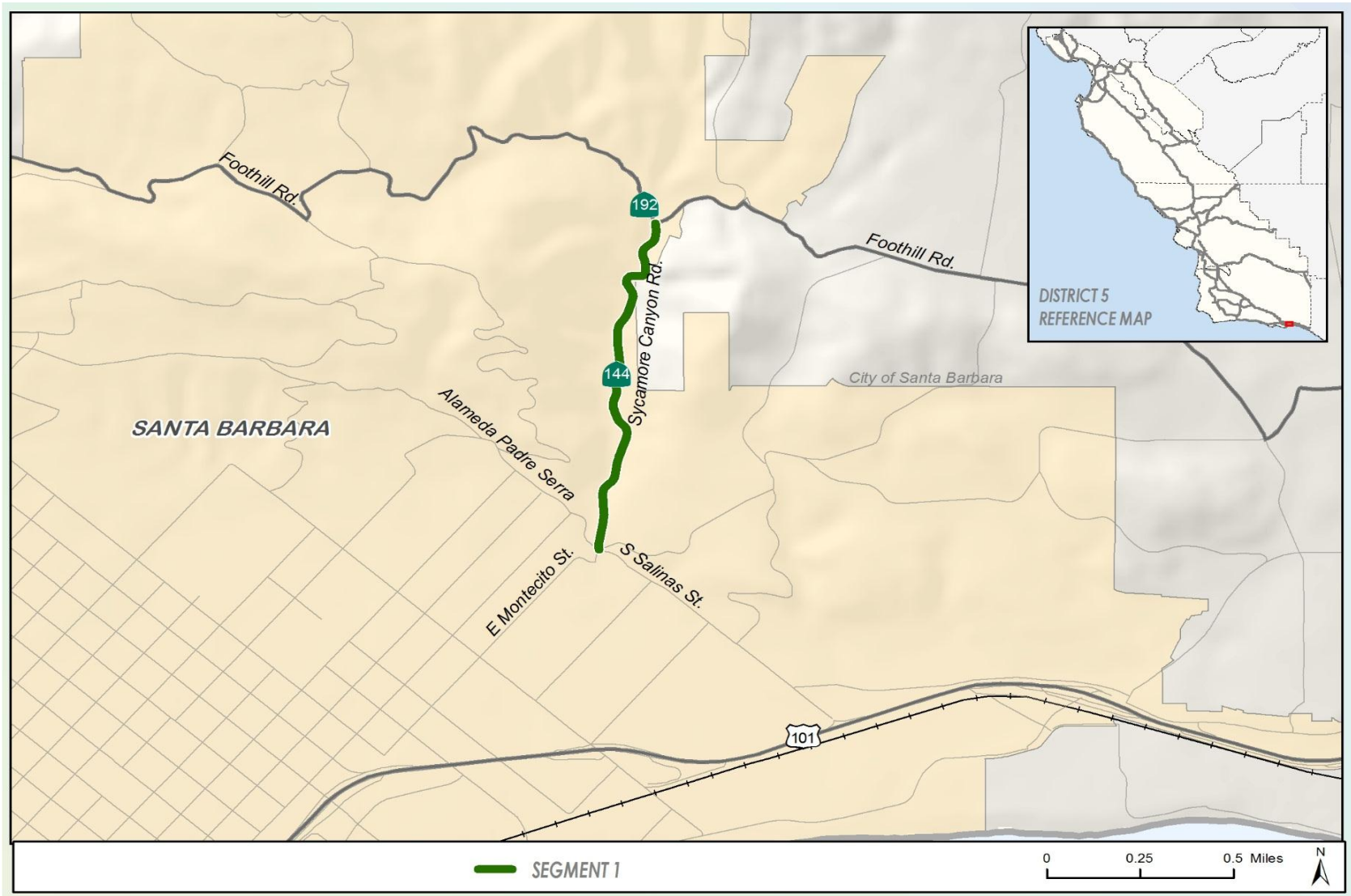
CORRIDOR DATA SHEET
STATE ROUTE 144



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SR 144 Corridor Data Sheet

District 5, Santa Barbara County

Inputs: PM Peak Hour Analyzed
Base Year 2012
Horizon Year 2040

Prepared by: District 5 - Transportation Planning
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Melissa Streder, System Planning

Last Saved: 9/10/2015

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Segment 1 Traffic Data: SR 144

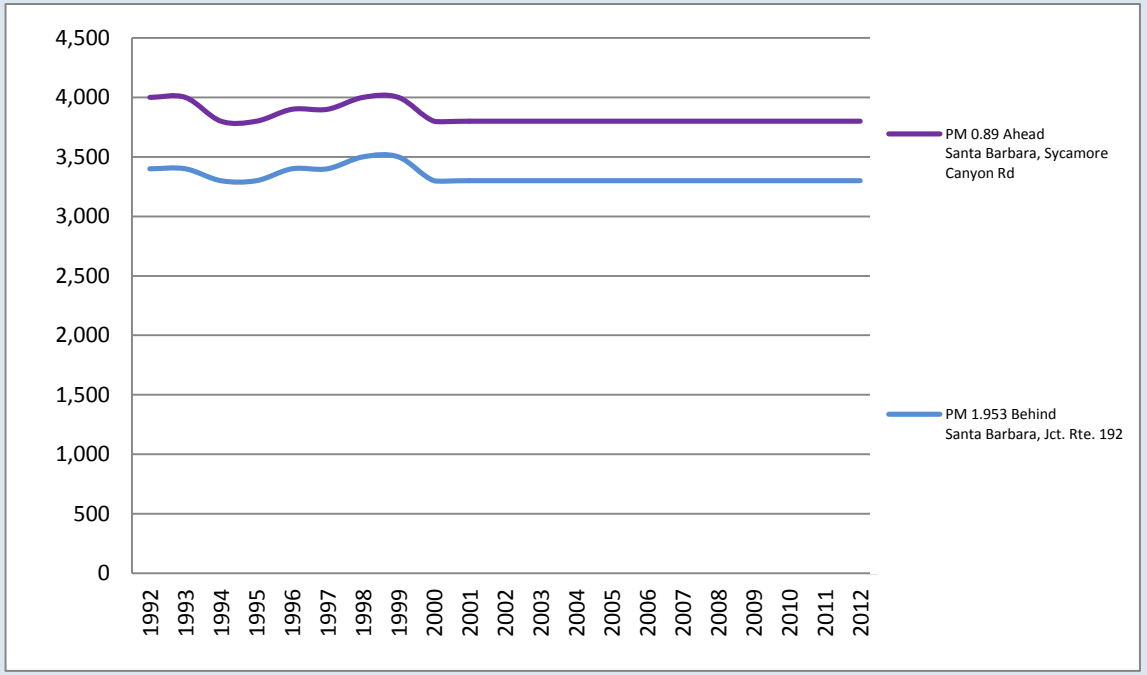
Daily Traffic Data

AADT Base Year 2012	3,600
AADT Horizon Year 2040	3,800
AADT: Growth Rate (Vehicles/Year)	10
VMT Base Year 2012	3,800
VMT Horizon Year 2040	4,000

