

US 101 Transportation Concept Report

APPENDICES



December 2014

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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.

Access Management: The systematic control of the location, spacing, design, and operations of driveways, median openings, interchanges, and street connections.

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.

li

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.

Li

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 (PM₁₀): 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. Related 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 for Monterey County
TCR	Transportation Concept Report
TDM	Transportation Demand Management
TSM	Transportation System Management
TSDP	Transportation System Development Plan
	Union Pacific Rail Road
UPRR	
VCTC	Ventura County Transportation Commission
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
VPH	Volumes Per Hour

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APPENDIX B
GENERAL PLAN RECOMMENDATIONS FOR US 101 IN DISTRICT 5

SEGMENT	GENERAL PLANS	RECOMMENDATIONS
1	City of Santa Barbara General Plan Circulation element (2011)	<ul style="list-style-type: none"> •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)	<p>•Proposed interchange and bridge improvements:</p> <ul style="list-style-type: none"> • 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. <p>•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:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>•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:</p> <p>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]</p> <p>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]</p> <p>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]</p> <p>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.</p>

		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	Santa Barbara County General Plan Land Use Element (2011)	<ul style="list-style-type: none"> • South Coast Policies. The County shall request that all agencies (e.g. Caltrans, County Public Works, etc.) performing work within the Highway 101 corridor from the Ventura County line to the western most extent of the Goleta Community Plan submit projects for review and encourage these agencies to design projects to comply with the Highway 101 Corridor Design Guidelines, on file at the County of Santa Barbara Planning and Development. • Santa Barbara Area Goals. Transportation/Circulation – Highway 101 on the South Coast portion of the County shall be limited to four lanes, two in each direction, with the potential of an additional lane in each direction.
1	Toro Canyon Community Plan (2004)	<ul style="list-style-type: none"> • Policy CIRC-TC-9: The county shall investigate and support appropriate traffic calming measures and shall work with Caltrans in this regard as may be appropriate. • Action CIRC-TC-9.2: The county shall work with Caltrans to investigate possible ways to calm traffic and minimize vehicle movement conflicts on Santa Claus Lane. This investigation shall include the possible relocation of the southbound Hwy. 101 on-ramp to a more northwesterly location, in order to avoid commercial parking areas and the access for the Sand Point Road and Casa Blanca residential developments.
1	Summerland Community Plan (2014)	<ul style="list-style-type: none"> • Policy CIRC-S-14: The County shall work with Caltrans to consider U.S. 101 improvements that reunify the community and reconnect Summerland to the ocean.
1	Montecito Community Plan (1995)	<ul style="list-style-type: none"> • Action CIRC-M-1.6.2: The County shall support efforts by the City of Santa Barbara and Caltrans to signalize the intersection of Olive Mill, Coast Village Road, and the U.S. 101 ramps (within the Santa Barbara City Limits) for LOS C at build out. • Policy CIRC-M-3.8: Any future Caltrans proposals for Highway 101 widening and interchange improvements and for Highway 192 should have community review to strive to ensure that the design reflects community concerns.
1	Goleta Community Plan for the Eastern Goleta Valley (2012 draft)	<ul style="list-style-type: none"> • Policy TC-EGV-1.10: Regional Transportation: The County shall strive to increase connectivity and accessibility of north-south and east-west roadways, bike paths, and pedestrian routes to multi-modally connect: <ol style="list-style-type: none"> 1. The north and south sides of Eastern Goleta Valley over US Hwy 101 and the Southern Pacific RR, and 2. The cities of Goleta and Santa Barbara. • Action CIRC-GV-2.12: As part of the Transportation Improvement Plan the County shall explore the potential for locating bike paths under U.S. 1-1 utilizing existing creek channel tunnels. If such paths are deemed feasible, the County shall construct them while also protecting the flow and habitats of the creeks.
1	City of Goleta General Plan Transportation Element (2006)	<ul style="list-style-type: none"> • 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. <p>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.</p> <p>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.</p> <ul style="list-style-type: none"> • 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

