*	*N/A*	*N/A*	*Salinas Street*	*N/A*

TABLE C.9: SEGMENT 9 TRANSIT FACILITY

Segment	Mode & Collateral Facility	Name	Route End Points	Ridership	Headway	Operating Period	ITS & Technology	Stations		Amenities	Bikes Allowed on Transit	Location Description	# Parking Spaces
								Cities	Postmiles				
9	*Rail*	*Amtrak: CA Coast Starlight*	*Los Angeles to Seattle*	FY 11 426,584	*Long*	*Daily*	*Real-time*	*No stations within the segment*	*N/A*	*Free Wi-Fi, reclining seats, power outlets, carry-on luggage space and onboard bike racks on some trains.*	*Yes*	*N/A*	*N/A*
	Commuter, Express and Traditional Bus Service	*Monterey-Salinas Transit Line #55*	*Downtown Monterey to San Jose Express*	FY 11 31,350	*Long*	*Daily*	*N/A*	*Prunedale*	*N/A*	*Free Wi-fi*	*2*	*N/A*	*N/A*
		Monterey-Salinas Transit Line #72	*Monterey Presidio to North Salinas Express*	FY 11 13,359	*Long*	*Week-days*	*N/A*	*Monterey Presidio, Northridge Mall and Westridge Shopping Center*	*N/A*	*Free Wi-fi*	*2*	*N/A*	*N/A*
		Monterey-Salinas Transit Line #79	*Monterey Presidio to San Jose via Gilroy*	FY 11 21,478	*Long*	*Week-days*	*N/A*	*No stations within the segment*	*N/A*	*Free Wi-fi*	*2*	*N/A*	*N/A*
	Park & Ride	*Prunedale*	*N/A*	*N/A*	*N/A*	*Daily*	*N/A*	*Prunedale*	*95.44*	*N/A*	*N/A*	*101/156 I/C at Prunedale South*	*33*

TABLE C.10: SEGMENT 10 TRANSIT FACILITY

Segment	Mode & Collateral Facility	Name	Route End Points	Ridership	Headway	Operating Period	ITS & Technology	Stations		Amenities	Bikes Allowed on Transit	Location Description	# Parking Spaces
								Cities	Postmiles				
10	*Rail*	*Amtrak: CA Coast Starlight*	*Los Angeles to Seattle*	FY 11 426,584	*Long*	*Daily*	*Real-time*	*No stations within the segment*	*N/A*	*Free Wi-Fi, reclining seats, power outlets, carry-on luggage space and onboard bike racks on some trains.*	*Yes*	*N/A*	*N/A*
	Commuter, Express and Traditional Bus Service	*San Benito County Express Intercounty – Gavilan service*	*Hollister to Gilroy*	FY 11 434	*Long*	*Mon-Fri*	*N/A*	*Hollister, San Juan Bautista, Gilroy*	*N/A*	*N/A*	*2*	*N/A*	*N/A*
		San Benito County Express Intercounty – Greyhound service	*Hollister to Gilroy*	FY 11 3,204	*Long*	*Sat-Sun*	*N/A*	*Hollister, San Juan Bautista, Gilroy*	*N/A*	*N/A*	*2*	*N/A*	*N/A*
		Monterey-Salinas Transit Line #55	*Monterey to San Jose*	FY 11 31,350	*Long*	*Daily*	*N/A*	*No stations within the segment*	*N/A*	*Free Wi-fi*	*2*	*N/A*	*N/A*
		Monterey-Salinas Transit Line #79	*Monterey Presidio to San Jose via Gilroy*	FY 11 21,478	*Long*	*Week-days*	*N/A*	*No stations within the segment*	*N/A*	*Free Wi-fi*	*2*	*N/A*	*N/A*
	Park & Ride	*Searle Road/ SR 156 East/US 101*	*N/A*	*N/A*	*N/A*	*Daily*	*N/A*	*San Benito County/near San Juan Bautista*	*75*	*N/A*	*N/A*	*On Searle Road at US 101/156 Interchange North*	*20*

Appendix D
TRUCK TRAFFIC VOLUME SUMMARY

Segment	Postmiles	Direction	Total Average Annual Daily Truck Traffic (AADTT) (BY)	Total Average Annual Daily Truck Traffic (AADTT) (HY)	Total Trucks (% of AADT) (BY)	Total Trucks (% of AADT)(HY)	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)*	5+ Axle Average Annual Daily Truck Traffic (AADTT)(HY)	5+ Axle Trucks (as % of AADT)(BY)
1	SB: 0.0-26.9	Northbound	1,798-3,958	2,619-4,274	5%-11%	5%-11%	253-3,348	360-5,154	1%-12%
		Southbound	870-2,096	1,050-4,767	2%-14%	2%-14%	253-3,348	376-5, 504	1%-13%
2	SB: 27.7-81.8	North & South	3,000-4,200	4,800-6,300	11%-14.5%	11%-14.5%	1,574-1,905	2,638-3,027	5.0%-8.7%
3	SB:81.8-SLO: 0.8	North & South	3,700-4,800	5,600-7,400	7.5%-13.1%	7.5%-13.1%	1,862-2,331	3,025-3,872	3.3%-7.7%
4	SLO: 0.08-R24.3	North & South	3,800-6,200	6,100-9,300	7.5%-9.3%	7.5%-9.3%	2,066-4,143	2,974-6,220	3.6%-6.3%
5	SLO: R24.3-37.5	North & South	3,100-5,300	4,000-7,600	8%-9.3%	8%-9.3%	1,823-2,639	2,241-3,942	4.3%-7.0%
6	SLO: 37.5-57.9	North & South	3,100-6,000	3,600-8,100	8%-9.6%	8%-9.6%	1,448-30,793	1,799-46,209	2.4%-50.3
7	SLO:57.9-MON:85.6	North & South	1,500-8,100	2,300-13,400	11.8%-18.5%	11.8%-18.5%	857-10,616	1,334-17,812	2.3%-61.7%
8	MON:85.6-R89.	North & South	8,900-13,400	11,900-17,200	18.1%	18.1%	2,412	3,023-3,228	3.3%-4.9%
9	MON:R89.3-100	North & South	10,100-15,200	12,000-20,100	18.1%	18.1%	2,412	2,882-3,487	2.9%-4.3%
10	MON:100-SBT:7.55	North & South	4,700-10,600	6,200-11,700	11.2%-19.3%	11.2%-19.3%	1,518-2,956	2,144-3,933	4.1%-10.5%

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Appendix E
CORRIDOR PERFORMANCE MODELING METHODOLOGY AND ASSUMPTIONS

INTRODUCTION

This memorandum is prepared as part of the Transportation Concept Report (TCR) for US 101 in Santa Barbara, San Luis Obispo, Monterey and San Benito Counties.

The objective of this memo is to identify the assumptions made as part of the development of baseline and forecasted peak volumes and capacity analysis along the US 101 corridor.

HISTORICAL VOLUME ASSUMPTIONS

- Annual Average Daily Traffic (AADT) is a measure of the average daily traffic over an entire year. The calculation includes both weekday and weekend traffic. More information regarding the methodology for calculating AADT can be found on the following website: http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/
- Peak Hour Traffic comes from Caltrans headquarter traffic branch and indicates the volume in both directions. A few hours each year are higher than the "peak hour", but not many. In urban and suburban areas, the peak hour normally occurs every weekday, and 200 or more hours will all be about the same.
- Caltrans headquarter traffic branch publishes traffic for both control and profile stations. Control stations are locations where actual traffic counts are collected. Profile stations are locations where traffic volumes are inferred based on trends, patterns, and control station and ramp volumes.

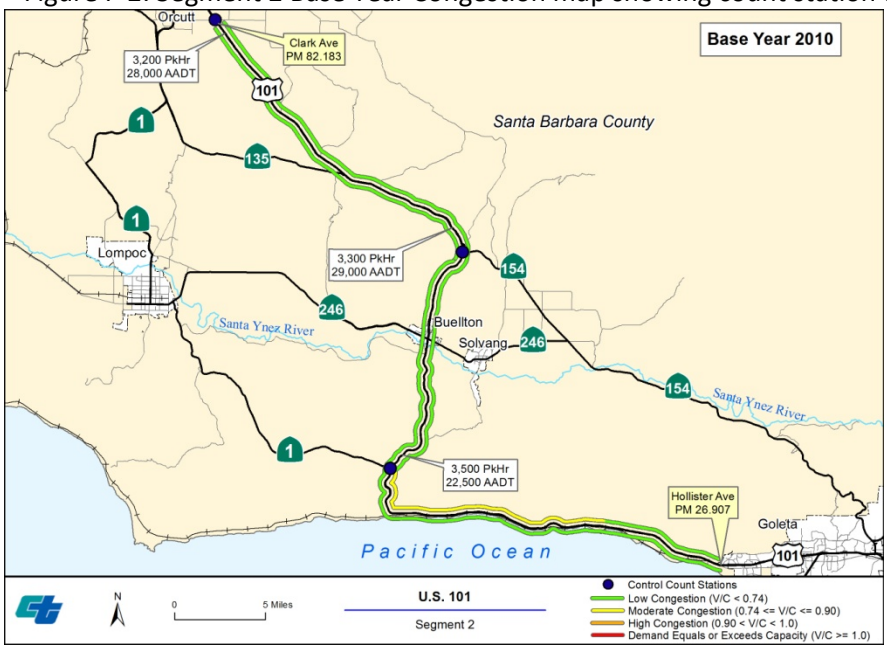
Figure F-1 below shows a screen shot of some of the traffic volumes that were imported from Caltrans Headquarter traffic branch. We used Back Peak Hour, Back AADT, Ahead Peak Hour, and Ahead AADT for our analysis.

Figure F-1: Screen Shot of Traffic Data by Caltrans Headquarters' Traffic Branch

Dist	Rte	CO	Post Mile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
5	101	SB	24.762	STORKE RD	3700	66000	59800	4000	40000	32400
5	101	SB	26.907	HOLLISTER AVE	4000	40000	32400	4000	38000	29900
5	101	SB	33.852	EL CAPITAN BEACH STATE PARK	4200	37500	29300	4300	31000	28700
5	101	SB	R 48.847	LAS CRUCES, JCT. RTE. 1 NW	4300	31000	28500	3300	27000	21800
5	101	SB	R 56.463	SANTA ROSA RD	3300	27000	21800	3100	26500	21900
5	101	SB	R 57.117	BUELLTON, JCT. RTE. 246	3100	26500	21900	2700	24000	20500
5	101	SB	R 57.552	NORTH BUELLTON	2700	24000	20500	2700	25500	23300
5	101	SB	62.671	ZACA, JCT. RTE. 154 E	2700	24900	23300	3300	34000	29300
5	101	SB	70.921	LOS ALAMOS, JCT. RTE. 135 NW	3300	34000	29300	3200	33000	28200
5	101	SB	82.183	SANTA MARIA, CLARK AVE	3300	34000	29000	4400	46500	40400
5	101	SB	84.336	SOUTH SANTA MARIA	4400	46500	40400	5100	54000	46400
5	101	SB	86.588	BETTERAVIA RD	5100	54000	46400	6200	66000	56700
5	101	SB	87.603	EAST STOWELL RD	6200	66000	56700	6600	69000	61100
5	101	SB	88.601	SANTA MARIA, JCT. RTE. 166 W	6600	69000	61100	6200	65000	58200
5	101	SB	89.693	SANTA MARIA, DONOVAN	6200	65000	58200	5600	61000	54700
5	101	SB	90.749	JCT. RTE. 135 S	5600	61000	54700	6200	65000	60900
5	101	SB	90.988	SANTA BARBARA/SAN LUIS OBISPO CO LINE	6200	65000	60900			
5	101	SLO	0	SANTA BARBARA/SAN LUIS OBISPO CO LINE				5500	61000	56000
5	101	SLO	0.813	JCT. RTE. 166 E	5500	61000	56000	5300	58000	54000
5	101	SLO	4.851	TEFFT ST	5100	56500	52000	5200	56000	52000
5	101	SLO	7.251	LOS BERROS RD	5200	56000	52000	5000	56000	51200

Back AADT and Peak Hour traffic represents traffic just south of the count station location. Ahead AADT and Peak Hour traffic represents traffic just north of the count station location. In our congestion maps that show count station traffic (for an example, see Figure F-2), we use back AADT and back Peak hour traffic for any control station located at the northern terminus of a TCR-101 segment and ahead AADT and ahead Peak Hour traffic for all control stations locations south of the northern terminus of each TCR-101 segment.

Figure F-2: Segment 2 Base Year Congestion map showing count station traffic



In Figure F-2, the traffic volume reported at Clark Ave (PM81.8) at the northern terminus of Segment 2 is back Peak Hour and back AADT traffic. All other traffic volumes reported on this map are ahead traffic volumes.

Similarly, for our historical AADT charts we use back traffic to represent the northern terminus of a segment and ahead traffic for all other count stations along a segment. In Figure F-3, historical AADT for Espinosa/Russel Rd is located just back (south) of the count station. All other counts along segment 8 represent a location just ahead (north) of the count station location.

In the final TCR-101 document, the historical AADT charts were simplified by showing the lowest, highest and average AADT of all the locations of each segment for each year. In the case of segment 8, Espinosa /Russel Rd (PM 91.90) and Market St (PM 87.30) represent the highest volumes, and Airport Blvd represents the lowest volumes. In figure F-4, you can see what the simplified chart looks like, and how it shows the range of AADT volumes as a shaded region with a bold purple line representing the average AADT for the entire segment.