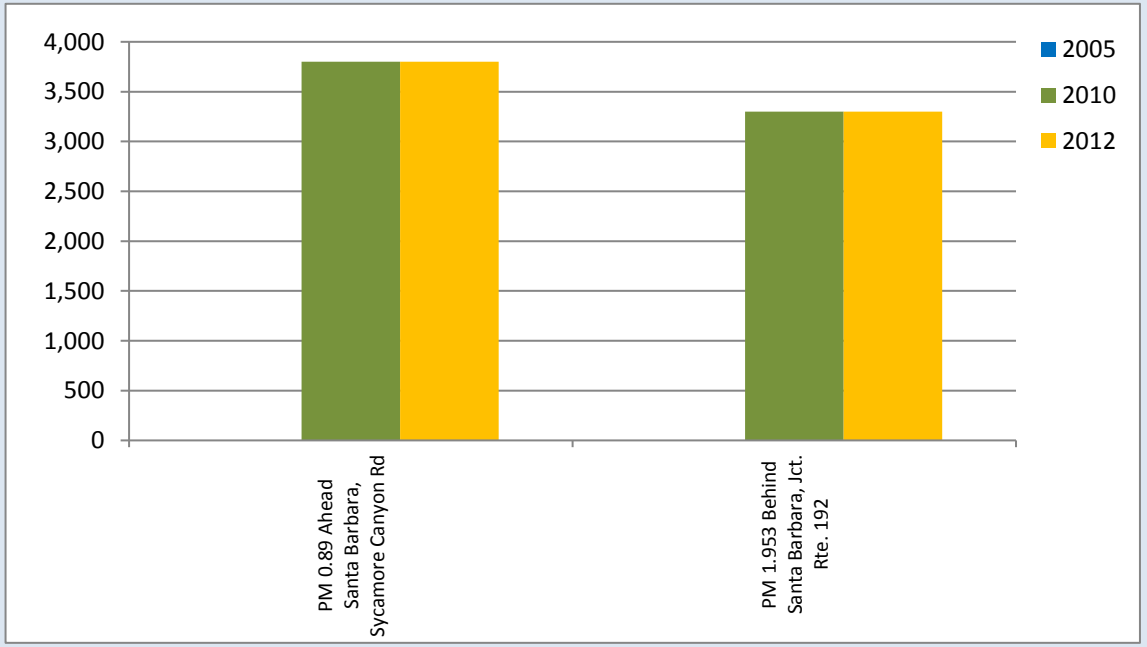
PM Peak Hour Traffic Data

	Eastbound	Westbound
Segment Length (Miles)	1.063	
PM Peak Hour	5:00 - 6:00 PM	
PM Peak Hour Directional Split Base Year 2012	50.1%	49.9%
PM Peak Hour Directional Split Horizon Year 2040	48.7%	51.3%
PM Peak Hour Volume Base Year 2012	400	
	200	200
PM Peak Hour Volume Horizon Year 2040	400	
	200	200
PM Peak Hour Growth Rate (vehicles/year)	0	
PM Peak Hour VMT Base Year 2012	200	200
PM Peak Hour VMT Horizon Year 2040	200	200
PM Peak Hour Model VHT Base Year 2012	5	5
PM Peak Hour Model VHT Horizon Year 2040	5	5
PM Peak Hour V/C Base Year 2012	0.237	0.236
PM Peak Hour V/C Horizon Year 2040	0.235	0.248
PM Model Speed (mph) Base Year 2012	40.0 mph	40.0 mph
PM Model Speed (mph) Horizon Year 2040	40.0 mph	40.0 mph