		<p>streets.</p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • Improved US-101, including extension of three lanes to the Hollister Avenue/Cathedral Oaks interchange. • Freeway interchange improvements. • Improvements to regional arterial routes, particularly routes parallel to US-101 such as Hollister Avenue and Cathedral Oaks Road. • Routes that provide access to UCSB and Santa Barbara Municipal Airport. • Improved and expanded regional and local bus service for commuters. • Creation of a Transportation Center in Goleta to improve connectivity of various modes and bus routes. • Study potential for commuter rail on the UPRR tracks between Goleta and Ventura County.
1	Santa Barbara County Fire Department Letter (September 2014)	<ul style="list-style-type: none"> • September 2014 letter to Caltrans District 5 from the Santa Barbara County Fire Department requests the following be added to this appendix: "Additional Travel Lanes- One additional travel lane in each direction from the Ventura/Santa Barbara County line to Santa Barbara City shall be provided in the future to create six travel lanes along the entire length of US 101 from the Ventura/Santa Barbara County line to the city limits of Santa Barbara."
2	Gaviota Coast Plan (2013 Draft pending approval)	<ul style="list-style-type: none"> • Policy TEI-1: U.S. Highway 101 Improvements. Ensure that improvements to U.S. Highway 101 shall not, either individually or cumulatively, significantly detract from the rural scenic characteristics of the highway and shall be limited to improvements necessary for the continued use of the highway: slope stabilization, grading, drainage control, and minor safety improvements such as guardrail placement, signing, etc.; expansion of shoulder paving to accommodate bicycle or pedestrian traffic; and creation of slow traffic, vista turn-outs, and coastal access points, as a safety and convenience improvement. Incursions and other adverse impacts within ESHAs and their buffers shall be avoided to the extent feasible. These improvements shall limit site alterations to the minimum amount necessary to carry out the project and minimize environmental impacts. • Policy TEI-2: New At-Grade Crossings. The number of private road entrances off U.S. Highway 101 shall be limited wherever feasible for traffic safety and circulation purposes. Proposed development shall be required to demonstrate that the use of existing public or private roads is either not feasible or that easements for use cannot be obtained prior to construction of a separate entrance to U.S. Highway 101. When opportunities arise, the County shall work with state agencies and the local community to enhance road safety by limiting new at-grade crossings. • Policy TEI-7: U.S. Highway 101 Operational Conflict Impacts. Proposed new or expanded public or private uses, commercial uses, and visitor-serving uses may be required to submit an analysis that evaluates the anticipated operational conflict impacts to U.S. Highway 101 operations and makes recommendations on how conflicts can be overcome or mitigated for any discretionary project. • Action TEI-1: US Highway 101 Design Guidelines. The overall design theme for the construction and appearance of improvements within the U.S. Highway 101 right-of-way should be developed by the County of Santa Barbara in cooperation with Caltrans, Coastal Commission, Santa Barbara County Association of Governments, State Department of Parks and Recreation and local citizens. Design criteria shall apply to roadway signs, fences and railings, access area improvements, bridges, restroom, trash receptacles, etc. The objective of such criteria shall be to ensure that all improvements are inconspicuous and are in harmony with the rustic natural setting of the Gaviota Coast. • Action TEI-2: Transportation Corridor Plan. The County shall prepare a Transportation Corridor Plan, in coordination with the Santa Barbara County Association of Governments, to govern all future improvements to U.S. Highway 101, the Union Pacific Railroad, and County roads along the Gaviota Coast, including new Union Pacific Railroad crossing points (e.g., at grade crossings, bike lanes, bridges and tunnels), long-term relocation of the Union Pacific Railroad to address bluff retreat, and to avoid the need for new coastal protections structures and improved access off of U.S. Highway 101.