Figure F-3: Historical AADT along Segment 8

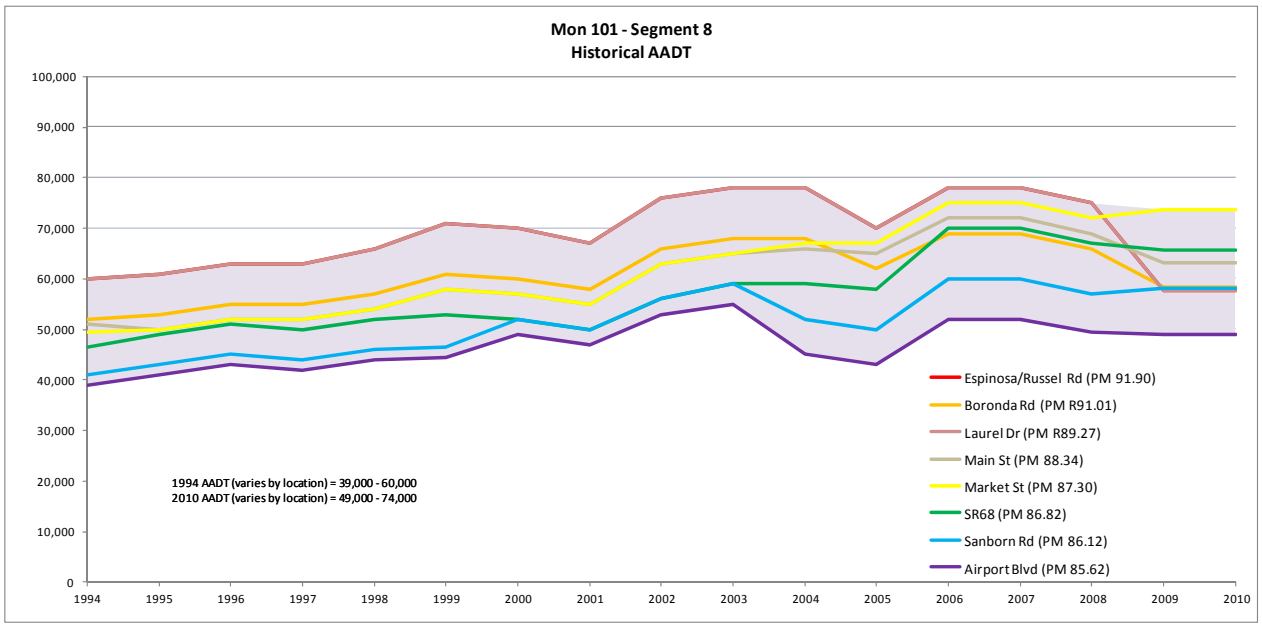
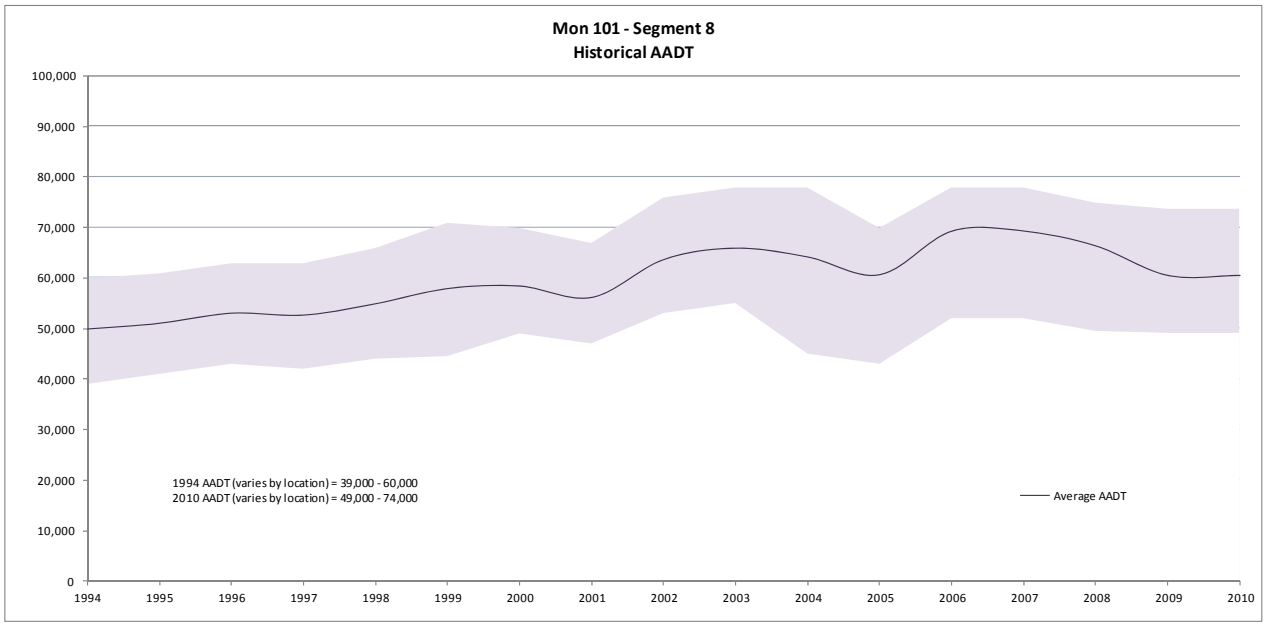


Figure F-3: Historical AADT along Segment 8 (Simplified Chart)



- We assume peak hour traffic occurs during the PM peak hour, because the regional models show that PM peak hour traffic typically exceeds AM peak hour traffic.
- For segment and sub-segment operational performance measures that use AADT and peak hour traffic as inputs, we take the average of back and ahead volumes between count stations. These averages are used in calculating performance measures such as V/C, VMT, VHT, speed and LOS.
- Split % comes from the TSN database and is from years 2008 – 2010 and is provided by D5 Traffic Operations department. It provides the directional split between northbound and southbound traffic.

- Historical volume trends were used to forecast volumes for SR-101 segments in San Luis Obispo County, because we did not have a workable travel demand model for this region. We used the SLOCOG model capacity assumptions for volume-to-capacity calculations.
- Freeway classifications come from the TSN database and is provided by D5 Traffic Operations department.
- Terrain type is from TSN database and is provided by D5 Traffic Operations department.
- Daily Truck % is an average from 2005-2010 and comes from Headquarter's Traffic Branch

REGIONAL MODEL ASSUMPTIONS_____

- Because the TCR is a planning level document, regional model output was deemed appropriate for analyzing operational conditions along the SR-101 corridor in rural regions. For more urban areas, PEMS and recent traffic studies were used to supplement regional model data.

- Growth rates for Santa Barbara, Monterey, and San Benito are based on future regional model volumes minus base year regional model volumes divided by the years from base to future year. Growth rates for AADT and peak hour traffic for San Luis Obispo are based on historical traffic trends.

- SLOCOG Model is version 2012. Base year 2010, Future Year 2035.

- Regional Model outputs reflect traffic patterns during a typical Tuesday thru Thursday.

- The regional models include calibrated AM and PM peak hour volumes. PM Peak hour volumes were analyzed because they are typically higher than the AM Peak period.

- The directional capacity used for U.S. 101 was taken from the regional models - AMBAG, SLOCOG, and SBCAG to calculate the Volume to Capacity (V/C) ratio. SBCAG has speed capacity lookup tables where capacities are based on link type and area type (p.7, SBCAG Expanded Travel Model Report, 2008). The AMBAG regional model estimates capacities based on the Highway Capacity Manual 2000 procedure (p.10-12, AMBAG Regional Travel Demand Model Development Report, March 2011). The SLOCOG regional model bases their capacities on terrain, facility type, and area type (p.14-15, Model User's Guide, February 2012)

- The regional model analyzes mainline volumes at a macro level, it has not been validated or calibrated to a project level and therefore should not be used in a micro-level analysis such as calculating turning movement volumes and intersection level of service which would be included in traffic study operational analysis. The regional model is used as a basis to develop inputs for the micro level analysis.

- The data used in the evaluation of traffic volumes and capacities are typical values based on averages over time and represented in traffic forecasting tools. As such, the conditions indicated in the evaluation may not always reflect the experiences of travelers at any particular place at any specific time. For example, localized capacity restrictions (e.g. bottlenecks at a given interchange) are not well represented in regional traffic models. In addition, incidents on the road such as accidents and vehicle breakdowns (non-recurring congestion) are not represented in regional traffic models. The result of these limitations of the methodology and data used in this analysis is that many times the volume to capacity ratio or average speed shown in the evaluation may be more optimistic than what would actually be experienced on the roadway under the forecasted conditions.

- The San Luis Obispo Council of Governments (SLOCOG) regional model is currently being updated to address SB-375 Sustainable Community Strategies and for this reason Caltrans used historical trend data. The use of Caltrans' historic trend data is limited since it is not based on land use but only on historical data captured by count stations along the corridor.

LAND USE RELATED_____

- The regional traffic models' base and future forecasts are built upon land use estimates from Regional Growth Forecasts (RGF) and Census Data. The RGF bases its forecasts from general plans. Thus, if the latest general plans do not address land use needs created by specific developments, then the increased travel demand created by these proposed developments will not show up in the regional traffic model.

- When a proposed development exceeds the amount designated in a General Plan land use element, an amendment to the General Plan is required; this change is not immediately incorporated in the regional model until new future-year land use scenarios are developed for input into the regional travel model; typically during an Regional Transportation Plan (RTP) or Sustainable Community Strategy (SCS) update. For this reason, the magnitude of some future proposed large development projects may not be factored into the regional model forecast analysis. An example is the Area 9 Specific Plan in Santa Maria, which was not included in the SBCAG RGF and traffic model.

- Each regional travel demand model is made up of Traffic Analysis Zones (TAZs). The land use in each TAZ includes census demographic data as well as the land use data forecasted from the RGF. The land use data in each Traffic Analysis Zone, which could be households, employment, shopping, schools, or a combination of land uses, will generate trips, which are then distributed to and from other Traffic Analysis Zones.

- Travel demand models do not take into account induced/latent demand

PERFORMANCE MEASURES_____

- Annual Average Daily Traffic (AADT) – AADT are historical volumes that are collected and processed by the Traffic Data Branch at Caltrans' headquarters. AADT is the estimated total volume for the year divided by 365 days. The traffic count year is from October 1st through September 30th. More information regarding traffic and vehicle data can be found on the following website: http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/

- Peak Hour Traffic comes from Caltrans headquarter's traffic branch and indicates the volume in both directions. A few hours each year are higher than the "peak hour", but not many. In urban and suburban areas, the peak hour normally occurs every weekday, and 200 or more hours will all be about the same. On roads with large seasonal fluctuations in traffic, the peak hour is the four near the maximum for the year but excluding a few (30 to 50 hours) that are exceedingly high and are not typical of the frequency of the high hours occurring during the season.

- Model Daily Volumes – These volumes represent a typical weekday (Tuesday through Thursday)

- Model PM Peak Hour Volumes – These volumes represent a typical weekday peak hour (Tuesday through Thursday)

- V/C – PM Peak Hour volume divided by model hourly capacity by direction.

- VMT – Model PM Peak Hour Volume multiplies by the distance traveled.

LOS ANALYSIS ASSUMPTIONS_____

- We determined LOS based on HCM 2000 LOS Criteria for Basic Freeway Segments (Exhibit 23-2) methodology. We did not use HCM 2010 methodology because it did not have v/c to LOS cross reference tables. For congestion level maps, we use the following ranges to indicate LOS and congestion levels: <0.74 is LOS 'A' to 'C'. 0.74 – 0.9 is LOS 'D'. 0.9-0.99 is LOS 'E'. >=1.0 is LOS 'F'.
- Rural sections were outside of city limits and assumed to operate at a free flow speed of 70mph. Urban section were within city limits and assumed to operate at a free flow speed of 65 mph.
- Capacities were obtained from the regional model. Average lane capacity of each segment was used and then multiplied by number of lanes in each subsection. These capacities were then adjusted such that the base year volume could not exceed its corresponding capacity.
- No weaving nor ramp analysis performed
- Auxiliary lanes are identified but are not included in the v/c and LOS analysis.
- SB data will be replaced with HOV study analysis where available.
- For the 6-lane preferred scenario, the horizon year volumes (counts adjusted by model growth) were divided by the adjusted capacity equivalent of 6-lanes.
- Speeds are calculated using the v/c and speed relationship shown in HCM 2000 Exhibit 23-2. v/c ratios were linearly interpolated to get specific speeds for any LOS between A and E. For LOS F, speeds are considered chaotic and difficult to ascertain.