Historic AADT by Year



Historic AADT by Location



Segment 1 Traffic Data: SR 144

PM Peak Hour Congestion*

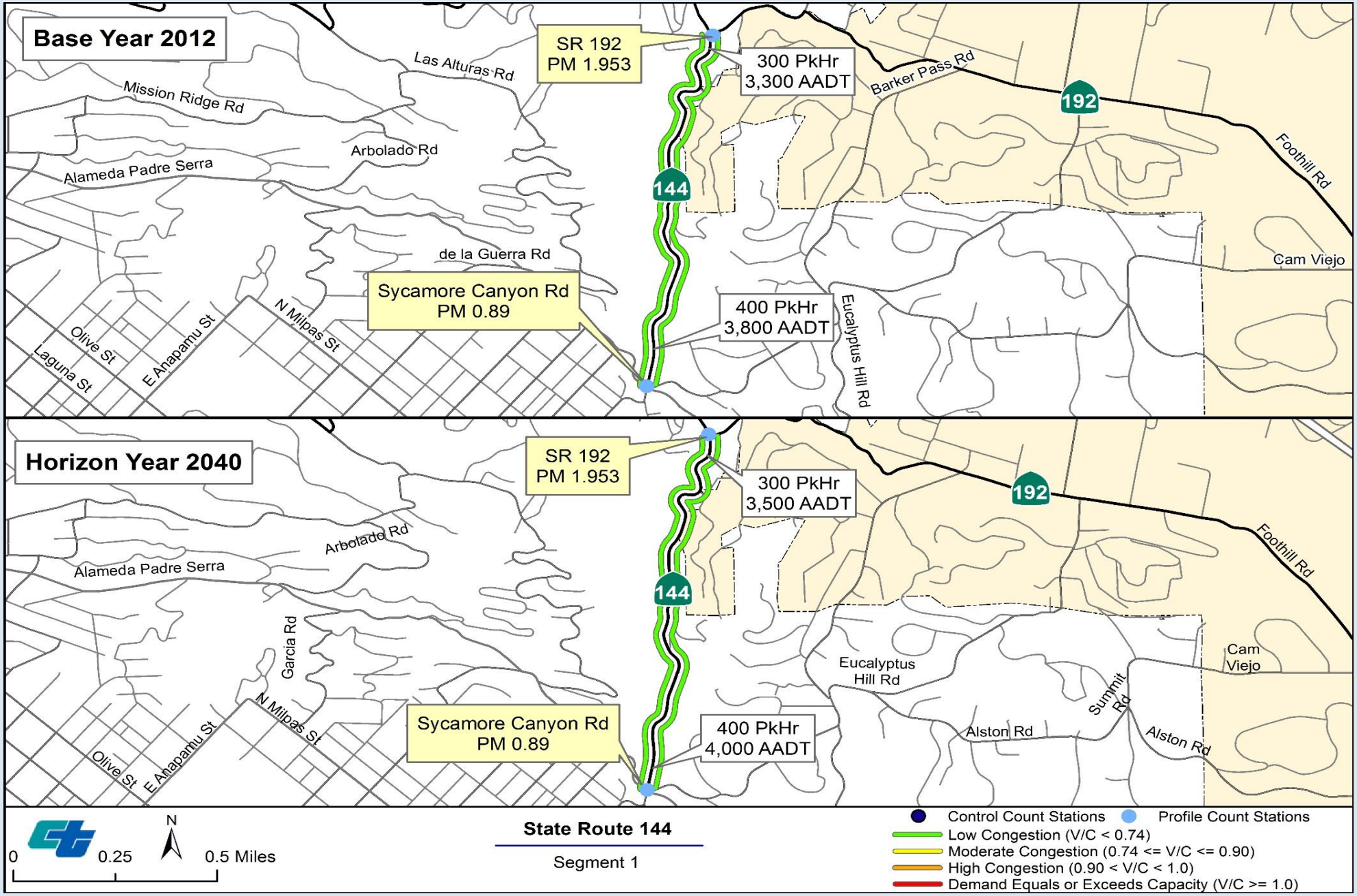


*Image Last Modified: 6/11/2015 9:06:32 AM

Segment 1 Planning Data: SR 144

Location Description

Segment Description	From Sycamore Canyon Rd. to SR 192
Urban/Rural	Urban
Local Planning Jurisdiction	SBCAG
County	Santa Barbara
City	Santa Barbara
Prevalent Land Use	Med Density Res./Urban Reserve

Highway Type

Freeway/Expressway System	No
Facility Type	Conventional
Functional Classification	Major Collector

Highway Designations

National Highway System	No
Interregional Road System	No
Scenic Highway	No

Highway Characteristics

Number of Lanes	2
Pavement Condition Right	Ride
Pavement Condition Left	Ride
Shoulder Width Right (ft)	0
Shoulder Width Left (ft)	0

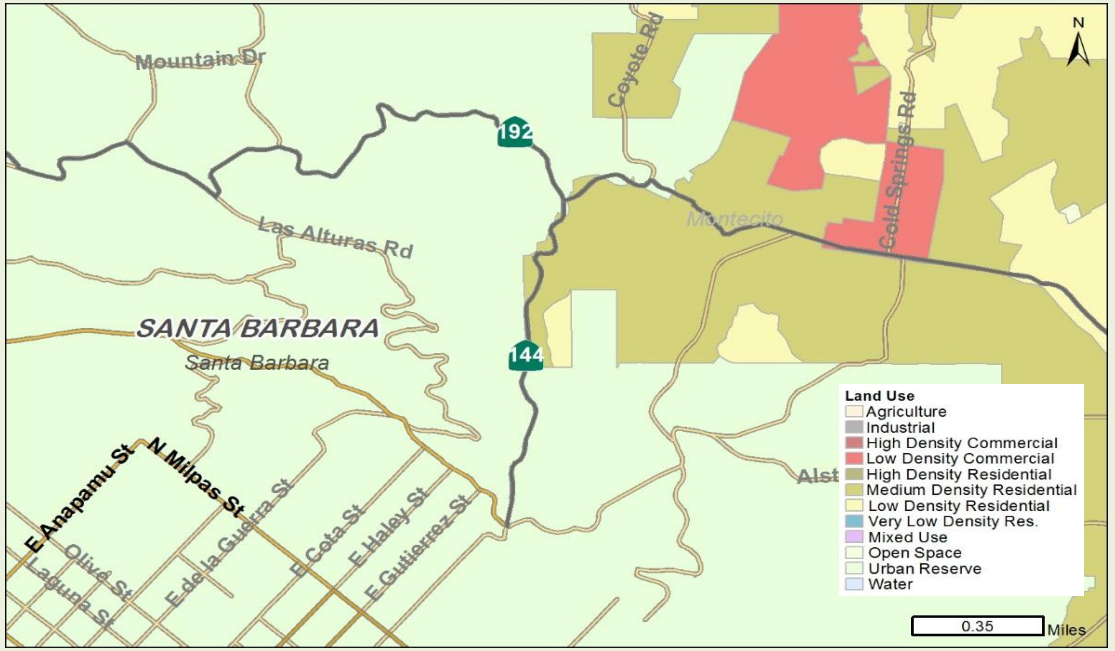
Modal

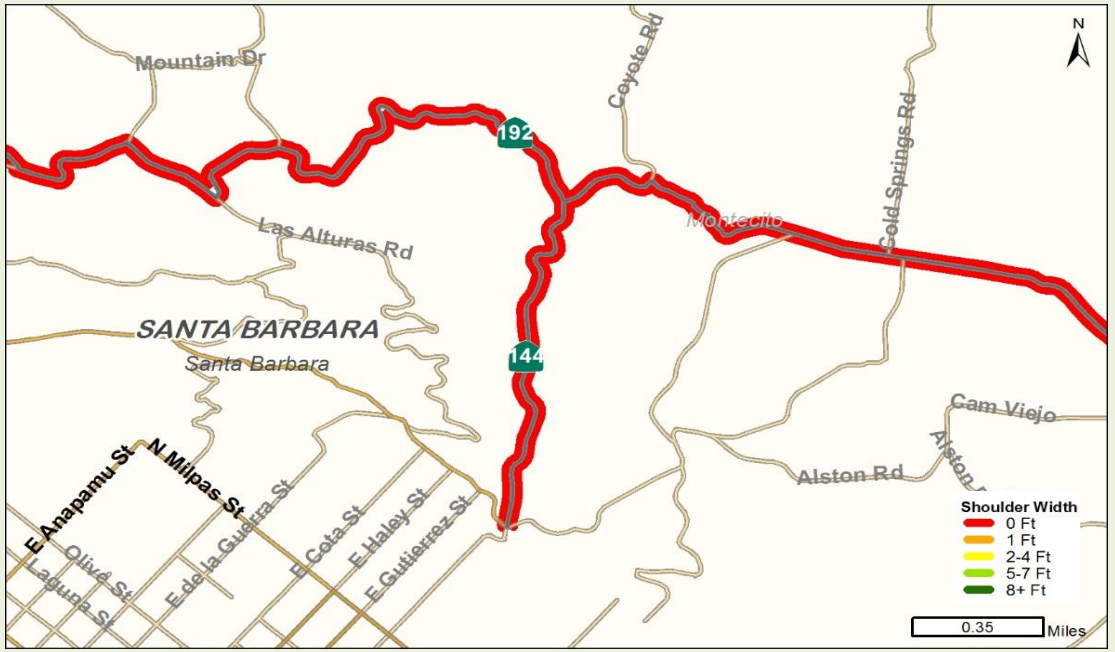
Airports Served	Santa Barbara Municipal
Bicycle Access	Open
AMTRAK Bus Stations	N/A
AMTRAK Rail Stations	N/A
AMTRAK Thruway Bus	No
Parallel/Nearby AMTRAK	No
Rail/SHS Crossings	No
Rail Crossing Description	N/A