		<ul style="list-style-type: none"> Action TEI-4. Frontage Road Utilization. When opportunities arise, the County shall work with state agencies and the local community to plan for future uses of underutilized frontage roads. Existing frontage roads and rights of way should be considered for utilization as bikeways or coastal access points.
2	City of Buellton General Plan (2008)	<ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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).
2	Santa Ynez Valley Community Plan (2009)	<ul style="list-style-type: none"> Policy CIRC-SYV-3: Planning for improvements to regional-serving transportation facilities in the Plan Area should be shared by Caltrans, the County, and Cities of Solvang and Buellton. Regional-serving transportation facilities include State Route 246, State Route 154 and U.S. Highway 101. Action CIRC-SYV-4.2: The County shall coordinate with Caltrans to incorporate park-and-ride facilities (including bike lockers, transit stops and benches) near planned highway interchange improvement projects. <ul style="list-style-type: none"> Policy CIRC-SYV-5: The County shall encourage Caltrans to accommodate planned bicycle facilities in the design and construction of new highway overpasses and/or widening of existing highways and overpasses. Action CIRC-SYV-5.1: When updating the Bike Master Plan, the County shall work with Caltrans and Public Works to improve safety on the areas highways and roadways for recreational as well as commuter bicyclists.
2	Orcutt Community Plan (Amended 2012)	<ul style="list-style-type: none"> Action CIRC-0-6.2: The County shall coordinate with Caltrans to incorporate park-and-ride facilities (including bike lockers, transit stops and benches) near planned freeway interchange improvement projects such as UVP/U.S. 101 and UVP/SR 135 interchange. Park-and-ride locations shall be considered for Key Sites located adjacent to these interchanges.
3	City of Santa Maria Circulation Element (2011)	<ul style="list-style-type: none"> 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. <ul style="list-style-type: none"> 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; <ul style="list-style-type: none"> -Route 135/Broadway/U.S. Highway 101

		<p>-Route 166/U.S. Highway 101</p> <ul style="list-style-type: none"> •Construct a new interchange at the following locations; <ul style="list-style-type: none"> -McCoy Lane/U.S. Highway 101 -Route 135/Union Valley Parkway (may be an at-grade signalized intersection)
4	<p>City of Pismo Beach General Plan Circulation Element (1993)</p>	<ul style="list-style-type: none"> •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: <ul style="list-style-type: none"> • A Review of all freeway on and off ramps within or near downtown including right-of-way requirements for new ramps. • Widening of Price Canyon Road along its present alignment into the city and over the freeway to Price Street. • 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. <p>US 101 Interchange Improvements include to:</p> <ul style="list-style-type: none"> -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	<p>City of San Luis Obispo General Plan (2006)</p> <p><i>City of San Luis Obispo General Plan (June 2014 Draft)</i></p>	<ul style="list-style-type: none"> •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

		<p>segments of Highways 1, 101 and 227 as Scenic Highways.</p> <ul style="list-style-type: none"> • <i>HOV Lane Evaluation.</i> • <i>Interchange improvements at US 101 and Santa Rosa Road/SR 1, Prado Road ,and Los Osos Valley Road.</i> • <i>Policy 7.1.8 State Highway HOV Lane. The City shall cooperate with State and regional agencies in evaluating the effectiveness of high occupancy vehicle (HOV) lanes on State Highways. If State Route 101 is widened to add travel lanes, the additional capacity should be reserved for HOV and transit use.</i> • <i>Policy 15.0.6 Designation of Scenic Highways. 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.</i> • <i>Policy 15.1.1 Visual Character. The City will participate with Caltrans, the County and other cities to establish a program for enhancing the visual character of the Highway 101 corridor consistent with the US 101 Aesthetic Study for San Luis Obispo County.</i> 																																																																																																
<p>6</p>	<p>City of Atascadero General Plan (2005)</p>	<ul style="list-style-type: none"> • Work with Caltrans to implement a freeway landscape and maintenance plan for the Highway 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. <p>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.</p> <ul style="list-style-type: none"> • US 101 Improvement Priorities: <table border="1" data-bbox="446 1010 1339 1724"> <thead> <tr> <th>Timeframe</th> <th>Milepost</th> <th>Location</th> <th>Need</th> <th>Improvement</th> <th>Estimated Cost</th> </tr> </thead> <tbody> <tr> <td>Within 5 Years</td> <td>41.3/45.9</td> <td>Santa Barbara Road to Traffic Way</td> <td>Safety</td> <td>Install Thrie Beam Barrier</td> <td>\$3 million</td> </tr> <tr> <td>Within 5 Years</td> <td>N/A</td> <td>El Camino Real (Del Rio to Santa Cruz)</td> <td>Bicycle Access</td> <td>Construct Class II Bikeway</td> <td>50,000</td> </tr> <tr> <td>Within 10 Years</td> <td>44.1/44.8</td> <td>Santa Rosa Road / Curbaril Road</td> <td>Improvement Operations</td> <td>Construct NB & SB Aux. 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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																																																																																													
<p>6</p>	<p>Paso Robles Circulation Element (2012)</p>	<ul style="list-style-type: none"> • 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 																																																																																																