Exhibit 23-2: HCM 2000 LOS Criteria for Basic Freeway Segments

Criteria	LOS				
	A	B	C	D	E
Free Flow Speed = 70 mph (Assume this speed for rural sections of SR-101)					
Minimum Speed (mph)	70.0	70.0	68.7	61.5	53.3
Maximum V/C	0.32	0.53	0.74	0.90	1.00
Free Flow Speed = 65 mph (Assume this speed for urban sections of SR-101)					
Minimum Speed (mph)	65.0	65.0	64.6	59.7	52.2
Maximum V/C	0.30	0.50	0.71	0.89	1.00

Appendix F: Base Year and Horizon Year Traffic Analysis

Co	Rte	Begin PM	From	End PM	To	Segment	2010 NB Lanes	2035 NB Lanes	2010 SB Lanes	2035 SB Lanes	Daily Truck %	2010 Peak Hour	2010 AADT	2010 NB PeaK	2010 SB Peak	2010 NB VC	2010 NB LOS	2010 SB VC	2010 SB LOS	2035 Peak Hour	2035 AADT	2035 NB Peak Hour	2035 SB Peak Hour	2035 NB VC	2035 NB LOS	2035 SB VC	2035 SB LOS	PkHr Grow	AADT Grow
Segment 1 data was taken from the South Coast SR-101 HOV Study performed by Dowling Associates																													
SB	101	26.907	HOLLISTER AVE	33.850	EL CAPITAN BEACH STATE PARK INTERCHANGE	2	2	2	2	2	11.0%	4,650	31,500	2,694	1,956	0.71	C	0.51	B	6,782	52,784	3,929	2,853	1.03	F	0.75	D	85	851
SB	101	33.850	EL CAPITAN BEACH STATE PK	48.850	LAS CRUCES, JCT. RTE. 1	2	2	2	2	2	11.0%	5,000	30,000	2,897	2,103	0.76	D	0.55	C	7,277	52,644	4,216	3,061	1.11	F	0.81	D	91	906
SB	101	R48.85	LAS CRUCES, JCT. RTE. 1 NW	R56.46	SANTA ROSA ROAD INTERCHANGE	2	2	2	2	2	13.9%	3,500	22,500	2,184	1,316	0.57	C	0.35	B	4,556	38,389	2,843	1,713	0.75	D	0.45	B	42	636
SB	101	R56.46	SANTA ROSA RD	R57.12	BUELLTON, JCT. RTE. 246	2	2	2	2	2	13.9%	3,200	22,000	1,997	1,203	0.53	B	0.32	A	4,035	36,879	2,518	1,517	0.66	C	0.40	B	33	595
SB	101	R57.12	BUELLTON, JCT. RTE. 246	R57.55	NORTH BUELLTON INTERCHANGE	2	2	2	2	2	14.5%	3,000	22,000	1,872	1,128	0.49	B	0.30	A	3,488	32,930	2,177	1,311	0.57	C	0.35	B	20	437
SB	101	R57.55	NORTH BUELLTON	62.120	ZACA, JCT. RTE. 154 EAST	2	2	2	2	2	14.5%	2,700	22,500	1,685	1,015	0.44	B	0.27	A	3,110	33,614	1,941	1,169	0.51	B	0.31	A	16	445
SB	101	62.120	ZACA, JCT. RTE. 154 EAST	70.920	LOS ALAMOS, JCT. RTE. 135 NORTHWEST	2	2	2	2	2	14.5%	3,300	29,000	2,059	1,241	0.54	C	0.33	B	4,005	43,901	2,499	1,506	0.66	C	0.40	B	28	596
SB	101	70.920	LOS ALAMOS, JCT RTE 135 NW	82.183	CLARK AVENUE INTERCHANGE	2	2	2	2	2	13.1%	3,200	28,000	1,581	1,619	0.42	B	0.43	B	3,981	42,681	1,967	2,014	0.52	B	0.53	C	31	587
SB	101	82.183	SANTA MARIA, CLARK AVE	84.340	SOUTH SANTA MARIA INTERCHANGE	3	2	2	2	2	10.6%	4,100	37,000	2,025	2,075	0.53	C	0.55	C	6,055	62,459	2,991	3,064	0.79	D	0.81	D	78	1,018
SB	101	84.340	SOUTH SANTA MARIA	86.590	BETTERAVIA ROAD INTERCHANGE	3	3	3	3	3	10.6%	4,800	43,000	2,371	2,429	0.42	B	0.43	B	7,093	69,861	3,504	3,589	0.61	C	0.63	C	92	1,074
SB	101	86.590	BETTERAVIA RD	87.603	JCT. RTE. 166, EAST STOWELL ROAD INTERCHANGE	3	3	3	3	3	7.5%	6,300	57,000	3,112	3,188	0.55	C	0.56	C	8,842	82,475	4,368	4,474	0.77	D	0.78	D	102	1,019
SB	101	87.603	EAST STOWELL RD	88.600	SANTA MARIA, JCT. RTE. 166 WEST, MAIN STREET INTERCHANGE	3	3	3	3	3	7.5%	6,500	60,000	3,211	3,289	0.56	C	0.58	C	9,198	89,585	4,544	4,654	0.80	D	0.82	D	108	1,183
SB	101	88.600	SANTA MARIA, JCT RTE 166 W	89.690	SANTA MARIA, DONOVAN ROAD INTERCHANGE	3	3	3	3	3	7.5%	6,000	56,000	2,964	3,036	0.52	C	0.53	C	8,747	88,118	4,321	4,426	0.76	D	0.78	D	110	1,285
SB	101	89.690	SANTA MARIA, DONOVAN RD	90.750	JCT. RTE. 135 SOUTH, NORTH SANTA MARIA INTERCHANGE	3	3	3	3	3	7.5%	5,700	55,000	2,816	2,884	0.49	B	0.51	C	9,710	91,348	4,797	4,913	0.84	D	0.86	D	160	1,454
SB	101	90.750	JCT. RTE. 135 SOUTH	90.988	SANTA BARBARA/SAN LUIS OBISPO COUNTY LINE	3	2	3	2	3	7.5%	6,700	65,000	3,310	3,390	0.87	D	0.89	E	9,341	98,282	4,614	4,727	0.81	D	0.83	D	106	1,331
SLO	101	0.000	S BARBARA/S LUIS OBISPO CO LNE	0.802	SR 166 East Interchange	3	2	3	2	3	7.5%	5,800	58,000	3,135	2,665	0.83	D	0.70	C	8,379	80,040	4,529	3,850	0.79	D	0.68	C	103	882
SLO	101	0.802	JCT. RTE. 166 EAST	4.850	TEFFT STREET INTERCHANGE	4	2	2	2	2	7.9%	5,300	54,000	2,098	3,202	0.58	C	0.89	D	6,881	71,788	2,724	4,158	0.76	D	1.15	F	63	712
SLO	101	4.850	TEFFT ST	7.850	LOS BERROS ROAD INTERCHANGE	4	2	2	2	2	7.9%	5,500	55,000	2,177	3,323	0.60	C	0.92	E	6,346	73,246	2,512	3,835	0.70	C	1.07	F	34	730
SLO	101	7.850	LOS BERROS RD	12.520	ARROYO GRANDE, BRIDGE STREET INTERCHANGE	4	2	2	2	2	7.9%	6,200	53,000	2,454	3,746	0.68	C	1.00	F	8,185	68,877	3,239	4,945	0.90	E	1.32	F	79	635
SLO	101	12.520	ARROYO GRANDE, BRIDGE ST	13.170	ARROYO GRANDE, JCT. RTE. 227 NORTH, GRAND AVENUE INTERCHANGE	4	2	2	2	2	7.9%	5,900	49,000	2,335	3,565	0.65	C	0.99	E	7,365	61,741	2,915	4,450	0.81	D	1.24	F	59	510
SLO	101	13.170	ARROYO GRANDE, JCT RTE 227 N	13.750	ARROYO GRANDE, BRISCO ROAD INTERCHANGE	4	2	2	3	3	8.8%	6,600	54,000	2,612	3,988	0.73	D	0.74	D	8,872	72,092	3,512	5,360	0.98	E	0.99	E	91	724
SLO	101	13.750	ARROYO GRANDE, BRISCO RD	14.610	PISMO BEACH, OAK PARK ROAD INTERCHANGE	4	2	2	2	3	8.8%	7,000	57,000	2,771	4,229	0.77	D	1.00	F	8,807	73,075	3,486	5,321	0.97	E	0.84	D	72	643
SLO	101	14.610	PISMO BEACH, OAK PARK RD	15.580	PISMO BEACH, PISMO OAKS INTERCHANGE	4	2	2	2	2	8.8%	8,500	68,000	5,136	3,364	1.00	F	0.93	E	11,412	93,132	6,895	4,517	1.34	F	1.25	F	116	1,005
SLO	101	15.580	PISMO BEACH, PISMO OAKS	16.400	PISMO BEACH, SOUTH PISMO BEACH INTERCHANGE (VILLA CREEN)	4	2	2	3	3	8.8%	8,600	68,000	5,196	3,404	1.00	F	0.63	C	11,740	92,254	7,094	4,647	1.37	F	0.86	D	126	970
SLO	101	16.400	PISMO BEACH, S PISMO BEACH	17.700	PISMO BEACH, JCT. RTE. 1 SOUTH, NORTH PISMO	4	2	3	2	2	8.8%	7,300	58,000	4,411	2,889	1.00	F	0.80	D	11,372	80,961	6,871	4,501	1.04	F	1.25	F	163	918
SLO	101	17.700	PISMO BEACH, JCT. RTE. 1 S	19.810	NORTH SHELL BEACH INTERCHANGE	4	2	2	2	2	9.3%	7,500	60,000	2,968	4,532	0.82	D	1.00	F	10,735	86,711	4,249	6,486	1.18	F	1.43	F	129	1,068

Co	Rte	Begin PM	From	End PM	To	Segment	2010 NB Lanes	2035 NB Lanes	2010 SB Lanes	2035 SB Lanes	Daily Truck %	2010 Peak Hour	2010 AADT	2010 NB PeaK	2010 SB Peak	2010 NB VC	2010 NB LOS	2010 SB VC	2010 SB LOS	2035 Peak Hour	2035 AADT	2035 NB Peak Hour	2035 SB Peak Hour	2035 NB VC	2035 NB LOS	2035 SB VC	2035 SB LOS	PkHr Grow	AADT Grow
SLO	101	R19.81	NORTH SHELL BEACH	R21.11	AVILA ROAD INTERCHANGE	4	2	2	2	3	9.3%	7,600	66,000	3,008	4,592	0.84	D	1.00	F	10,372	92,382	4,105	6,267	1.14	F	0.91	E	111	1,055
SLO	101	R21.11	AVILA RD	R22.29	NORTH AVILA ROAD INTERCHANGE	4	2	2	2	2	9.3%	7,100	62,800	2,810	4,290	0.78	D	1.00	F	10,504	97,326	4,157	6,346	1.15	F	1.48	F	136	1,381
SLO	101	R22.29	NORTH AVILA RD	R24.296	South Higuera Street Interchange	4	2	2	2	2	9.3%	7,200	67,000	2,850	4,350	0.79	D	1.00	F	8,656	84,105	3,426	5,230	0.95	E	1.20	F	58	684
SLO	101	R24.296	SANTA FE	25.911	SAN LUIS OBISPO, LOS OSOS ROAD INTERCHANGE	5	2	2	2	2	8.2%	6,400	62,000	2,533	3,867	0.72	D	1.00	F	7,751	78,316	3,068	4,683	0.88	D	1.21	F	54	653
SLO	101	25.911	SAN LUIS OBISPO, LOS OSOS	27.500	SAN LUIS OBISPO, MADONNA ROAD INTERCHANGE	5	2	2	2	2	8.2%	5,850	57,250	2,686	3,164	0.77	D	0.90	E	7,629	78,357	3,503	4,125	1.00	E	1.18	F	71	844
SLO	101	27.500	SAN LUIS OBISPO, MADONNA	28.090	SAN LUIS OBISPO, JCT. RTE. 227, MARSH STREET INTERCHANGE	5	3	3	3	3	8.2%	6,100	60,000	2,801	3,299	0.53	C	0.63	C	6,389	67,939	2,934	3,455	0.56	C	0.66	C	12	318
SLO	101	28.090	SAN LUIS OBISPO, JCT RTE 227	29.070	SAN LUIS OBISPO, JCT. RTE. 1 NORTH, SANTA ROSA STREET INTERCHANGE	5	2	2	2	2	9.3%	5,800	57,000	2,663	3,137	0.76	D	0.90	E	6,282	64,895	2,885	3,398	0.82	D	0.97	E	19	316
SLO	101	29.070	SAN LUIS OBISPO, JCT RTE 1 N	29.130		5	2	2	3	3	9.0%	4,600	43,900	2,112	2,488	0.60	C	0.47	B	4,192	42,457	1,925	2,267	0.55	C	0.43	B	-16	-58
SLO	101	29.130		29.240		5	2	2	2	2	9.0%	4,600	43,900	2,112	2,488	0.60	C	0.71	D	4,192	42,457	1,925	2,267	0.55	C	0.65	C	-16	-58
SLO	101	29.240		29.330		5	3	3	2	2	9.0%	4,600	43,900	2,112	2,488	0.40	B	0.71	D	4,192	42,457	1,925	2,267	0.37	B	0.65	C	-16	-58
SLO	101	29.330		29.380	SAN LUIS OBISPO, CALIFORNIA BOULEVARD INTERCHANGE	5	3	3	3	3	9.0%	4,600	43,900	2,112	2,488	0.40	B	0.47	B	4,192	42,457	1,925	2,267	0.37	B	0.43	B	-16	-58
SLO	101	29.380	SAN LUIS OBISPO, CALIFORNIA	29.770	SAN LUIS OBISPO, GRAND AVENUE INTERCHANGE	5	2	2	2	2	9.0%	4,400	42,000	2,020	2,380	0.58	C	0.68	C	4,251	41,759	1,952	2,299	0.56	C	0.66	C	-6	-10
SLO	101	29.770	SAN LUIS OBISPO, GRAND AVE	29.990	SAN LUIS OBISPO, BUENA VISTA INTERCHANGE	5	2	2	2	2	9.0%	3,700	35,000	1,699	2,001	0.48	B	0.57	C	4,158	40,855	1,910	2,249	0.54	C	0.64	C	18	234
SLO	101	29.990	SAN LUIS OBISPO, BUENA VISTA	30.360	SAN LUIS OBISPO, NORTH CITY LIMITS	5	2	2	2	2	9.0%	4,400	41,000	2,020	2,380	0.58	C	0.68	C	4,722	44,070	2,169	2,554	0.62	C	0.73	D	13	123
SLO	101	30.360	SAN LUIS OBISPO, NORTH CITY	32.700		5	2	2	2	2	8.0%	4,600	41,000	2,112	2,488	0.60	C	0.71	C	5,721	49,432	2,627	3,094	0.75	D	0.88	D	45	337
SLO	101	32.700		35.400		5	3	3	3	3	8.0%	4,600	41,000	2,112	2,488	0.40	B	0.47	B	5,721	49,432	2,627	3,094	0.50	B	0.59	C	45	337
SLO	101	35.400		37.863	SR 58 Interchange	5	2	2	2	2	8.0%	4,600	41,000	2,112	2,488	0.60	C	0.71	C	5,721	49,432	2,627	3,094	0.75	D	0.88	D	45	337
SLO	101	37.863	JCT RTE 58 E, SANTA MARGARITA	42.270	SANTA BARBARA ROAD INTERCHANGE	6	2	2	2	2	8.0%	4,400	40,000	2,020	2,380	0.56	C	0.66	C	6,003	54,518	2,757	3,246	0.77	D	0.90	E	64	581
SLO	101	42.270	SANTA BARBARA RD	44.010	SANTA ROSA ROAD INTERCHANGE	6	2	2	2	2	8.0%	4,500	41,800	2,446	2,054	0.68	C	0.57	C	6,009	56,173	3,266	2,743	0.91	E	0.76	D	60	575
SLO	101	44.010	SANTA ROSA RD	44.840	CURBARIL AVENUE INTERCHANGE	6	2	2	2	2	8.0%	5,000	47,000	2,718	2,282	0.76	D	0.63	C	7,474	70,509	4,062	3,412	1.13	F	0.95	E	99	940
SLO	101	44.840	CURBARIL AVE	45.570	ATASCADERO, JCT. RTE. 41	6	2	2	2	2	8.0%	5,400	51,000	2,935	2,465	0.82	D	0.68	C	8,580	81,877	4,663	3,917	1.30	F	1.09	F	127	1,235
SLO	101	45.570	ATASCADERO, JCT. RTE. 41	45.960	TRAFFIC WAY INTERCHANGE	6	2	3	2	2	8.9%	6,000	58,000	3,261	2,739	0.91	E	0.76	D	9,974	96,575	5,421	4,553	1.00	F	1.26	F	159	1,543
SLO	101	45.960	TRAFFIC WAY	46.870	SAN ANSELMO ROAD INTERCHANGE	6	2	2	2	2	8.9%	6,000	58,000	3,261	2,739	0.91	E	0.76	D	9,704	93,855	5,274	4,430	1.47	F	1.23	F	148	1,434
SLO	101	46.870	SAN ANSELMO RD	48.330	DEL RIO ROAD INTERCHANGE	6	2	2	2	2	8.9%	5,800	57,200	3,152	2,648	0.88	D	0.74	D	9,379	93,003	5,097	4,281	1.42	F	1.19	F	143	1,432
SLO	101	48.330	DEL RIO RD	49.500	SAN RAMON ROAD INTERCHANGE	6	2	2	2	2	8.9%	6,000	59,400	3,261	2,739	0.91	E	0.76	D	9,877	99,470	5,368	4,509	1.49	F	1.25	F	155	1,603
SLO	101	49.500	SAN RAMON RD	50.640	VINEYARD DRIVE INTERCHANGE	6	2	2	2	2	8.9%	6,200	61,200	3,370	2,830	0.94	E	0.79	D	10,369	102,726	5,635	4,733	1.57	F	1.31	F	167	1,661
SLO	101	50.640	VINEYARD DRIVE	51.450	LAS TABLAS AVENUE INTERCHANGE	6	2	2	2	2	8.9%	5,700	56,300	3,098	2,602	0.86	D	0.72	C	9,215	94,247	5,009	4,207	1.39	F	1.17	F	141	1,518
SLO	101	51.450	LAS TABLAS AVE	52.700	MAIN STREET INTERCHANGE	6	2	2	2	2	8.9%	5,700	55,900	3,098	2,602	0.86	D	0.72	C	9,180	93,339	4,989	4,191	1.39	F	1.16	F	139	1,498
SLO	101	52.700	TEMPLETON, MAIN ST	54.120	JCT. RTE. 46 WEST	6	2	2	2	2	8.9%	5,600	52,300	2,972	2,628	0.83	D	0.73	C	8,539	80,971	4,531	4,007	1.26	F	1.11	F	118	1,147