Intelligent Transportation Systems

Signals/Mile	0
Other Features: N/A	

Land Use





Shoulder Width

Segment 1 Planning Data: SR 144

Freight

Percent Trucks	1%
Key Freight Highway	No
California Truck Network	Advisory - KPRA is less than 30 ft.
Annual Freight Tonnage	Information Not Available
Freight VMT	Information Not Available
Reported Freight Issues: N/A	

Cultural & Scenic

Historic Bridges	No
Lighthouses	No
Vista Points	No
Parks	None
Federal Lands	None
Landmarks	None

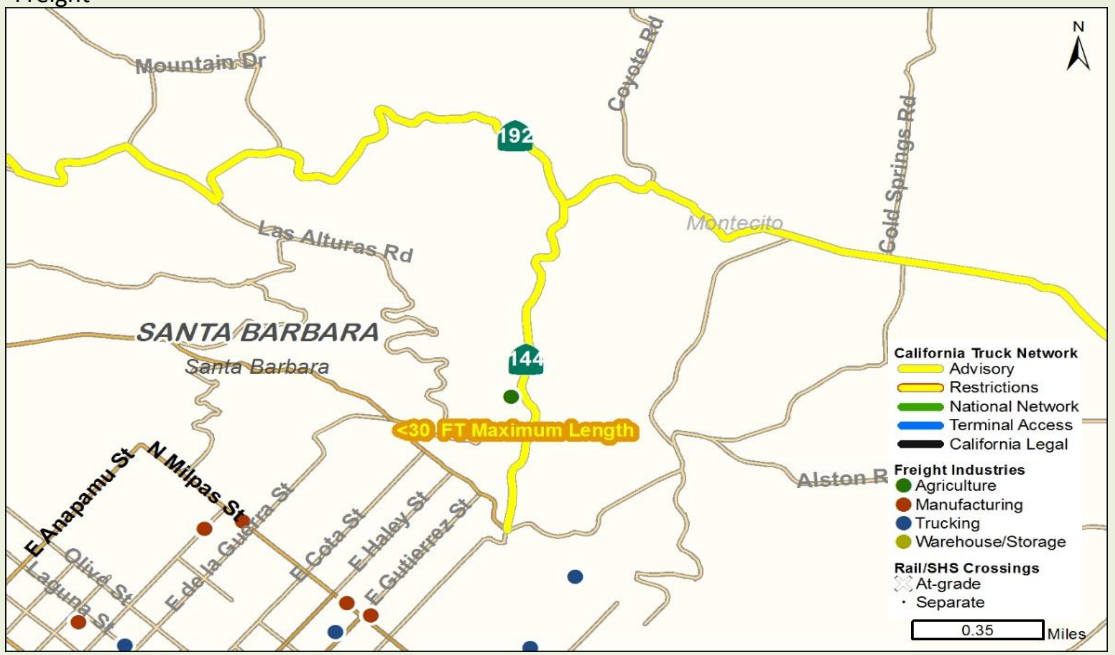
Environmental

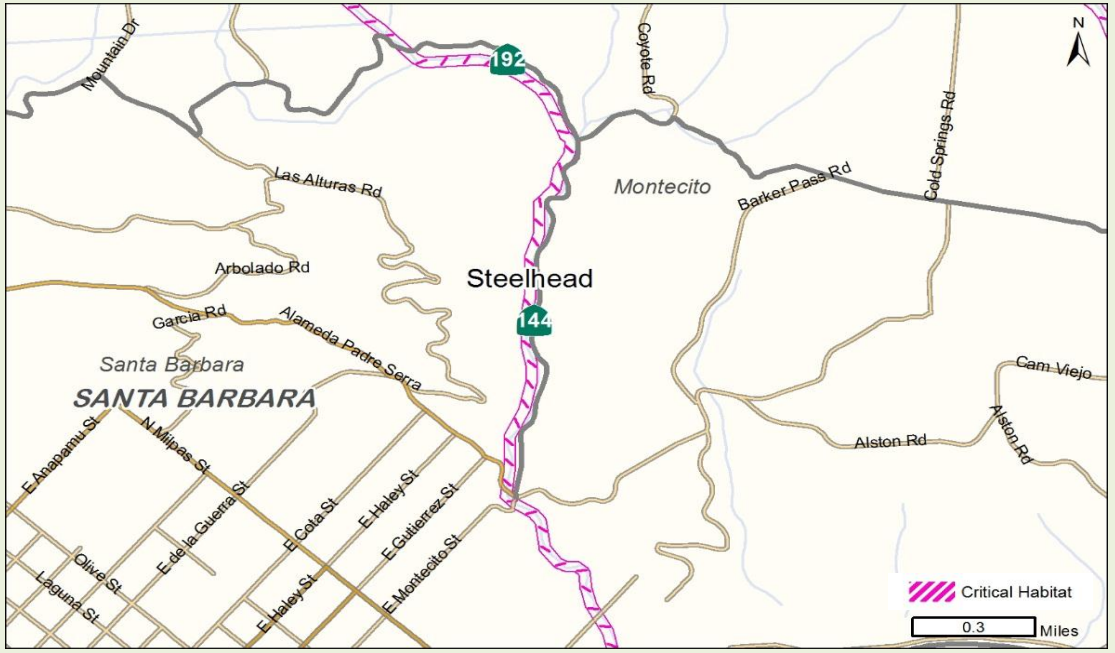
Surrounding Vegetation	Urban-Agriculture
Coastal Zone	No
Water Crossing Description	N/A
Flood Zone	100 Year Flood Plain
Critical Habitat	Steelhead

Air Quality Standards

Criteria Pollutant	State	Federal
Ozone	Nonattainment	Unclassified/Attain.
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attain.
Sulfer Dioxide	Attainment	No information
Particulate Matter (10)	Nonattainment	Attainment
Particulate Matter (10)	Unclassified	Unclassified/Attain.
Lead	Attainment	Unclassified/Attain.