		<p>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.</p> <ul style="list-style-type: none"> • 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)	<p>North County Area Plan 2013</p> <ul style="list-style-type: none"> • 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 should be controlled by continuing to utilize the Agriculture or Recreation categories within view of Highway 101. • Wellsona 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 Exline Roads to the north side of Wellsona Road is designated for Commercial Service uses, shown in Figure 4-4. The plan recognizes the long standing commercial zoning of the area and that the highway and railroad frontage areas are not very desirable or suitable for either residential or agricultural 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 Exline Road, and miscellaneous commercial uses taking advantage of highway frontage locations. <p>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.</p> <p>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.</p>

- 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

		<ul style="list-style-type: none"> • U.S. Highway 101. The following improvements are anticipated in the San Luis Obispo planning area: <ul style="list-style-type: none"> ○ 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 over Route 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 ramps and 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: <ul style="list-style-type: none"> ○ 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 be 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 101 connecting 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. <p><u>South County Area Plan 2013</u></p> <ul style="list-style-type: none"> • 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
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		<p>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.</p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> ○ 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. <ol style="list-style-type: none"> 1) 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. 2) 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. 3) 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. <ul style="list-style-type: none"> • 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 multimodal transit stops.
7-9	Monterey County General Plan Circulation Element 2010	<ul style="list-style-type: none"> •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)	<ul style="list-style-type: none"> •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.
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7	City of Soledad General Plan (2005)	<p>•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:</p> <p style="text-align: center;">Table V-4 Roadway Improvements Funded By Traffic Impact Fees</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Roadway</th> <th style="text-align: center;">Segment to Be Improved</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Front Street</td> <td>Moranda Road to Gabilan Drive West Street to Oak Street</td> </tr> <tr> <td style="text-align: center;">Gabilan Drive</td> <td>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</td> </tr> <tr> <td style="text-align: center;">Market Street</td> <td>West Street to Front Street</td> </tr> <tr> <td style="text-align: center;">San Vicente Road</td> <td>Front Street to Market Street Market Street to Gabilan Drive Gabilan Drive to the City Limits</td> </tr> <tr> <td style="text-align: center;">South Soledad HWY 101 Interchange</td> <td>Re-configure ramps and signalize ramps, or similar improvements</td> </tr> </tbody> </table> <p>Source: Traffic Fee Study, 1999, Hanna and Brunetti In general, improvement consist of realignments or extensions of existing roadways to improve traffic flows.</p>	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
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													

7	City of Gonzales Draft General Plan (2010)	<ul style="list-style-type: none"> •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. <i>Continue to work with Caltrans to improve Gonzales’s Highway 101 interchanges. Require final redesign plans to be adopted by the City and Caltrans before development takes place.</i> •Implementing Action CIR-1.1.10 – 5th Street LOS. <i>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.</i> •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. <i>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.</i> •Implementing Action CIR-5.1.4 – Funnel Traffic to North and South Interchanges. <i>Design the circulation system to</i>
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		<p><i>encourage motorists to access Highway 101 using the northern and southern highway interchanges.</i></p> <ul style="list-style-type: none"> ● Implementing Action CIR-6.1.10 – Park and Ride Lots. <i>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.</i> ● Implementing Action CIR-8.1.4 – Safe Routes to School. <i>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.</i> ● Implementing Action CIR-8.1.9 – Highway 101 Pedestrian Overpass. <i>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.</i> ● Implementing Action CIR-9.1.2 – Direct Industrial Traffic to Perimeter. <i>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.</i> ● Implementing Action CIR-10.1.2 – State and Federal Coordination. <i>Coordinate local transportation improvements with State and Federal agencies to ensure consistency between local and regional/statewide actions, especially as pertains to Highway 101.</i>
<p>8</p>	<p>City of Salinas General Plan (2002)</p>	<p>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.</p> <p>With heavy truck traffic moving through the City. Many of the existing US 101 overpasses do not have adequate vertical clearance to accommodate taller/higher truck loads. Thus, they are routed around the City via City and County roads to avoid conflicts.</p> <p>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.</p> <p>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.</p> <p>C6: Continue to support the Prunedale freeway improvements to provide an alternative route for through-traffic traveling along Highway 101.</p> <div style="text-align: center;"> <p>Table C-5 Planned Roadway Modifications That May Impact Operational Conditions Of The Salinas Circulation System</p> </div> <div style="border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p>Caltrans Roadway Modifications</p> <ul style="list-style-type: none"> ● 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 </div>

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.