Co	Rte	Begin PM	From	End PM	To	Segment	2010 NB Lanes	2035 NB Lanes	2010 SB Lanes	2035 SB Lanes	Daily Truck %	2010 Peak Hour	2010 AADT	2010 NB PeaK	2010 SB Peak	2010 NB VC	2010 NB LOS	2010 SB VC	2010 SB LOS	2035 Peak Hour	2035 AADT	2035 NB Peak Hour	2035 SB Peak Hour	2035 NB VC	2035 NB LOS	2035 SB VC	2035 SB LOS	PkHr Grow	AADT Grow
SLO	101	54.120	JCT. RTE. 46 WEST	55.670	SOUTH PASO ROBLES INTERCHANGE	6	2	2	2	2	9.6%	6,500	62,900	3,450	3,050	0.96	E	0.85	D	10,296	100,339	5,464	4,832	1.52	F	1.34	F	152	1,498
SLO	101	55.670	SOUTH PASO ROBLES	56.880	PASO ROBLES, 13TH STREET INTERCHANGE	6	2	2	2	2	9.6%	3,950	36,600	2,096	1,854	0.58	C	0.52	C	5,628	53,065	2,987	2,641	0.83	D	0.73	D	67	659
SLO	101	56.880	PASO ROBLES, 13TH ST	57.900	SR 46 East Interchange	6	2	2	2	2	9.6%	3,500	32,000	1,857	1,643	0.52	C	0.46	B	5,039	46,860	2,674	2,365	0.74	D	0.66	C	62	594
SLO	101	57.900	PASO ROBLES, JCT. RTE. 46 E	58.760	PASO ROBLES, NORTH PASO ROBLES INTERCHANGE	7	2	2	2	2	17.9%	2,400	21,000	1,274	1,126	0.34	B	0.30	B	2,836	26,939	1,505	1,331	0.41	B	0.36	B	17	238
SLO	101	58.760	PASO ROBLES, N PASO ROBLES	60.500	HUEY-EXLINE ROAD	7	2	2	2	2	17.9%	2,525	22,700	1,340	1,185	0.36	B	0.32	B	3,077	31,079	1,633	1,444	0.44	B	0.39	B	22	335
SLO	101	60.500	HUEY-EXLINE RD	63.740	SAN MARCOS ROAD	7	2	2	2	2	17.9%	2,100	18,000	1,114	986	0.30	A	0.27	A	2,487	21,357	1,320	1,167	0.36	B	0.32	A	15	134
SLO	101	63.740	SAN MARCOS RD	65.080	SOUTH SAN MIGUEL INTERCHANGE	7	2	2	2	2	17.9%	2,000	17,000	940	1,060	0.25	A	0.29	A	2,169	20,013	1,020	1,149	0.28	A	0.31	A	7	121
SLO	101	65.080	SOUTH SAN MIGUEL	65.560	SAN MIGUEL, 10TH STREET INTERCHANGE	7	2	2	2	2	17.9%	1,950	17,200	917	1,033	0.25	A	0.28	A	2,540	23,520	1,194	1,346	0.32	B	0.36	B	24	253
SLO	101	65.560	SAN MIGUEL, 10TH ST	67.230	NORTH SAN MIGUEL INTERCHANGE	7	2	2	2	2	17.9%	2,000	17,200	940	1,060	0.25	A	0.29	A	2,673	23,428	1,257	1,417	0.34	B	0.38	B	27	249
SLO	101	67.230	NORTH SAN MIGUEL	67.712	SOUTH CAMP ROBERTS INTERCHANGE	7	2	2	2	2	17.9%	2,050	17,300	964	1,086	0.26	A	0.29	A	2,462	23,032	1,158	1,305	0.31	A	0.35	B	16	229
SLO	101	R67.712	NORTH SAN MIGUEL	R69.322	San Luis Obispo/Monterey CO Line	7	2	2	2	2	17.9%	2,000	17,400	940	1,060	0.25	A	0.29	A	2,462	23,032	1,158	1,305	0.31	A	0.35	B	18	225
Mon	101	R0	S LUIS OBISPO/MONTEREY CO LINE	R0.84	CAMP ROBERTS INTERCHANGE	7	2	2	2	2	17.9%	2,200	17,400	952	1,248	0.26	A	0.34	B	4,552	33,992	1,970	2,582	0.53	C	0.70	C	94	664
Mon	101	R0.84	CAMP ROBERTS	R2.15	EAST GARRISON INTERCHANGE	7	2	2	2	2	17.9%	2,200	16,700	952	1,248	0.26	A	0.34	B	4,551	32,595	1,969	2,582	0.53	C	0.70	C	94	636
Mon	101	R2.15	EAST GARRISON	R7.94	NORTH BRADLEY INTERCHANGE	7	2	2	2	2	17.9%	2,100	16,200	909	1,191	0.25	A	0.32	B	4,351	31,725	1,883	2,468	0.51	B	0.67	C	90	621
Mon	101	R7.94	NORTH BRADLEY	R9.667	JOLON ROAD INTERCHANGE	7	2	2	2	2	17.9%	2,050	15,600	887	1,163	0.24	A	0.31	A	4,265	30,433	1,845	2,420	0.50	B	0.65	C	89	593
Mon	101	R9.667	JOLON RD	R15.47	SAN BERNARDO INTERCHANGE	7	2	2	2	2	18.5%	1,100	14,900	578	522	0.16	A	0.14	A	2,290	28,558	1,204	1,086	0.33	B	0.29	A	48	546
Mon	101	R15.47	SAN BERNARDO	R17.86	GARRISSERE INTERCHANGE	7	2	2	2	2	18.5%	1,500	14,300	788	712	0.21	A	0.19	A	3,211	27,408	1,688	1,523	0.46	B	0.41	B	68	524
Mon	101	R17.86	LOS LOBOS	R21.99	SAN ARDO INTERCHANGE	7	2	2	2	2	18.5%	1,850	14,400	972	878	0.26	A	0.24	A	3,896	27,891	2,048	1,848	0.55	C	0.50	B	82	540
Mon	101	R21.99	SAN ARDO	R29.88	LOCKWOOD-SAN LUCAS ROAD INTERCHANGE	7	2	2	2	2	18.5%	2,050	14,700	1,077	973	0.29	A	0.26	A	4,115	28,341	2,163	1,952	0.58	C	0.53	B	83	546
Mon	101	R29.88	LOCKWOOD SAN LUCAS RD	R31.5	JCT. RTE. 198 EAST	7	2	2	2	2	18.5%	1,500	14,900	788	712	0.21	A	0.19	A	2,986	28,686	1,569	1,417	0.42	B	0.38	B	59	551
Mon	101	R31.5	SAN LUCAS, JCT. RTE. 198	R37.31	WILD HORSE ROAD INTERCHANGE	7	2	2	2	2	18.5%	1,550	16,000	815	735	0.22	A	0.20	A	2,989	30,588	1,571	1,418	0.42	B	0.38	B	58	584
Mon	101	R37.31	WILD HORSE RD	R39.77	KING CITY, FIRST STREET INTERCHANGE	7	2	2	2	2	15.3%	1,550	15,900	815	735	0.22	A	0.20	A	2,816	28,494	1,480	1,336	0.40	B	0.36	B	51	504
Mon	101	R39.77	KING CITY, FIRST ST	R40.6	KING CITY, CANAL STREET INTERCHANGE	7	2	2	2	2	15.3%	1,300	15,900	683	617	0.18	A	0.17	A	2,171	26,355	1,141	1,030	0.31	B	0.28	A	35	418
Mon	101	R40.6	KING CITY, CANAL ST	R41.048	BEG INDEP ALIGN RT LNS	7	2	2	2	2	15.3%	1,350	17,950	710	640	0.19	A	0.17	A	1,703	21,640	895	808	0.24	A	0.22	A	14	148
Mon	101	R41.048	BEGIN RIGHT ALIGN	R41.18R	KING CITY, BROADWAY INTERCHANGE	7	2	2			15.3%	760	10,000	760	nb only	0.21	A	nb only	nb only	959	12,056	959	nb only	0.26	A	nb only	nb only	8	82
Mon	101	R41.18R	KING CITY, BRDWAY	R41.954R	JOLON ROAD INTERCHANGE	7	2	2			15.3%	1,450	12,950	1,450	nb only	0.39	B	nb only	nb only	1,829	15,612	1,829	nb only	0.49	B	nb only	nb only	15	106
Mon	101	R41.954R	JOLON ROAD INTERCHANGE	R42.394R	END RIGHT ALIGN - NB ONLY	7	2	2			15.3%	1,150	12,950	1,150	nb only	0.31	B	nb only	nb only	1,451	15,612	1,451	nb only	0.39	B	nb only	nb only	12	106
Mon	101	43.185	END FREEWAY	47.980	TEAGUE AVENUE	7	2	2	2	2	11.8%	2,250	24,700	1,073	1,177	0.29	A	0.32	A	2,638	28,667	1,258	1,380	0.34	B	0.37	B	16	159
Mon	101	47.980	TEAGUE AVE	52.660	SOUTH GREENFIELD INTERCHANGE	7	2	2	2	2	11.8%	2,150	24,700	1,269	881	0.34	B	0.24	A	3,534	38,943	2,085	1,449	0.56	C	0.39	B	55	570
Mon	101	52.660	SOUTH GREENFIELD	53.360	GREENFIELD, OAK AVENUE INTERCHANGE	7	2	2	2	2	11.8%	2,450	24,500	1,446	1,004	0.39	B	0.27	A	4,267	39,899	2,518	1,749	0.68	C	0.47	B	73	616
Mon	101	53.360	GREENFIELD, OAK AVE	53.860	WALNUT AVENUE INTERCHANGE	7	2	2	2	2	11.8%	2,900	28,400	1,711	1,189	0.46	B	0.32	B	4,916	46,488	2,901	2,015	0.78	D	0.54	C	81	724
Mon	101	53.860	WALNUT AVE	54.790	NORTH GREENFIELD INTERCHANGE	7	2	2	2	2	11.8%	3,200	31,400	1,888	1,312	0.51	B	0.35	B	5,558	52,743	3,280	2,278	0.89	D	0.62	C	94	854
Mon	101	54.790	NORTH GREENFIELD	60.400	ARROYO SECO ROAD INTERCHANGE	7	2	2	2	2	11.8%	3,700	34,600	2,183	1,517	0.59	C	0.41	B	6,718	61,082	3,964	2,754	1.07	F	0.74	D	121	1,059