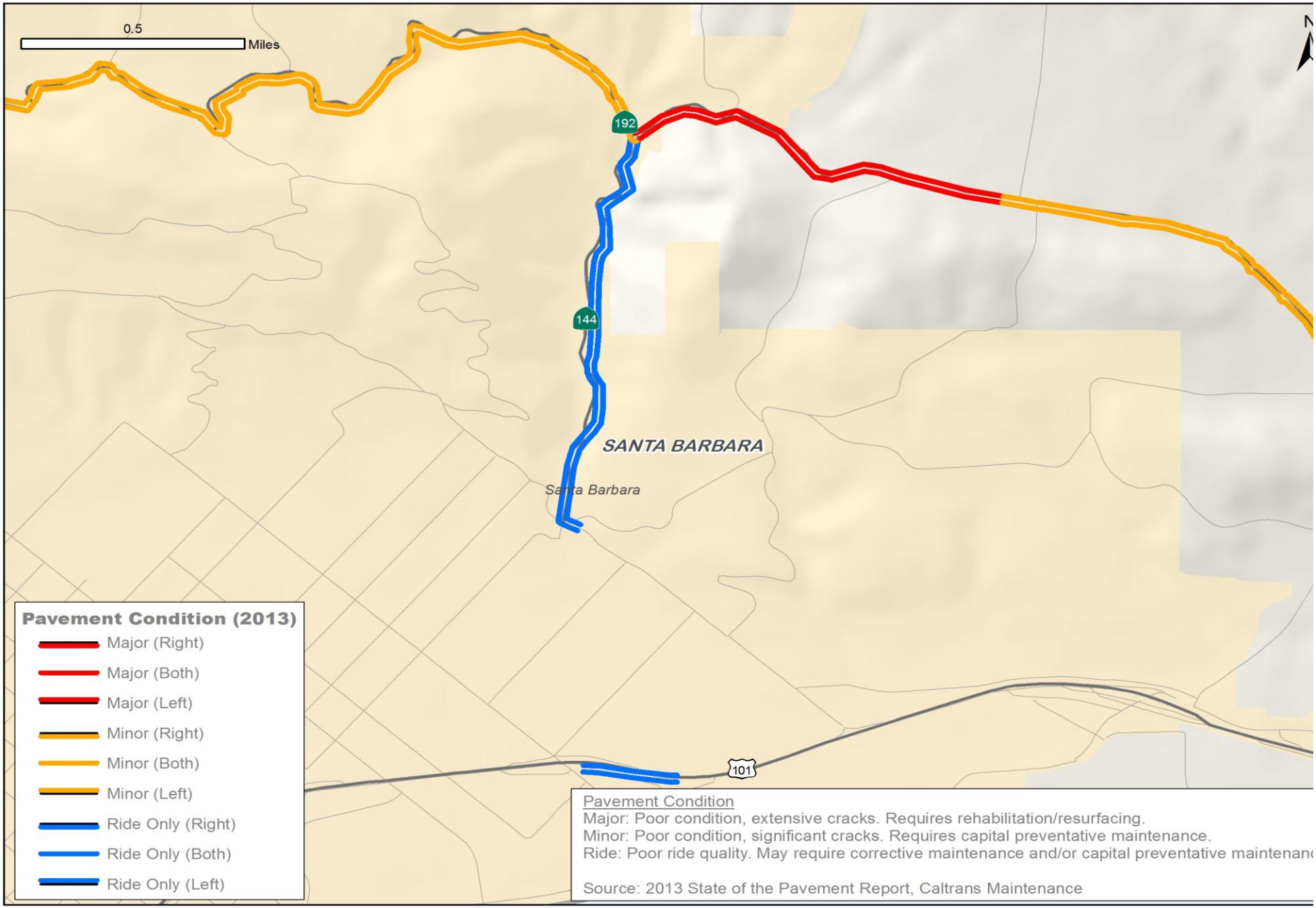
Freight





Critical Habitat

Appendix A:
Detailed Pavement Condition



Appendix B:
Detailed Traffic Performance Measures

TCR Name:	144
Base Year (BY):	2012
Horizon Year (HY):	2040
Peak Hour:	PM
Primary Direction:	EB
Secondary Direction:	WB

Segment Label	Begin Co	Rte	Begin PM	End PM	Begin Name	End Name	2012 ADT Volume	2012 Daily Truck %	2012 Daily VMT	2012 PM Volume	2012 PM EB Volume	2012 PM WB Volume	2012 Peak Direction	2012 VMT	2012 EB VMT	2012 WB VMT	2012 VHT (Model)	2012 EB Adjusted Capacity	2012 WB Adjusted Capacity	2012 EB VC	2012 WB VC	2012 PM EB Model Speed	2012 PM WB Model Speed
SBCAG 2013 SCS Preferred																							
1	SB	144	0.89	1.953	SANTA BARBARA, SYCAMORE CANYON RD	SANTA BARBARA, JCT. RTE. 192	3,550	1.0%	3,774	355	178	177	NB	377	189	188	9	750	750	0.24	0.24	40.0	40.0

Appendix B:
Detailed Traffic Performance Measures

TCR Name:	144
Base Year (BY):	2012
Horizon Year (HY):	2040
Peak Hour:	PM
Primary Direction:	EB
Secondary Direction:	WB

Segment Label	Begin Co	Rte	Begin PM	End PM	Begin Name	End Name	PM Growth Rate	ADT Growth Rate	2040 ADT Volume	2040 Daily VMT	2040 PM Volume	2040 PM EB Volume	2040 PM WB Volume	2040 Peak Direction	2040 PM VMT	2040 EB VMT	2040 WB VMT	2040 VHT (Model)	2040 EB Adjusted Capacity	2040 WB Adjusted Capacity	2040 EB VC	2040 WB VC	2040 EB Model Speed	2040 WB Model Speed
SBCAG 2013 SCS Preferred																								
1	SB	144	0.89	1.953	SANTA BARBARA, SYCAMORE CANYON RD	SANTA BARBARA, JCT. RTE. 192	0	8	3,769	4,006	362	176	186	SB	385	187	198	10	750	750	0.24	0.25	40.0	40.0

Appendix C:
Detailed AADT

AADT	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
PM 0.89 Ahead Santa Barbara, Sycamore Canyon Rd	4,000	4,000	3,800	3,800	3,900	3,900	4,000	4,000	3,800	3,800	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	3,800	3,800	3,800
PM 1.953 Behind Santa Barbara, Jct. Rte. 192	3,400	3,400	3,300	3,300	3,400	3,400	3,500	3,500	3,300	3,300	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	3,300	3,300	3,300

Appendix D:
Ramps

No ramps exist along SR-144

Segment	Ramp Name	Location	2012 Daily Volume	2012 PM Hour Volume	2012 PM Hour V/C	2012 Daily VMT	2012 PM Hour VMT	2040 Daily Volume	2040 PM Hour Volume	2040 PM Hour V/C	2040 Daily VMT	2040 PM Hour VMT

Traffic Data Methodology

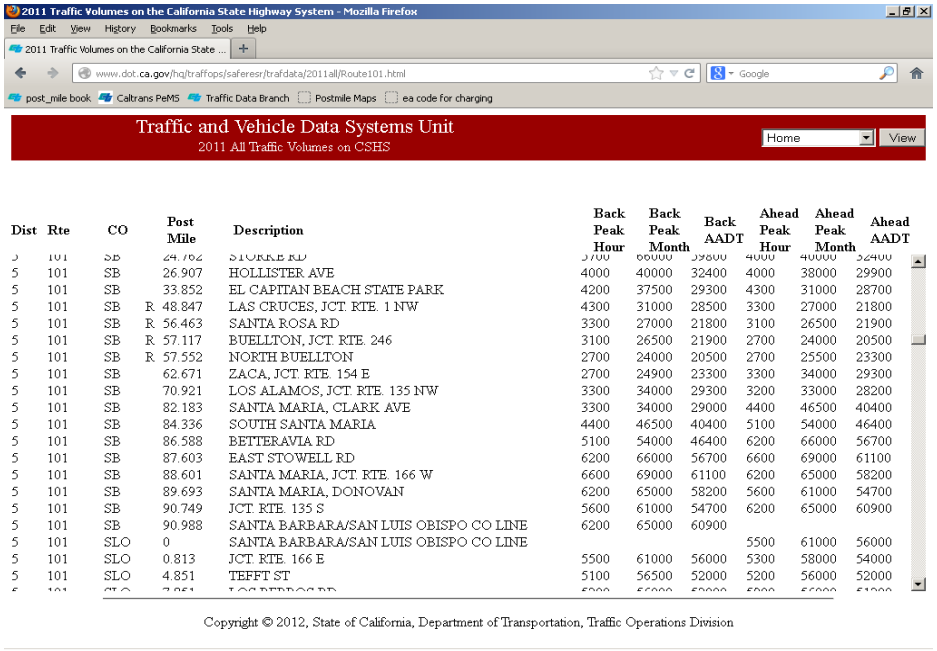
I - Methods for Calculating Base Year Traffic Data

Base Year AADT Volumes

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/

Caltrans Headquarters 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 1 below shows traffic volumes. We used Back Peak Hour, Back AADT, Ahead Peak Hour, and Ahead AADT for our analysis.

Figure 1: Caltrans Traffic Volumes



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	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

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Back AADT and Peak Hour traffic represents traffic at a location just before (a slightly lower postmile) the count station location. Ahead AADT and Peak Hour traffic represents traffic just past the count station location (a slightly higher postmile).

Base Year Peak Hour Volumes

Caltrans' Traffic Data Branch publishes Design Hourly Volumes (DHV) every year. DHV is an estimate of the "peak hour" traffic at count stations along the state highway system. This value is useful to traffic engineers and planners in estimating the amount of congestion experienced. Unless otherwise indicated, DHV indicate the volume in both directions. More information about how DHV are determined is located at http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/.

K values are used to determine whether the DHV is in the AM or PM peak period. K values come from Caltrans Transportation System Network (TSN) and represent the proportion of AM and PM peak hour volume during a given day. For example, an AM K Value of 10% of a route that services 10,000 vehicles per day would mean that the AM peak hour comprises 10% of the daily volume, or 1,000 vehicles.

AM or PM peak hour for the entire route is analyzed depending on whether the majority of segments' traffic volumes are higher during the AM or PM period for a typical workday. For those segments whose volumes are higher during the peak hour being analyzed (the majority of segments,) we set the base year peak hour volume equal to the DHV, as published by Caltrans' Traffic Data Branch. For segments whose highest volumes fall outside the peak hour being analyzed, we calculate their base year peak hour volume by multiplying the K value for the peak hour being analyzed and the AADT.

Directional split information typically comes from the regional models. If the regional model is unavailable or determined to be less accurate, then the TSN database provided by Caltrans D5 Traffic Operations is used. The directional split % provides the directional split between northbound and southbound traffic during the time period being analyzed for the route. We apply direction splits to the 2-way peak hour volumes to get 1-way direction peak hour volumes.

Capacities

The regional models assign each route link an ideal capacity, and then adjust them downward based on conditions such as free flow speeds, facility type, and access points. The AMBAG AND SBCAG regional models show capacity as passenger cars (PCE) per hour. These PCE are later adjusted downward in the post-processing, assuming 1.5 vehicles per Truck for the SBCAG model and 1.7 vehicles per truck for the AMBAG model (source: Jim Lam, Caliper Corp.) All other model capacities are already shown as vehicles per hour, so no adjustments are needed.

We calculate a directional capacity for each subsegment by taking an average of the model's capacities along the length of each subsegment by direction. When the subsegment's adjusted base year peak hour volume for either direction exceeds it's capacity and both directions of the subsegment have similar capacities, we assume that the actual capacity for both directions of the sub-segment equals the higher of the two adjusted base year peak hour volumes for both directions. If both directions have significantly different capacities, we only adjust the direction where the adjusted peak hour volume exceeds capacity.

Base Year Truck Volumes

More information about truck data can be found at: http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/. Daily truck percent is applied to AADT to get daily truck volumes.

II - Methods for Calculating Horizon Year Traffic Data

Forecast Tools

The regional travel demand model was used to determine growth rates to forecast horizon year traffic. When the model's growth rates are deemed inappropriate, historical trends are used. A 2040 horizon year is used for the current round of District 5 TCRs to align with the 2040 California Transportation Plan.

ALL MODELS - LAND USE

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 a 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.

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. Most travel demand models do not take into account induced/latent demand. Latent demand is the dormant demand for travel that is unrealized due to constraints. Induced Demand is demand that is generated because of transportation improvements.

SBCAG

The SBCAG travel demand model version 2013 SCS Preferred RTP is used for travel performance analysis in the Santa Barbara Region. The 2013 SCS Preferred RTP model incorporates Sustainable Community Strategies in future year scenarios and was adopted by the SBCAG Board on August 15, 2013 and accepted by the California Air Resources Board on November 21, 2013 (source: http://sbcag.org/planning/2040RTP/Calendar.html). Their horizon year is 2040.

SLOCOG

The SLOCOG 2014 RTP/SCS was adopted in April, 2015. The SLOCOG travel demand model accounts for: SB 375, Sustainable Communities Strategy, and future demand reduction strategies such as ridesharing, vanpools and public transit. They use a horizon year of 2035.

AMBAG

The AMBAG travel demand model is used for travel performance analysis in the Monterey, Santa Cruz and San Benito regions. This model incorporates Sustainable Community Strategies in future year scenarios. The AMBAG regional travel demand model developed for the MTP-SCS sets 2035 as the horizon year and incorporates Sustainable Community Strategies. The AMBAG RTP-SCS was adopted by the AMBAG Board in June 2014.

CALTRANS HISTORICAL COUNTS

Caltrans historical traffic counts can be used to develop growth rates using linear regression analysis, but the regional models are usually used. Historical traffic counts are shown graphically over time and over space by segment in the Route Data Sheet. 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.

Historical Growth Rate

Where model growth rates are deemed inappropriate, historical growth rates are used to project Caltrans base year counts to horizon year.

Model Growth Rate

Regional model growth rates were used to project base year counts to horizon year traffic volumes.