Co	Rte	Begin PM	From	End PM	To	Segment	2010 NB Lanes	2035 NB Lanes	2010 SB Lanes	2035 SB Lanes	Daily Truck %	2010 Peak Hour	2010 AADT	2010 NB PeaK	2010 SB Peak	2010 NB VC	2010 NB LOS	2010 SB VC	2010 SB LOS	2035 Peak Hour	2035 AADT	2035 NB Peak Hour	2035 SB Peak Hour	2035 NB VC	2035 NB LOS	2035 SB VC	2035 SB LOS	PkHr Grow	AADT Grow
Mon	101	60.400	ARROYO SECO RD	61.580	JCT. RTE. 146 EAST, SOUTH SOLEDAD INTERCHANGE	7	2	2	2	2	11.8%	4,100	37,200	2,419	1,681	0.65	C	0.45	B	6,998	65,190	4,130	2,868	1.12	F	0.78	D	116	1,120
Mon	101	61.580	JCT. RTE. 146 EAST	62.700	NORTH SOLEDAD INTERCHANGE	7	2	2	2	2	15.1%	4,000	36,000	2,360	1,640	0.64	C	0.44	B	6,475	63,387	3,821	2,654	1.03	F	0.72	C	99	1,095
Mon	101	62.700	NORTH SOLEDAD	64.630	CAMPHORA INTERCHANGE	7	2	2	2	2	15.1%	4,200	37,800	2,478	1,722	0.67	C	0.47	B	6,805	61,094	4,016	2,789	1.09	F	0.75	D	104	932
Mon	101	64.630	CAMPHORA	66.050	SOLEDAD PRISON INTERCHANGE	7	2	2	2	2	15.1%	3,100	37,100	1,829	1,271	0.49	B	0.34	B	5,120	65,526	3,021	2,099	0.82	D	0.57	C	81	1,137
Mon	101	66.050	SOLEDAD PRISON	69.370	GLORIA ROAD INTERCHANGE	7	2	2	2	2	15.1%	3,225	38,700	1,903	1,322	0.51	B	0.36	B	6,210	70,495	3,665	2,545	0.99	E	0.69	C	119	1,272
Mon	101	69.370	GLORIA RD	70.860	JOHNSON CANYON ROAD INTERCHANGE	7	2	2	2	2	16.4%	4,150	37,100	1,778	2,372	0.48	B	0.64	C	7,908	66,921	3,388	4,520	0.92	E	1.22	F	150	1,193
Mon	101	70.860	JOHNSON CANYON / 5TH ST	72.610	NORTH GONZALES INTERCHANGE	7	2	2	2	2	16.4%	4,300	39,400	1,842	2,458	0.50	B	0.66	C	7,904	72,822	3,386	4,518	0.92	E	1.22	F	144	1,337
Mon	101	72.610	NORTH GONZALES	76.970	MAIN STREET INTERCHANGE	7	2	3	2	2	18.1%	4,800	42,700	2,056	2,744	0.56	C	0.74	D	8,844	73,904	3,789	5,055	0.68	C	1.37	F	162	1,248
Mon	101	76.970	MAIN ST	82.000		7	2	2	2	2	18.1%	4,800	44,700	2,056	2,744	0.56	C	0.74	D	8,422	66,248	3,608	4,814	0.98	E	1.30	F	145	862
Mon	101	82.000		82.250		7	3	3	3	3	18.1%	4,800	44,700	2,056	2,744	0.37	B	0.49	B	8,422	66,248	3,608	4,814	0.65	C	0.87	D	145	862
Mon	101	82.250		82.470	SPENCE INTERCHANGE	7	2	2	2	2	18.1%	4,800	44,700	2,056	2,744	0.56	C	0.74	D	8,422	66,248	3,608	4,814	0.98	E	1.30	F	145	862
Mon	101	82.470	SPENCE	85.624	Airport Boulevard Interchange	7	2	2	2	2	18.1%	3,200	39,100	1,371	1,829	0.37	B	0.49	B	5,662	61,594	2,426	3,236	0.66	C	0.87	D	98	900
Mon	101	85.624	SALINAS, AIRPORT BLVD	86.120	SALINAS, SANBORN ROAD INTERCHANGE	8	2	2	2	2	18.1%	4,950	49,100	2,621	2,329	0.68	C	0.61	C	5,630	65,708	2,981	2,649	0.77	D	0.69	C	27	664
Mon	101	86.120	SALINAS, SANBORN RD	86.820	SALINAS, JCT. RTE. 68, JOHN STREET INTERCHANGE	8	2	2	2	2	18.1%	5,700	58,100	3,018	2,682	0.78	D	0.70	C	6,301	79,480	3,336	2,965	0.87	D	0.77	D	24	855
Mon	101	86.820	SALINAS, JCT RTE 68	87.300	SALINAS, EAST MARKET STREET INTERCHANGE	8	2	2	2	2	18.1%	6,500	65,800	3,441	3,059	0.89	E	0.79	D	6,579	84,793	3,483	3,096	0.91	E	0.80	D	3	760
Mon	101	87.300	SALINAS, EAST MARKET ST	R88.34	SALINAS, JCT. RTE. 183, NORTH MAIN STREET INTERCHANGE	8	2	2	2	2	18.1%	6,700	73,800	3,603	3,097	0.94	E	0.80	D	7,146	95,028	3,843	3,303	0.999	E	0.86	D	18	849
Mon	101	R88.34	SALINAS, JCT. RTE. 183, NORTH MAIN ST	R89.27	WEST LAUREL DRIVE INTERCHANGE	8	2	2	2	2	18.1%	5,400	63,100	2,904	2,496	0.75	D	0.65	C	5,949	83,206	3,199	2,750	0.83	D	0.71	D	22	804
Mon	101	R89.27	WEST LAUREL	R91.01	BORONDA ROAD	8	2	2	2	2	18.1%	5,800	57,800	3,119	2,681	0.90	D	0.77	D	6,497	72,445	3,494	3,003	1.00	F	0.86	D	28	586
Mon	101	R91.01	BORONDA RD	R92.550	Sala Road Interchange	9	2	2	2	2	18.1%	5,300	58,300	2,850	2,450	0.82	D	0.70	C	7,448	80,869	4,006	3,442	1.15	F	0.99	E	86	903
Mon	101	R92.550	SALINAS, ESPINOSA/RUSSELL	94.200		9	2	2	2	2	18.1%	4,750	61,700	2,448	2,302	0.70	C	0.66	C	6,924	89,203	3,568	3,356	1.02	F	0.96	E	87	1,100
Mon	101	94.200		94.600		9	3	3	3	3	18.1%	4,750	61,700	2,448	2,302	0.47	B	0.44	B	6,924	89,203	3,568	3,356	0.68	C	0.64	C	87	1,100
Mon	101	94.600		95.440	PRUNEDALE JUNCTION, JCT. RTE. 156 WEST	9	2	2	2	2	18.1%	4,750	61,700	2,448	2,302	0.70	C	0.66	C	6,924	89,203	3,568	3,356	1.02	F	0.96	E	87	1,100
Mon	101	95.440	PRUNEDALE, JCT RTE 156 W	95.600		9	2	2	2	2	18.1%	10,300	83,700	5,308	4,992	1.00	F	1.00	F	13,591	110,781	7,003	6,588	1.32	F	1.32	F	132	1,083
Mon	101	95.600	PRUNEDALE, JCT RTE 156 W	95.900		9	3	3	3	3	18.1%	10,300	83,700	5,308	4,992	1.00	F	0.96	E	13,591	110,781	7,003	6,588	1.32	F	1.26	F	132	1,083
Mon	101	95.900		96.140	SAN MIGUEL CANYON ROAD	9	2	2	3	3	18.1%	10,300	83,700	5,308	4,992	1.00	F	0.96	E	13,591	110,781	7,003	6,588	1.32	F	1.26	F	132	1,083
Mon	101	96.140	SAN MIGUEL CANYON RD	100.390	DUNBARTON ROAD	9	2	2	2	2	18.1%	6,700	55,500	3,453	3,247	0.99	E	0.93	E	7,687	66,315	3,961	3,726	1.14	F	1.07	F	39	433
Mon	101	100.390	DUNBARTON RD	101.316	MONTEREY/SAN BENITO COUNTY LINE	9	2	2	2	2	18.1%	5,600	58,500	2,886	2,714	0.81	D	0.76	D	6,326	64,358	3,260	3,066	0.91	E	0.86	D	29	234
SBt	101	0.000	MONTEREY/SAN BENITO CO LINE	0.31	BEG INDEP ALIGN RT LNS	10	2	2	2	2	17.2%	5,700	58,000	2,937	2,763	0.82	D	0.77	D	4,224	43,099	2,177	2,047	0.61	C	0.57	C	-59	-596
SBt	101	0.312R	BEGIN RIGHT ALIGN	2.998R	RTE 156 E (RIGHT ALIGNMENT - NB ONLY)	10	2	2	nb only	nb only	17.2%	2,800	30,000	2,800	nb only	0.78	D	nb only	nb only	2,075	22,293	2,075	nb only	0.58	C	nb only	nb only	-29	-308
SBt	101	2.998R	RTE 156 E (RIGHT ALIGNMENT)	3.173R	END RIGHT ALIGN - NB ONLY	10	2	2	nb only	nb only	17.2%	2,250	24,000	2,250	nb only	0.63	C	nb only	nb only	1,667	17,834	1,667	nb only	0.47	B	nb only	nb only	-23	-247
SBt	101	0.312L	Begin Left Align	3.049L	Rte 156 - SB Only	10	sb only	sb only	2	2	17.2%	2,650	28,200	sb only	2,650	sb only	sb only	0.74	D	3,293	37,516	sb only	1,697	sb only	sb only	0.48	B	26	373
SBt	101	3.049L	Rte 156 - SB Only	3.229L	End Left Align - SB Only	10	sb only	sb only	2	2	17.2%	2,400	24,300	sb only	2,400	sb only	sb only	0.67	C	3,293	37,516	sb only	1,697	sb only	sb only	0.48	B	36	529
SBt	101	3.229L	END RIGHT ALIGN	4.90	JCT. RTE. 129 WEST	10	2	2	3	3	19.3%	4,800	47,600	2,262	2,538	0.63	C	0.47	B	4,861	45,982	2,291	2,570	0.64	C	0.48	B	2	-65
SBt	101	R4.9	JCT. RTE. 129 WEST	R6.49	LOMERIAS INTERCHANGE	10	2	2	2	2	11.2%	5,000	48,500	2,356	2,644	0.66	C	0.74	D	6,360	66,232	2,997	3,363	0.84	D	0.94	E	54	709
SBt	101	R6.49	LOMERIAS	7.55	SAN BENITO/SANTA CLARA COUNTY LINE	10	2	2	2	2	11.2%	5,100	49,250	2,404	2,696	0.67	C	0.76	D	6,443	67,439	3,037	3,406	0.85	D	0.95	E	54	728

Appendix F
GENERAL PLAN RECOMMENDATIONS FOR US 101 IN DISTRICT 5

SEGMENT	GENERAL PLANS	RECOMMENDATIONS
1	**City of Santa Barbara General Plan Circulation element (2011)**	•Policy 5.1.4: Work with Caltrans to improve and maintain Highway 101 pedestrian over/undercrossings to promote increased pedestrian use. This may include adding amenities such as lighting, landscaping, and identification signage. •Highway 101 physically separates the Waterfront from the rest of the City, leaving only a few access points. As a result, these access routes are becoming increasingly congested. It is important to ensure that coastal access is maintained in the most efficient manner possible.
1	**City of Carpinteria General Plan (2003)**	**•Proposed interchange and bridge improvements:** • Reconfiguration and reconstruction of the Bailard Avenue/Highway 101 Interchange, including the widening of the overpass to four lanes, construction of turn lanes, installation of traffic signals and upgrade of the highway on- and off-ramps, or alternative interchange improvements capable of achieving similar affects on Level of Service. •Reconfiguration and reconstruction of the Casitas Pass Road/Highway 101 Interchange, construction of turn lanes, installation of traffic signals and upgrade of the on-and off-ramps. • Reconfiguration and reconstruction of the Linden Avenue/Highway 101 Interchange, including the addition of southbound on-ramps and northbound off-ramps, installation of traffic signals and the widening of the overpass. • Reconfiguration and reconstruction of the Highway 150/Highway 101 Interchange in the eastern portion of town, including the widening of the bridge to four lanes, the realignment of the ramps and installation of new traffic signals and turn lanes, or alternative interchange improvements capable of achieving similar affects on Level of Service. **•Objective C-1: To improve the community's ability to access U.S. 101 and areas north of the freeway through the improvement of interchanges. Policies:** **C-1a.** Continue coordination and collaboration with the County of Santa Barbara and Caltrans through SBCAG to improve freeway accessibility and to resolve circulation problems in inland areas. **C-1b.** The City shall strive to improve vehicular and pedestrian over crossings of the freeway and the various creeks while respecting their habitat value and sensitivity. **C-1c.** The City will endeavor to work with Caltrans to resolve freeway access, interchange development and noise attenuation problems as they affect the community. **C-1d.** The City shall work closely with Caltrans to assure improvements to freeway interchanges and overpasses compliment the small town quality and charm of the city. Conventional methods for improving level of service such as widening of overpasses for independent turning lanes and signalization of intersections should be avoided if possible in favor of improvements consistent with the existing small town character and charm. Improvements required as a result of a development project shall also be consistent with this policy. **•Objective C-2: To designate scenic routes so as to provide for the scenic enjoyment of and maintain and enhance the natural beauty of the lands and views along the roadways of the Carpinteria Valley. Policies:** **C-2a.**To cooperate with the State and County of Santa Barbara in the designation and development of Highway 101, 150, and 192 within the Carpinteria Valley as scenic routes and official scenic highways. [10-year] **C-3f.** Improve travel characteristics of the city's circulation plan by: planning and developing a continuous and direct east/west surface street route north of and parallel to Highway 101 to improve the efficiency of local traffic circulation [5-15 years] **C-3e.** In addition to existing at grade railroad crossings located at Linden, Palm, Dump Road, and Sandyland Cove Road, establish at grade or grade separated railroad crossings in order to improve vehicular and emergency access to the Beach neighborhood and ensure that emergency access routes and crossings of U.S. 101 are maintained. [10-year] **C-8h.** Encourage a bike trail link from Carpinteria to Summerland along the railroad right of way and a coastal link to Ventura paralleling U.S. 101.