The regional model analyzes mainline volumes at a macro level, and 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.
Regional model outputs reflect traffic patterns during a typical Tuesday thru Thursday. The regional models include AM and PM peak hour volumes. PM Peak hour volumes are typically analyzed because they are typically higher than the AM Peak period.

Adjusted Model Growth Rate

The future AADT and peak hour volumes are forecasted using growth rates estimated from model volumes. These model volumes, both base year and future year, are adjusted to correct for differences between base year Caltrans' counts and base year model volumes. The model uses data sets and model step assumptions, such as the household travel surveys, trip rate assumptions, mode split formulations, and travel delay functions to create a best estimate of the expected travel patterns. Therefore, although the model has been validated and calibrated, the base year model volumes will not match perfectly to Caltrans' counts.

The base year model volume is always adjusted to match the base year count. The future year model volumes can be adjusted using one of three model volume adjustment methods described in NCHRP Report 255. The ratio and difference methods are defined by equations (1) and (2), while the average method is applied by taking the average result of the ratio and difference methods.

(1) Ratio Method = [Future Year Model Volume] x ([Base Year Count] / [Base Year Model Volume])

(2) Difference Method = [Future Year Model Volume] + [Base Year Count - Base Year Model Volume])

Although NCHRP Report 255 defines the adjustment methods, it does not provide guidance on the most appropriate method to use in any particular case. In some situations, certain adjustment methods may produce unreasonable results. For example, unreasonable results can occur when the difference between the base year count and model volume is relatively small yet the count to model volume ratio is large. In a high growth area where the forecasted traffic volume is large, applying a large NCHRP adjustment ratio would not be appropriate. Likewise, if the difference between the base year count and model volume is relatively large, the adjusted future year model volume may be negative, which would not be reasonable.

To avoid unreasonable results in traffic forecasts, we use a series of rules to determine the most appropriate adjustment methodology. These rules, defined in the table below, are applied individually for each sub-segment volume. In most cases, the process results in use of the average method.

After the base and future model AADT volumes are adjusted, the adjusted AADT growth rate is calculated by dividing the difference between the adjusted base and adjusted future model AADT volumes by the difference between the base and horizon years. The adjusted AADT growth rate is used to forecast the horizon year AADT volumes.

If **Growth Factor** (Largest Future Year Model Volume / Base Year Model Volume) or **Error Factor** (Base Year Count / Base Year Model Volume)	Use Method	If Adjustment Results in Negative Flow, Use:
Growth Factor > 4	Difference	Unadjusted Future Year Model Volume
Error Factor < 1/3 or Error Factor > 3	Difference	Unadjusted Future Year Model Volume
All Other	Average	Ratio

III - Methods for Calculating Mainline Performance Measures

Volume/Capacity

The base year and horizon year V/C ratios are calculated by dividing the adjusted base year and horizon year directional volumes by their respective directional capacities.

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.

LOS

When LOS is used, the base year and horizon year LOS is based on HCM 2000 methodology. Table 2 below shows the relationship between V/C and LOS for rural and urban areas.

Performance Table

LOS, V/C, and other performance measures by segment are presented in the main body of the Route Data Sheet. Performance measures are further broken down by sub-segment for each MPO and presented in the Route Data Sheet Appendix B, where each row of the table represents a sub-segment, where the first column shows a number representing the segment next to a letter representing the sub-segment. For example, '2c' represents the third sub-segment of segment 2.

Speeds are calculated using either the V/C and speed relationship shown in HCM 2000 Exhibit 23-2 below or obtained directly from the regional model. For LOS F, speeds are considered chaotic and difficult to ascertain. Likewise, for subsegments with LOS F, VHT is difficult to ascertain.

Table 1: HCM 2000 LOS Criteria for Basic Freeway Segments

Free Flow Speed = 70 mph (Assume this speed for rural sections						
Level of Service (LOS)	A	B	C	D	E	F
Speed (mph)	70	70	68.7	61.5	53.3	Unstable
V/C	<0.32	<0.53	<0.74	<0.90	<1.00	>=1
Free Flow Speed = 65 mph (Assume this speed for urban sections						
Level of Service (LOS)	A	B	C	D	E	F
Speed (mph)	65	65	64.6	59.7	52.2	Unstable
V/C	<0.30	<0.50	<0.71	<0.89	<1.00	>=1

VMT
Daily VMT is the directional AADT multiplied by the subsegment's distance. Peak Hour VMT is the directional peak hour volumes multiplied by the subsegment's distance.

VHT
Directional VHT is the directional peak hour volume multiplied by the subsegment's distance and then divided by the directional peak hour speed. Subsegment VHT (2 way) is the combination of both directional VHTs.

IV - Methods for Calculating Ramp Performance Measures

Daily ramp counts are obtained from Caltrans Headquarters Traffic Operations Branch. Counts are typically collected once every three years. We estimate daily volumes for all years by taking a ratio of the most recent ramp daily count to the adjusted mainline directional volume for that same year, and then apply that ratio to the adjusted mainline directional volume for base year and horizon year.

We estimate peak hour volumes for ramps by assuming the ratio of the ramp peak hour volume to daily volume is the same as the mainline ratio of peak hour volume to daily volume. We apply the mainline ratio to the ramp daily volumes for both base year and horizon year.

Ramp data, when available, is shown in Appendix D of the Data Sheet.

100-YEAR FLOOD – Areas of 1-percent-annual-chance flooding. Source: FEMA Digital Flood Insurance Rate Map, 2010. www.fema.gov/msc

500-YEAR FLOOD – Areas of 0.2-percent-annual-chance-flooding. Source: FEMA Digital Flood Insurance Rate Map, 2010. www.fema.gov/msc

AIR QUALITY STANDARDS – Designations in relation to the California standards and National standards Source: California Air Resource Board (ARB), 2013. www.arb.ca.gov/desig/desig.htm

AM/PM PEAK – The part of day when most traffic congestion occurs. Source: SBCAG Regional Model, 2013.

ANNUAL AVERAGE DAILY TRAFFIC (AADT) – Total volume of vehicle traffic for a year divided by 365 days. Source: Caltrans Traffic Operations, 2012. http://traffic-counts.dot.ca.gov/

ANNUAL FREIGHT TONNAGE – Tons per year. Source: Freight Analysis Framework, 2007. www.ops.fhwa.dot.gov/freight/freight_analysis/faf/

ATTAINMENT – Air quality in the area meets the standard. Source: California ARB, 2013. www.arb.ca.gov/desig/desig.htm

ATTAINMENT/UNCLASSIFIED – An Environmental Protection Agency (EPA) designation which, in terms of planning implications, is essentially the same as Attainment. Source: California ARB, 2013. www.arb.ca.gov/desig/desig.htm

BASE YEAR – 2012 - The initial year of the forecast

FREEWAY/EXPRESSWAY SYTEM – Concept of how the route is managed as defined in the Streets and Highways Code §250-257. Source: Caltrans, 2014. www.leginfo.ca.gov/.html/shc_table_of_contents.html

FREIGHT VMT – Truck Vehicle Miles Traveled. Source: Freight Analysis Framework, 2007. www.ops.fhwa.dot.gov/freight/freight_analysis/faf/

FUNCTIONAL CLASSIFICATION – System by which roads are grouped according to the type of service and amount of traffic the facility carries. Used to determine design standards of roads and determines Federal Aid funding eligibility. Source: FHWA, 2012. http://dot.ca.gov/hq/tsip/hseb/func_clas.html

GROWTH RATE – The forecasted change in vehicles per year from the base year to the horizon year. Source: SBCAG Regional Model, 2013.