		C-9h. Encourage MTD to promote use of Parking Lot 3 as a park and ride lot, and encourage Caltrans to establish and promote its parcel southwest of the Bailard/Highway 101 interchange for a park and ride lot.
1	**City of Goleta General Plan Transportation Element (2006)**	**•Improved Connectivity in Street, Pedestrian, and Bikeway Systems. [GP/CP]** In developing the future transportation system, the City will place priority on creating one or more additional non-interchange crossings of US-101 to connect the community from north to south. The intent shall be to facilitate cross-town traffic, improve bicycle and pedestrian flow and safety, and to relieve traffic congestion on cross-routes with freeway interchanges. Additional Travel Lanes. One additional travel lane in each direction from Fairview Avenue west to the planned new interchange at Cathedral Oaks/Hollister Avenue may be provided in the future to create six travel lanes along the entire length of US-101 within Goleta. Noise Buffers. Where warranted, noise buffers may be provided along the US-101 right-of-way to mitigate noise impacts on adjacent residential uses or other noise-sensitive land uses. **•Replacement of the Cathedral Oaks/Hollister Interchange. [GP/CP]** The major planned projects include replacement of the Cathedral Oaks/Hollister interchange with US-101 due to deterioration of the existing overpass structure caused by reactive aggregates in the original construction. The new interchange will be relocated slightly to the east to align directly with Cathedral Oaks Road and Hollister Avenue. The new overpass structure shall include provisions for bicycles and pedestrians. **•New US-101 Freeway Crossings. [GP]** Two planned major projects are new grade separated freeway crossings without interchanges at US-101, to link northern and southern portions of Goleta. The planned new crossings are intended to connect Calle Real with Hollister Avenue, generally at Ellwood Station Road in western Goleta and at La Patera Road in the central Hollister area. The effect of these projects is to create alternative routes that will divert vehicle trips away from existing heavily used cross-routes with freeway interchanges. The purpose is to reduce congestion and improve LOS on these routes, particularly at the freeway ramps and at the intersections with Hollister Avenue and Calle Real. These projects will assist with congestion relief on two cross routes, Storke Road and Los Carneros Road, which provide access to and from UCSB, and will help mitigate future increases in traffic associated with development in Goleta and growth at the university. The precise alignments and design of the new freeway crossings will be determined by specific studies in the future. **•Reconstruction of Los Carneros Bridge Over the Union Pacific Railroad Tracks. [GP]** The major planned projects include replacement of the Los Carneros Road bridge over the UPRR tracks, which is needed due to deterioration of the existing bridge structure caused by reactive aggregates in the original construction. The new bridge structure shall include provisions for improved level-of-service at the Los Carneros/US-101 southbound ramp intersection and the accommodation of bicycles and pedestrians. **•Additional Lanes on US-101 West of Fairview Avenue. [GP/CP]** This major project, identified as #11 in Figure 7-3, includes the addition of one travel lane in each direction on US-101 from Fairview Avenue west to the new interchange at Cathedral Oaks Road/Hollister Avenue. This improvement will reduce constraints created by high traffic volumes on US-101 and allow diversions of traffic from city streets to the freeway, thereby contributing to improved LOS on local streets. **•Storke Road Capacity Improvements—Hollister to US-101. [GP]** This project, identified as #12 in Figure 7-3, includes the addition of up to one lane in each direction on Storke Road from Hollister Avenue to US-101. This would be accomplished by widening the roadway and/or reconfiguring the existing turn lane. **•Study of Grade-Separated Pedestrian Crossing of US-101 in Old Town. [GP]** The City shall, in cooperation with Caltrans and other appropriate agencies, undertake a study of the feasibility of constructing a grade-separated crossing of US-101 in the Old Town area to serve pedestrians and bicyclists. The study shall evaluate potential alignments, right-of-way requirements, design alternatives, construction costs, and potential funding sources. **•Bicyclist Safety. [GP]** The City supports programs to increase public awareness of bicycle safety. The City should work with SBCAG Traffic Solutions and other appropriate regional entities to provide information to motorists and bicyclists regarding maps of bike path locations, safe routes, and increased signage to alert others of the presence of bicycles. Amenities along bikeways such as directional signage, water fountains, bike parking, and lighting should be appropriately placed to allow adequate passage. The City should work with Caltrans to reduce barriers to US-101 crossings. In addition, the City encourages bicyclists to take responsibility for their own safety by such measures as bicycle lights and wearing light and/or reflective clothing. **•TE 15.5 Regional Transportation Planning. [GP]** The City of Goleta shall actively participate with other jurisdictions in Santa Barbara County and the south coast area in planning to improve local and regional transportation systems and choice, particularly where such partnerships will increase the likelihood of obtaining funding. These jurisdictions include Caltrans, SBCAG, MTD, UCSB, Cities of Santa Barbara and Carpinteria, the Santa Barbara County Congestion Management Agency, and others. These efforts may include: a. Improved US-101, including extension of three lanes to the Hollister Avenue/Cathedral Oaks interchange. b. Freeway interchange improvements. c. Improvements to regional arterial routes, particularly routes parallel to US-101 such as Hollister

		Avenue and Cathedral Oaks Road. d. Routes that provide access to UCSB and Santa Barbara Municipal Airport. e. Improved and expanded regional and local bus service for commuters. f. Creation of a Transportation Center in Goleta to improve connectivity of various modes and bus routes. **g.** Study potential for commuter rail on the UPRR tracks between Goleta and Ventura County.
2	**City of Buellton General Plan (2008)**	•The intersection of Jonata Park Road/Avenue of Flags is located immediately adjacent to the U.S. Highway 101 southbound off-ramp to Avenue of Flags, which presents a potential safety hazard due to the high speed of vehicles exiting the highway and the angle of right-turns from the off-ramp onto Jonata Park Road. •The City shall pursue funding and preparation of a Project Study Report (PSR) for the entirety of the Highway 101 and Highway 246 corridors through the City to identify appropriate alternatives for local and regional improvements to address projected future traffic congestion at the Highway 246 intersections at McMurray Road, and the Highway 101 northbound ramps, and at the Damassa Road/Highway 101 interchange. •The cost of the PSR shall be added to the City's traffic mitigation fee program. The PSR shall investigate the following potential future improvements to these facilities: • Construction of a new Highway 101/Jonata Road interchange at the northerly City limits. Implementation of the future Highway 101 interchange option at the northerly City limits should be coordinated with land use and development plans related to Key Sites I and II. • Improvements to the Highway 101/Highway 246 interchange, including the addition of an exclusive right-turn lane on the westbound Highway 246 approach to the Highway 101 northbound on-ramp. • Improvements to the Damassa Road interchange between McMurray Road and Avenue of Flags to accommodate projected traffic flows at build out and pedestrian circulation. Interchange improvements should consider intersection operations (and possible improvements) at the Damassa Road/Avenue of Flags intersection and the Damassa Road/McMurray Road intersections. Pedestrian circulation improvements should consider widening the overpass or limiting vehicle use of the overpass. •Construction of a roadway interconnection behind Albertsons shopping center to better integrate and provide secondary access for adjacent parcels back to Highway 246 and to relieve congestion on the Highway 246 intersections with McMurray Road and the Highway 101 ramps. • Implementation of northbound Highway 101 hook ramps to and from McMurray Road south or north of Highway 246. Access linkage between Highway 101 hook ramps north of Highway 246, at Second Street, and the Oak Springs Village Specific Plan site should be evaluated. • Reconfiguration of the Jonata Road/Central Avenue/Highway 101 off-ramp to improve safety and calm traffic exiting Highway 101. The reconfiguration may include one of the following improvements: a 4-way stop; realignment of the 101 off ramp at Jonata Park Road; the addition of median left turn channelization for autos to merge onto the Avenue (see Figures C-3 and C-4 below).
3	**City of Santa Maria Circulation Element (2011)**	•Provision of alternative east/west roadway routes, and the improvement of the U.S. 101 ramp intersections with Main Street, Broadway, McCoy Lane, and Union Valley Parkway. •Extension of arterial and collector street system to serve anticipated development areas. •Extend Seaward Drive northwesterly along the levee until it intersects with the Broadway/HWY 135/U.S. 101 Interchange. •Upgrade McCoy Lane between Skyway Drive and Miller Street as a designated secondary arterial. Extend McCoy Lane east to a new U.S. 101 freeway interchange. •Construction of the Union Valley Parkway (UVP) from U.S. Highway 101 to Blosser Road. •Widen and reconstruct the following interchanges; -Route 135/Broadway/U.S. Highway 101 -Route 166/U.S. Highway 101 •Construct a new interchange at the following locations; -McCoy Lane/U.S. Highway 101 -Route 135/Union Valley Parkway (may be an at-grade signalized intersection)
4	**City of Pismo Beach General Plan Circulation Element (1993)**	•CALTRANS shall be encouraged to expand US101 to 6 lanes as early as possible but not later than the year 2000. New lanes shall be added within the existing median whenever possible. All construction shall implement the scenic highway designation of the freeway. •New frontage roads are proposed adjacent to US 101 from Bell Street to James Way and from Price Street to Five

		Cities drive on the west side of US 101. •CALTRANS in cooperation with the City of Pismo Beach shall be requested to participate in a detailed design study of the US 101 freeway ramps frontage roads and intersections relating to downtown. Amongst other items this study shall analyze the following alternatives: 1. A Review of all freeway on and off ramps within or near downtown including right-of-way requirements for new ramps. 2. Widening of Price Canyon Road along its present alignment into the city and over the freeway to Price Street. 3. The use of both Dolliver Street and Price Street to carry traffic through downtown. •City and CALTRANS shall study the feasibility of adding a pedestrian crossing of US 101 between the Spyglass and Mattie Road interchanges. Also the City shall install or cause to be installed sidewalks or footpaths along all collect or arterial streets that connect with commercial centers public gathering areas and schools. US 101 Interchange Improvements include to: *-Widen overcrossing and reconfigure ramps at Oak Park Blvd.* *-Widen overcrossing and reconfigure ramps at 4th Street/Five Cities Drive.* *-Relocate/reconstruct SB off-ramp at Hinds Ave.* *-Improve geometrics and signalization at Doliver St./Price Street.* *-Signalization at Price Street* *-Reconstruct to provide hookramps/signalization at Spyglass Dr.*
5	**City of San Luis Obispo General Plan (2006)**	•The City will cooperate with State and Regional agencies in evaluating the effectiveness of high occupancy vehicle (HOV) lanes on state highways. If State Routes 101 or 227 are widened to add travel lanes, the additional capacity should be reserved for HOV/transit use. •The City will ask the California Department of Transportation to designate Prado Road between Broad Street and Highway 101 as State Highway 227. •Reconstructing the Santa Rosa Street interchange to improve Route 101/Route 1 connections. •As part of any proposal to further develop the Dalidio-Madonna-McBride Area, the alignment and design of a road connecting Prado Road (west of Route 101) with Los Osos Valley Road shall be evaluated and established. •As part of any proposal to further develop the Maino-Madonna Area, the need for and design of a frontage road paralleling the west side Route 101 between Marsh Street and Madonna Road shall be evaluated. •Highway 101 Visual Enhancement: Work with Caltrans and the County to enhance the visual character of Highway 101 (re 14.7) •C.1 Prado Road (3)Interchange Build full interchange at 101-Caltrans Development -Build if funding secured from Airport area and Dalidio area Development •C.3 Route 101/ Santa Rosa Interchange-Changes to ramp system (2) Caltrans State STIP •C.4 Broad Street @101 Close north on and north off ramps Caltrans State Program Freeway access should be improved at the Route 101/Route 1 interchange by maximizing the use of existing street corridors and minimizing the removal of buildings. • The design of the Prado Road interchange and modifications to the ramp system for the Los Osos Valley Road interchange will be determined as part of Project Study Reports (PSRs) required by CalTrans. The alignment of Prado Road northwest of Route 101 and its connection point to Madonna Road will be coordinated with the City's consideration of plans to expand commercial development consistent with the General Plan Land Use Element. •The City will advocate that the California Department of Transportation (Caltrans) or the County designate qualifying segments of Highways 1, 101 and 227 as Scenic Highways.
6	**City of Atascadero General Plan (2005)**	•Work with Caltrans to implement a freeway landscape and maintenance plan for theHighway 101 corridor. •The 1999 Route 101 North Corridor Study (prepared by the San Luis Obispo Council of Governments, the County, the Cities of Atascadero and Paso Robles and Caltrans) and 2001 RTP calls for widening 101 and improving all of the interchanges through the city to increase capacity and enhance safety. These improvements are expected to bring 2025 levels of service at the freeway interchanges into compliance with the City's adopted standard of LOS C or better. **•Policy 1.2: Provide regional facilities to minimize through-traffic intrusion on local streets and to avoid barriers to local traffic.** Cooperate with Caltrans and SLOCOG to prepare a US 101 North Corridor Study and the Atascadero Route 101/El

Camino Real Corridor Study.

Establish a Memorandum of Understanding between the City of Atascadero and Caltrans that identifies the City's responsibility for collecting fees and funding improvements for US 101.

•US 101 Improvement Priorities:

Timeframe	Milepost	Location	Need	Improvement	Estimated Cost
Within 5 Years	41.3/45.9	Santa Barbara Road to Traffic Way	Safety	Install Thrie Beam Barrier	$3 million
Within 5 Years	N/A	El Camino Real (Del Rio to Santa Cruz)	Bicycle Access	Construct Class II Bikeway	50,000
Within 10 Years	44.1/44.8	Santa Rosa Road / Curbaril Road	Improvement Operations	Construct NB & SB Aux. Lanes	800,00
Within 10 Years	44.8/45.6	Curbaril Road / State Route 41 Sep.	Improvement Operations	Construct NB & SB Aux. Lanes	900,000
Within 10 Years	46.0/46.8	Traffic Way / San Anselmo Road	Improvement Operations	Construct NB Aux. Lanes	600,000
Within 10 Years	44.0	Santa Rosa Road Interchange	Reduce Demand	Construct Park & Ride Lot	150,000
Within 10 Years	45.9	Traffic Way	Improvement Operations	Reconstruct Interchange	10 million
Within 10 Years	49.3/50.7	San Ramon Road / Vineyard Drive	Local Through Routing	Construct Frontage Road	3.6–5.4 million
Within 20 Years	44.8	Curbaril Avenue	Increase Capacity	Reconstruct Interchange	3.7 million
Within 20 Years	46.9	San Anselmo Road	Increase Capacity	Reconstruct Interchange	3.4 million
Beyond 20 Years	42.3/49.3	Santa Barbara Road / San Ramon Road	Increase Capacity	Widen to 6 Lanes	22.1 million
Beyond 20 Years	42.3	Santa Barbara Road	Increase Capacity	Reconstruct Interchange	3.6 million
Beyond 20 Years	44.0	Santa Rosa Road	Increase Capacity	Reconstruct Interchange	3.7 million
Beyond 20 Years	48.3	Del Rio Road	Increase Capacity	Reconstruct Interchange	3.2 million
Beyond 20 Years	49.3	San Ramon Road	Increase Capacity	Reconstruct Interchange	4.8 million

6	**Paso Robles Circulation Element (2012)**	• **US 101 from Wellsona Road to Main Street.** Degradation of US 101 mainline operations by Year 2025 and beyond is anticipated due to future growth within and outside San Luis Obispo County, as well as the addition of traffic from proposed land uses in Paso Robles' General Plan. Already planned increases in land use and changes to regional travel patterns will contribute to these unacceptable operations. • Traditionally, traffic-related impacts or substantial increases in automobile trips on roadway segments are mitigated by increasing roadway capacity through construction or payment toward additional lanes or other new facilities. US 101 would require widening to six lanes to improve traffic operations to acceptable levels of service. The widening of US 101 is not included in the Regional Transportation Plan (RTP) or 2011 constrained regional transportation list prepared by SLOCOG. However, the Route 101 North County Corridor Study identifies widening of US 101 as a beyond 2035 improvement. The study also describes the need for auxiliary lanes and other capacity enhancements prior to Year 2035. These enhancements would improve operations and reduce the capacity utilization but would not fully eliminate the projected deficient roadway operations. • The Circulation Element contains several policies that seek to reduce automobile travel. Implementation of these policies and associated actions would help reduce the magnitude of traffic impacts on US 101. Ultimately, SLOCOG and Caltrans are the responsible agencies for planning for and implementing improvements within the US 101 corridor. Payment of traffic impact fees or a fair share contribution would fulfill the City's obligations for mitigating regional traffic impacts; however, unless other funding sources (e.g., State Transportation Improvement Program funds for projects identified in the RTP, San Luis Obispo County fees, and/or a future regional impact fee) are made available, implementation of the necessary improvements is not feasible and implementation of the proposed Circulation Element Update would not improve US 101 operations. The City of Paso Robles would support and participate in development of a regional fee should it be proposed by regional agencies, such as SLOCOG. • **Action Item 12.** The City will work in coordination with Caltrans on congestion management strategies on SR 46 and US 101. These strategies will include improved connectivity for all modes of transportation across these corridors and in areas on either side of these facilities. The City and Caltrans will work in concert with the most recent Regional Transportation Plan.
4-6	**San Luis Obispo County General Plan (2013)**	**<u>North County Area Plan 2013</u>** • Salinas River Sub-area "Capitalize on the significant transportation facilities already in place, including

Highways 101, 46 and 41, the railroad and the Paso Robles Airport."

- Economic Goals "Encourage increased development of visitor services along the Highway 101, 46, and 41 corridors, such as wine tasting rooms, lodging restaurants and recreation, by providing a sufficient amount properly zoned land and development standards."

- Capitalize on the significant transportation systems already in place, including Highway 101, 46, and 41, and the railroad and the Paso Robles Airport by locating related industrial and commercial land uses adjacent to and within currently zoned lands.

- Active recreation areas, especially for night sports, should be located out of view of Highway 101, preferably at a regional park adjacent to Vineyard Elementary School.

- Paso Robles Creek Area: Due to the visibility of part of the area from Highway 101, residential densities shouldbe controlled by continuing to utilize the Agriculture or Recreation categories within view of Highway 101.

- Welsona Acres: Properties abutting Highway 101 or the railroad could be planted with rows of trees and shrubs to lessen the noise and visual impacts of the highway and railroad. Residences should be located well away from these noise sources.

- Salinas River: Most of the Highway 101 corridor extending from a point midway between Stockdale and ExlineRoads to the north side of Wellsona Road is designated for Commercial Service uses, shown inFigure 4-4. The plan recognizes the long standing commercial zoning of the area and that thehighway and railroad frontage areas are not very desirable or suitable for either residential oragricultural uses. The area contains scattered existing commercial uses including the truckstop at Wellsona Road, several wrecking yards on both sides of the highway just north of ExlineRoad, and miscellaneous commercial uses taking advantage of highway frontage locations.

  Free standing identification signs should be installed along Highway 101 alerting highway travelers of the availability of highway services rather than allowing proliferation of large on site signs competing with one another. Before commercial areas are appreciably expanded, more attention needs to be given to providing safer ingress and egress at highway intersections. It is desirable to segregate types of commercial uses along the long highway corridor into highway services for the convenience of travelers and other users and heavy commercial use areas.

  The location of existing uses could be used as a guide. For example, truck stop facilities at Wellsona Road are oriented to travelers' services, while wrecking yards and other heavy commercial uses such as storage and warehousing are located in the Monterey and Exline Road areas. New uses should reflect this pattern between areas, and the potential for traffic generation should be minimized by the types of uses allowed. Project design should incorporate generous setbacks, landscaping that screens parking and outdoor use areas, and quality building design.

- Salinas River Sub Area: A number of potential problems are associated with the state highways and major local routes in the Salinas River sub-area. One is the projected increase in traffic on Highway 101, which may reach unacceptable traffic levels before 2005. Associated with this projected traffic, access to Route 101 at the major concentrations of traffic along the corridor will become more difficult. Thirteen interchanges in this area have one or more existing configuration deficiencies. Of these, five interchanges in the north county cities are projected to require major modification and/or expansion.

- Transit Planning: The pattern of development along the Highway 101 corridor will require planning for a public transit system.

- **Highway 101.** The section of Highway 101 from the Monterey County line to the Cuesta Grade is the primary north-south arterial in the planning area. Caltrans has proposed some modifications to the roadway in order to increase safety (i.e., widened traffic lanes, a truck lane, etc.). Proposed improvements should be carefully reviewed to minimize possible environmental impacts.

- Road improvements that can link Paso Robles, Templeton and Atascadero will need to be considered as important alternatives to widening Highway 101.

- Highways 101, 41, 46 and 58 serve as the area's principal arterials, with the function to carry traffic on trips connecting population centers. This section describes anticipated improvements to these roadways.

    - Highway 101. The following improvements are anticipated in the North County planning area: a. Conduct a major investment study of the Highway 101 corridor to identify and evaluate the full range of feasible alternatives for relieving traffic congestion in conformance with the requirements of the Intermodal Surface Transportation Efficiency Act of 1991. This study should identify methods, feasibility and costs of accommodating future travel through the use of

alternative transportation modes, parallel and alternative routes, operational improvements and/or widening to six lanes and modifications to related infrastructure.

- b. On Cuesta Grade, construct truck lanes and other improvements as based on environmental and engineering analysis with additional review of a runaway escape lane.
- c. At the Route 58 interchange near Santa Margarita, widen the bridge at the existing northbound on-ramp and extend the on-ramp.
- d. Provide highway planting in the right-of-way through Templeton.
- e. At Wellsona Road, northbound and southbound, provide or extend: left turn pockets, median acceleration lanes, and deceleration lanes.
- f. Implement the adopted Highway 101 corridor improvements for the planning area in accordance with the findings and recommendations of the major investment study as prepared by SLOCOG.

- Easements and rights-of-way for routes parallel to Highway 101 should be obtained to facilitate connecting transit stops and bicycle access with general transportation.
- Adelaida: Highway 101 Interchange. The state Department of Transportation should construct a grade separated interchange at Highway 101 and San Marcos Road.
- The Forest Service should work with the County and state Department of Transportation to establish trail crossings at all major roads, especially at Highway 101, allowing continuous trail passage.
- **Wellsona Area – Interchange Improvements.** Formation of benefit assessment districts to address drainage, interchanges may need to be constructed at the Highway 101/Wellsona Road, Exline and Stockdale intersections in order to accommodate potential cumulative development allowed by the land use categories in this area. The specific improvements needed at this location are described in the Final Environmental Impact Report for the Moe and Dotson General Plan Amendments, ED 85-195 and 85-223. A funding mechanism such as an area- wide assessment district may need to be established to pay for the cost of the needed interchange. Other alternative solutions should be considered in the Wellsona Specific Plan.
- **Additional Park-and-Ride Lots.** Park-and-ride lots should be developed in accordance with the Caltrans Park-and-Ride Lot Report (May, 1993). This report identifies four potential locations for park-and-ride lots in the Templeton area, including: Vineyard Drive east side of Route 101; Rossi and Vineyard; Las Tablas and Duncan at Route 101; Bennett and Las Tablas

San Luis Obispo Area Plan 2013

- **U.S. Highway 101.** The following improvements are anticipated in the San Luis Obispo planning area:
  - This route should be maintained as a major arterial and be the subject of a corridor study for designation as a scenic highway. A deficiency analysis has shown that the level of service for the highway will be in the marginal category by 1995, from Santa Margarita to Arroyo Grande.
  - b. A full interchange is needed at Prado Road to provide better access to and from the airport area and the Central Coast Plaza - Laguna Lake area, and to relieve traffic congestion at the Madonna Road interchange and intersection of Madonna Road with South Higuera Street.
  - c. On the Cuesta Grade, construction of north- and south-bound truck climbing lanes is programmed to proceed in 1998/99.
  - d. The Los Osos Valley Road interchange needs to be upgraded, including a new westbound/northbound on ramp, realignment of Calle Joaquin south (off Los Osos Valley Road) to match Calle Joaquin north, and widening of the bridge overRoute 101 to four lanes.
  - e. If transportation systems and demand management techniques cannot prevent the level of service from degrading below acceptable levels, Highway 101 may require widening to six travel lanes from Avila Road to Madonna Road, but not through the city, (where widening could result in excessively high costs for construction and environmental damage), unless one or more points of access to and from the highway are eliminated to consolidate the number of on- and off rampsand to make the former merging lanes available for use as travel lanes. Once Route 101 is expanded, one lane should be designated for high-occupancy vehicles during peak commute hours.

- **Los Osos Valley Road.** If transportation systems and demand management techniques cannot maintain acceptable service levels, the road may need to be widened to six lanes between Highway 101 and Madonna Road, and to four lanes west of Foothill. Shoulders should be provided west of Foothill that can be used by slow moving agricultural vehicles without conflicting with the bike lanes or bicyclists.

- **Prado Road.** This roadway should be extended to Broad Street at Industrial Way and improved with four travel lanes, class I bike lanes, a landscaped median with turn pockets, and two sidewalks separated from the roadway by landscaped parkways. This road segment may also be appropriate for designation as State Route 227, in order to route traffic to 101 without traveling into town.

- **U.S. Highway 101.** The following improvements are anticipated in the San Luis Obispo planning area:

    - A full interchange is needed at Prado Road to provide better access to and from the airport area and the Central Coast Plaza - Laguna Lake area, and to relieve traffic congestion at the Madonna Road interchange and intersection of Madonna Road with South Higuera Street.

    - b. The Los Osos Valley Road interchange needs to be upgraded, including a new westbound/northbound on ramp, realignment of Calle Joaquin south (off Los Osos Valley Road) to match Calle Joaquin north, and widening of the bridge over Route 101 to four lanes.

    - **Calle Joaquin.** As part of any proposal to further develop the Dalidio-Madonna-McBride areas, the alignment and design of a road connecting Prado Road with Los Osos Valley Road should evaluated and established. The Dalidio Ranch Land Use Category meets these criteria because the plan contemplates a connection of Calle Joaquin and because the conditions require contribution of a fair share of the cost of an overpass across Highway 101connecting Prado Road with the Dalidio Ranch.

    - **South Higuera Street.** This roadway should be improved to four travel lanes with two bike lanes from the southern city limits to the proposed intersection with Buckley Road. The roadway should be maintained as two-lanes with two bike lanes from Buckley Road to Ontario Road, and the northbound 101 on-ramp from South Higuera Street should be closed.

    - **Los Osos Valley Road.** If transportation systems and demand management techniques cannot maintain acceptable service levels, the road may need to be widened to six lanes between Highway 101 and Madonna Road, and to four lanes west of Foothill. Shoulders should be provided west of Foothill that can be used by slow moving agricultural vehicles without conflicting with the bike lanes or bicyclists.

South County Area Plan 2013

- Encourage improvements of roads and circulation systems, including two new interchanges at Highway 101.

- **Southland Street Specific Plan Area.** Specific plan(s) are encouraged in the area shown in Figure 4-3 where more precise site planning, financing of public improvements and phasing of development can be considered than within this area plan. The portion of this area that is west of Highway 101 has significant potential to bring large scale light industrial and service commercial uses into the area. The specific plan(s) should be coordinated and accompanied by a development constraints analysis, market feasibility study and environmental impact report to determine the logical extent and location of development.

- **Southland Street Specific Plan Area Objectives:** "Gateway" retail uses for travelers at a new Highway 101 and Southland Street interchange. Full Highway 101 interchange with "hook" ramps as interim access.

- **Canada Ranch Specific Plan Area.** An expansion of the urban reserve line north of Nipomo and west of Highway 101 should be evaluated to provide additional employment and associated residential development that will improve the jobs/housing balance within Nipomo. A specific plan should be prepared showing commercial retail, service commercial and light industrial uses on the large Canada ranch property northwest of Sandy Dale Drive and west of Highway 101, shown in Figure 4-4.