HIGH EMPHASIS ROUTE – Route with high interregional importance. Source: Caltrans Interregional Transportation Strategic Plan, 2013. www.dot.ca.gov/hq/tpp/offices/oasp/itsp.html

HORIZON YEAR – 2040 - The future forecast year used in the long range model. Source: SBCAG Regional Model, 2013.

INTERREGIONAL ROAD SYSTEM – Subset of State Highway System that provides connectivity among all California's regions. Source: Caltrans Interregional Transportation Strategic Plan, 2013. www.dot.ca.gov/hq/tpp/offices/oasp/itsp.html

CALIFORNIA LEGAL – Trucks up to 65 feet are allowed on the SHS except where otherwise prohibited. Source: Caltrans Traffic Operations, 2013. www.dot.ca.gov/hq/traffops/engineering/trucks/

CALIFORNIA TRUCK NETWORK – California Vehicle Code sections related to trucks, summarized here at the planning level only. **Note: Caltrans is not responsible for authorizing commercial trucks, other than issuing permits for oversize or overweight loads.** Source: Caltrans Traffic Operations, 2013. www.dot.ca.gov/hq/traffops/engineering/trucks/

CRITICAL HABITAT – Critical habitat for threatened and endangered species . Source: US Fish and Wildlife Service, 2014. www.fws.gov/gis/data/national/index.html

DISTRICT KEY FREIGHT HIGHWAY FACILITY – Route key to freight operations. Source: California Central Coast Commercial Flows Study, 2012. www.dot.ca.gov/dist05/planning/goods_movement.htm

FACILITY TYPE – Description of existing operations. Source: Caltrans TSN, 2011.

FLOOD ZONE – Special flood hazard areas. Source: FEMA Digital Flood Insurance Rate Map, 2010. www.fema.gov/msc

FOCUS ROUTE – Highest priority routes for completion to minimum facility concept standardsSource: Caltrans Interregional Transportation Strategic Plan, 2013.

MAJOR (PAVEMENT CONDITION) – Poor condition, extensive cracks. Requires rehabilitation/resurfacing Source: Caltrans Pavement Condition Survey, 2013. http://dot.ca.gov/hq/maint/Pavement/Offices/Pavement_Management/index.html

MINOR (PAVEMENT CONDITION) – Poor condition, significant cracks. Requires capital preventative maintenance. Source: Caltrans Pavement Condition Survey, 2013. http://dot.ca.gov/hq/maint/Pavement/Offices/Pavement_Management/index.html

NATIONAL HIGHWAY SYSTEM – The national system designated by Congress that includes the Interstate Highway System and other nationally significant highways and thoroughfares used for interstate and interregional travel, national defense, intermodal connection, and interstate commerce. Source: Caltrans Highway System Engineering, 2013. http://dot.ca.gov/hq/tsip/hseb/map21nhs.html

NATIONAL NETWORK – Allows for conventional tractor/semitrailer combinations. Source: Caltrans Traffic Operations, 2013. www.dot.ca.gov/hq/traffops/engineering/trucks/

NONATTAINMENT – Air quality in the area fails to the applicable standard. Source: California ARB, 2013. www.arb.ca.gov/desig/desig.htm

PAVEMENT CONDITION – Measurement of surface characteristics including roughness, cracking, and faulting (Caltrans, 2013). Source: Caltrans Pavement Condition Survey, 2013. http://dot.ca.gov/hq/maint/Pavement/Offices/Pavement_Management/index.html

PEAK HOUR DIRECTIONAL SPLIT – The percent of traffic volume in the predominant direction of flow as determined from the regional travel model. Source: SBCAG Regional Model, 2013.

PEAK HOUR TRAFFIC VOLUME – Represents an estimate of the heaviest traffic flow during the peak hour. Source: Caltrans Traffic Operations, 2012. http://traffic-counts.dot.ca.gov/

PERCENT TRUCKS – Rounded percentage of truck counts. Source: Caltrans Traffic Operations, 2012. http://traffic-counts.dot.ca.gov/

PREVALENT LAND USE – California County and local government existing land use designations. Source: UC Davis Information Center for the Environment, 2007. http://ice.ucdavis.edu/projects/land_use

RAIL/SHS CROSSINGS – At-grade crossings. Source: National Transportation Atlas Database, 2011. http://www.rita.dot.gov/bts/

RIDE (PAVEMENT CONDITION) – Poor ride quality. May require corrective maintenance and/or capital preventative maintenance. Source: Caltrans Pavement Condition Survey, 2013. http://dot.ca.gov/hq/maint/Pavement/Offices/Pavement_Management/index.html

RURAL – Areas outside urban land uses. Source: US Census, 2000). http://www.census.gov/

SCENIC HIGHWAY PROGRAM – Program to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. Source Caltrans Landscape Architecture, 2014. http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm

SERVICE ACCESS – National Network trucks may travel up to one mile from the off ramp to obtain services . Source: Caltrans Traffic Operations, 2013. www.dot.ca.gov/hq/traffops/engineering/trucks/

SURROUNDING VEGETATION – Land cover dataset. Source: US Forest Service & California Department of Forestry and Fire Protection, 1979. http://frap.fire.ca.gov/data/frapgisdata-land_cover.php

TERMINAL ACCESS – National Network trucks may exit and travel on these SHS routes Source: Caltrans Traffic Operations, 2013. www.dot.ca.gov/hq/traffops/engineering/trucks/

UNCLASSIFIED – Insufficient data to designate area, or designations have not been made Source: California ARB, 2013. www.arb.ca.gov/desig/desig.htm

URBAN - Represent densely developed territory and encompass residential, commercial, and other non-residential urban land uses. Source: US Census, 2000. http://www.census.gov/

VEHICLE HOURS OF TRAVEL (VHT) – A statistic representing the total number of vehicles multiplied by the total number of hours vehicles are traveling.

VEHICLE MILES TRAVELED (VMT) – Number of miles vehicles travel. Can be calculated for the peak hour and/or the entire day.

VOLUME TO CAPACITY RATIO (V/C) – The ratio of demand volume to capacity.