- **U.S. Highway 101.** The following improvements are anticipated in the South County planning area:

    - This route should be maintained as a principal arterial and be the subject of a corridor study for designation as a scenic highway. A deficiency analysis has shown that the level of service for the highway will be in the marginal category by 1995, from Santa Margarita to Arroyo Grande. One critical area is in the vicinity of the Five Cities area. It is also recommended that a separate frontage road be constructed linking central Pismo Beach to the Five Cities Shopping Center by extending Price Street south to Five Cities Drive, thus keeping local traffic off the freeway entirely. Cal Trans is preparing special studies to develop an improvement plan for the highway.

    - b. There are two proposed interchanges: one at the future Willow Road extension and one at

		Southland Street. These are needed to relieve congestion at the Tefft Street/101 interchange, the only connection between east and west Nipomo. Construct an interchange with an extension of Willow Road. A full interchange should be planned at Southland Street, in accordance with Caltrans and Federal design standards; "hook" on and off ramps may be constructed as interim measures. o c. Widen Highway 101 to six lanes in stages from Arroyo Grande to Santa Maria as needed depending on the success of alternative transportation and land use strategies to mitigate traffic congestion. o d. Efforts should continue with Caltrans to prepare and implement a freeway landscaping plan for the right-of-way passing through the Nipomo urban reserve line, to include median and roadside planting. • **Joshua and Hutton Roads.** Improve to two lanes with 8-foot paved shoulders from Orchard Avenue to Cuyama Lane as a parallel route to Highway 101 • **Tefft Street/Highway 101 Interchange.** Widen the freeway bridge to four traffic lanes with Class II bike lanes and wide, lighted and fenced sidewalks, as shown in Figure 5-1. North Frontage Road is closed to through traffic from Tefft Street and shall be utilized as a multi-use pathway between Tefft and Juniper Streets. • Parallel routes to Highway 101 should be established on Hetrick Road and Orchard Avenue to facilitate access north and south through the area, for general transportation and for connecting multi-modal transit stops.
7-9	**Monterey County General Plan Circulation Element 2010**	•**C-4.6** Driveways, mid-block access points, intersections and on-street parking along major roads and highways shall be minimized and consolidated. •**C-4.7** Where appropriate and sufficient public right-of-way is available; bicycle paths shall be separated from major roads and highways and be provided between adjacent communities. •**C-4.10** Priority shall be given to the improvement and maintenance of highways and arterial roads that carry a significant amount of people and goods movement, particularly agricultural goods. •**C-9.2** Construction or expansion of roadways within major transportation corridors shall consider improved bike routes.
7	**City of Greenfield General Plan (2005)**	•**Policy 3.7.9:** Implement the Thorne Road interchange upgrade prior to installing the Pine Street Bridge over Highway 101. -Improvement of Highway 101 interchanges. -Construction of a bridge on Pine Avenue across Highway 101. -Widening of El Camino Real north of Cherry Avenue to include four lanes and a median. -Widening of Walnut Avenue between Highway 101 and El Camino Real.
7	**City of Soledad General Plan (2005)**	•**5.15:** The City will implement the roadway and intersection improvements shown on Figure V2 (Circulation Diagram) as well as those listed on the following table which are currently (2004) funded by traffic impact fees:

Table V-4
Roadway Improvements Funded By Traffic Impact Fees

Roadway	Segment to Be Improved
Front Street	Moranda Road to Gabilan Drive West Street to Oak Street
Gabilan Drive	City Limits to Bryant Canyon Road San Vicente Road to Highway 101 Ramp and freeway ramps Metz Road to Railroad Crossing Railroad Crossing to Channel Crossing Channel Crossing Structure Channel Crossing to Nestles Road Railroad Crossing Structure
Market Street	West Street to Front Street
San Vicente Road	Front Street to Market Street Market Street to Gabilan Drive Gabilan Drive to the City Limits
South Soledad HWY 101 Interchange	Re-configure ramps and signalize ramps, or similar improvements

Source: Traffic Fee Study, 1999, Hanna and Brunetti
In general, improvement consist of realignments or extensions of existing roadways to improve traffic flows.

7	**City of Gonzales Draft General Plan (2010)**	•A plan for major improvements to the Gloria Road/101 interchange was completed and received approval of Caltrans, a major step in improving access and safety to keep pace with planned growth. Fifth Street remains a bottleneck between east and west Gonzales and will require more attention in the future. •**Implementing Action CIR-1.1.8 – Highway 101 Interchanges.** *Continue to work with Caltrans to improve Gonzales's Highway 101 interchanges. Require final redesign plans to be adopted by the Cityand Caltrans before development takes place.* •**Implementing Action CIR-1.1.10 – 5th Street LOS.** *Consider a variety of measures to prevent Fifth Street west of Highway 101 from deteriorating below LOS "C." These could include peak hour parking restrictions, modifying the Rincon Road intersection, or making improvements to the Highway 101/Fifth Street Interchange.* •**Goal CIR-2 :** A high level of connectivity within and between neighborhoods and between areas located on either side of Highway 101. •**Implementing Action CIR-4.1.5 – Sound Walls along Highway 101.** *Minimize the development of uninterrupted sound walls along Highway 101. Where sound walls are used, soften them with landscaping and design them to avoid a "tunnel effect" for motorists driving through Gonzales.* •**Implementing Action CIR-5.1.4 – Funnel Traffic to North and South Interchanges.** *Design the circulation system to encourage motorists to access Highway 101 using the northern and southern highway interchanges.* •**Implementing Action CIR-6.1.10 – Park and Ride Lots.** *Require parking lots at future commercial sites on Associated Lane and Gloria Road near Highway 101 to include dedicated park-and-ride spaces for weekday commuters. Such spaces may be designed so that they may be used for non-commute purposes on evenings and weekends.* •**Implementing Action CIR-8.1.4 – Safe Routes to School.** *Provide safe access for children and teens walking or*

bicycling to Gonzales schools and City parks. The City shall ensure that any re-design and subsequent improvement of the Highway 101/Fifth Street Interchange places a high priority on providing full capacity for the safe movement of pedestrians and bicyclists through the facility.

•**Implementing Action CIR-8.1.9 – Highway 101 Pedestrian Overpass.** *Establish a linear path connection along the slough between future development areas and the Gonzales High School Stadium, with an underpass or overpass provided at Highway 101.*

•**Implementing Action CIR-9.1.2 – Direct Industrial Traffic to Perimeter.** *Promote industrial expansion at the north and south Highway 101 interchanges to minimize future truck traffic on the predominantly residential streets east of Alta Street.*

•**Implementing Action CIR-10.1.2 – State and Federal Coordination.** *Coordinate local transportation improvements with State and Federal agencies to ensure consistency between local and regional/statewide actions, especially as pertains to Highway 101.*

8	**City of Salinas General Plan (2002)**	Policy C-2-2: Cooperate with Caltrans in making improvements to Highway 101 and support construction of Prunedale freeway improvements by Caltrans to serve through trips, and trips to and from Salinas. With heavy truck traffic moving through the City. Many of the existing US 101 overpasses do not have adquate vertical clearance to accommodate taller/higher truck loads. Thus, they are routed around the City via City and County roads to avoid conflicts. Since many of the local roadways, such as Highway 101 are used by regional traffic traveling through the City, the community is interested in reducing the negative impacts to local residents from vehicles traveling on US 101. To address the issue, the City will continue to support the Prunedale freeway improvement proposal to provide an alternative route for through-traffic traveling along Highway 101. C4: Continue to work with trucking industry representatives to designate appropriate truck routes, locate additional truck facilities and work with other governmental agencies to develop a freight logistic center in Salinas. C6: Continue to support the Prunedale freeway improvements to provide an alternative route for through-traffic traveling along Highway 101.

Table C-5
Planned Roadway Modifications That May Impact Operational Conditions Of The Salinas Circulation System

Caltrans Roadway Modifications
• Construct an interchange at the existing State Route 1/Salinas Road intersection • Widen State Route 68 to four lanes between Ragsdale Drive and State Route 218, and add signal at Ragsdale Drive • Demolish interchange at Airport Boulevard/Highway 101 and replace with a four-lane over-crossing • Implement Phase I of the Prunedale Bypass by constructing a four-lane bypass between Russell Road - Espinosa Road and Crazy Horse Canyon Road - Echo Valley Road, or upgrade the existing Highway 101 to a four lane freeway. Construct a new interchange at Highway 101/San Juan Road • Implement Phase I of the planned improvements at the Highway 101/State Route 156 interchange • Widen the west corridor of State Route 156 to four lanes from Castroville Boulevard to Prunedale Road

Roadway Network Improvements

Ref. #	Roadway Network Improvement
1	**New Interchange at U.S. 101/Crazy Horse Canyon Road:** Construct a new diamond interchange on the existing U.S. 101 alignment at Crazy Horse Canyon Road-Echo Valley Road.
3	**U.S. 101:** Construct a median barrier and remove all at grade crossings of U.S. 101 between Crazy Horse Canyon Road and the Highway 156/U.S. 101 interchange.
4	**Highway 156/U.S. 101 Interchange:** Implement improvements to the Highway 156/U.S. 101 interchange per the Caltrans "210" concept.
5	**North Main Street:** Convert the existing U.S. 101 alignment to North Main Street from Russell Road to Berta Canyon Road. North Main Street is extended as a two-lane arterial that intersects with the area's local roadways and driveways.
6	**New U.S. 101 Alignment:** Construct a new four-lane freeway slightly to the west of the existing U.S. 101 alignment. Remove all at-grade intersections presently provided at Pesante Canyon Road, Orchard Lane, Blackie Road, Ralph Lane, Martines Road and White Road.
7	**New Interchange:** Construct a new diamond interchange on U.S. 101 north of Espinosa Road-Russell Road with a fly-over bridge in the vicinity of White Road. This new interchange is connected via an east-west roadway to North Main Street and Espinosa Road.
24	**Eastern Bypass:** Construct a four-lane Eastern Bypass from Harris Road/U.S. 101 interchange to Boronda Road/Williams Road intersection. Traffic access to the Eastern Bypass are via intersections with the following roadways: **24A.** Williams Road **24B.** New east-west roadway (described under Improvement 23) **24C.** Alisal Road **24D.** Moffet Street extension It should be noted that an access driveway is also established on the Eastern Bypass at the industrial area.
25	**Moffet Street:** Extend Moffet Street as a two lane collector industrial street to connect with the Eastern Bypass.
26	**Western Bypass:** Construct a four-lane Western Bypass between Boronda Road/U.S. 101 interchange and Blanco Road with roadway connection at the following locations: **26A.** Auto Center Parkway **26B.** North Davis Road **26C.** West Alvin Drive extension **26D.** Boronda Road **26E.** West Rossi Street extension **26F.** West Market Street (new interchange) **26G.** Acacia Street extension (with an intersection at North Davis Road) **26H.** West Blanco Road It should be noted that this improvement assumes the following: North Davis Road is disconnected between Acacia Street and West Blanco Road; Davis Road south of Market Street is maintained as a two-lane frontage road with 35 mph speed limit; Ambrose Drive is terminated at University Boulevard; a two-lane roadway connection is constructed between southbound U.S.101 off ramp and West Alvin Drive extension; an auxiliary lane is constructed on northbound U.S. 101 at the Boronda Road interchange from the northbound on loop ramp to north of the interchange; and, a four-lane arterial (fly-under) connects between West Ridge Parkway and Alvin Drive extension (behind COSCO).
28	**Laurel Drive:** Add left turn lanes on Laurel Drive between Adams Street and Main Street. Also implement ramp widening and channelization improvements at the Highway 101/Laurel Drive intersection.
32	**U.S. 101:** Widen U.S. 101 to a six-lane freeway through the City of Salinas (between the new interchange north of Espinosa Road and Harris Road), except where there are auxiliary lanes.
38	**Airport Boulevard/U.S. 101 Interchange:** Upgrade Airport Boulevard/U.S. 101 interchange per Caltrans PSR.
39	**Harris Road/U.S. 101 Interchange:** Construct a diamond shaped interchange at Harris Road/U.S. 101 with high speed ramps and partial clover.

10	**San Benito County General Plan Circulation Element 2013 (Draft)**	**C-4.4 San Benito County Employee Incentive Programs** As a major employer, San Benito County shall demonstrate leadership in the implementation of programs encouraging the use of alternative modes of transportation by its employees. Example programs may include: • Preferential carpool parking and other ridesharing incentives; • Flexible working hours or telecommuting where consistent with job duties and customer service needs; • Secure bicycle parking; and • Incentives for using transit, such as discounted passes or tokens. *(MPSP/SO)* **C-5.4 County Roads for Local Traffic** The County shall encourage inter- and intra-regional truck traffic to use State and Federal highways, to maintain the primary role of County roads as serving local and agricultural traffic.

Appendix G
RESOURCES

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Appendix H
LIST OF PREPARERS

Larry Newland – Senior Transportation Planner

Thirteen years of experience in preparing system planning documents and environmental documents for CEQA/NEPA. Lead Supervisor responsible for supervision and review of the TCR.

Melissa Streder–Associate Transportation Planner

Five years of experience working in systems planning, regional planning and Geographical Information Systems. Project Manager responsible for overall preparation and development of the TCR.

Claudia Espino – PE Senior Transportation Engineer

Eighteen years of experience working in project development, advanced planning and technical support. Technical Supervisor responsible for guiding and overseeing the corridor performance section of the TCR.

Jeff Berkman- Transportation Engineer

Nine years of experience in transportation demand modeling.
Lead Travel Forecaster responsible for corridor performance modeling and data analysis in the report.

Joe Londono- GIS Research Analyst

Eight years of experience in transportation demand modeling
Responsible for developing GIS materials for the report.

Jimmy Ochoa –Transportation Planner

Responsible for organization and communication of technical data presented in the TCR.