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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.

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**APPENDIX C
INTERSTATE 5 AND US 101 FULL CLOSURE DATA (January 2006- 2014)**

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
2/08/2013	KER	FORT TEJON	24
2/20/2013	KER	GRAPEVINE RD	41
3/07/2013	KER	GRAPEVINE RD	14
12/07/2013	KER	GRAPEVINE RD	5

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 D
CORRIDOR OVERVIEW DATA**

Table D.1: 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	Mountainous	Rolling

Table D.2: Systems 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 ²	4-6 lanes	4 lanes ¹	4-6 lanes	4 lanes	4 lanes	4 lanes	4-6 lanes	4 lanes ¹
<i>Full Interchange</i>	25	11	9	12	5	12	28	5	5	3
<i>Partial Interchange</i>	3	0	0	3	0	1	4	1	0	0
<i>Isolated Ramp</i>	13	11	0	6	17	12	5	2	4	0
<i>At Grade with Median Opening</i>	0	47	0	6	10	0	50	0	31	4
<i>At Grade without Median Opening</i>	0	19	0	3	15	0	0	0	48	3
Southbound Aux Lane	1	0	0	1	5	1	1	0	2	0
Northbound 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	J - Unpaved Median	J - Unpaved Median	H - Paved Median	J - Unpaved Median	J - Unpaved Median	Z - Other	H - Paved Median	H - Paved Median
J - Unpaved Median	64%	J - Unpaved Median	Q - Separate Structures	Q - Separate Structures	J - Unpaved Median	Q - Separate Structures	K - Separate Grades	Q - Separate Structures	J - Unpaved Median	J - Unpaved Median
K - Separate Grades	2%	Q - Separate Structures	1%	2%	56%	2%	P - Ditch	Q - Separate Structures	Q - Separate Structures	Q - Separate Structures
Q - Separate Structures	1%	Z - Other	6%	0	2%	2%	Q - Separate Structures	2%	2%	2%
Z - Other	1%	0	0	0	0	0	Z - Other	3%	3%	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 - Weight-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.										

² Facility with truck climbing lanes

APPENDIX E
US 101 DISTRICT 5 FREEWAY AGREEMENT INVENTORY BY COUNTY

SANTA BARBARA COUNTY			
Date	Date	Date	Date
2/9/88	5-SB-101-16.6-17.9	16.6/17.9	Supersedes a portion of the 8/6/56 Freeway Agreement from the Santa Barbara city limits at Las Positas Rd. to 0.15 mile north of La Cumbre Rd. City agrees to close and relocate city streets, and construct frontage and other local streets per plan map.
7/22/85	5-SB-101-41.58-48.1	41.58/48.1	Supersedes a portion of the 10/30/50 Freeway Agreement from 0.5 miles west of Arroyo Hondo to 0.5 miles south of Junction Rte. 1/101 separation. County agrees to close and relocate county roads, and construct frontage roads and other local streets per plan map.
11/7/84	5-SB-101-12.1-14.9	12.1/14.9	Supersedes 12/27/82 Freeway Agreement. Establishes freeway status from Salinas St. to 0.1 mile north of Carrillo St. City agrees to close and relocate city streets, and construct frontage roads and other local streets per plan map.
12/27/82	5-SB-101-12.1-14.9	12.1/14.9	Supersedes 7/5/72 Freeway Agreement. City agrees to close and relocate city streets, and construct frontage and other local streets between Salinas St. and 0.1 miles north of Carrillo St. per plan map. State agrees not to close Santa Barbara, Anacapa, or Chapala streets at Rte 101, or to restrict vehicles from crossing Rte 101 at those streets to a greater extent than now restricted until the undercrossing at State and Garden are completed and open to vehicular traffic.
10/6/81	5-SB-101-14.9-16.6	14.9/16.6	Supersedes portion of 1/14/64 Freeway Agreement from 0.1 mile north of Carrillo St. to westerly Santa Barbara city limits (Los Positas Rd.). City agrees to close and relocate city streets, and construct frontage roads and other local streets per plan map.
7/21/80	5-SB-101-88.1-90.9	88.1/90.9	Supersedes 6/2/59 Freeway Agreement from southerly Santa Maria city limits to northerly Santa Maria city limits, and supersedes a portion of the 10/26/59 Freeway Agreement from E. Main St. to the San Luis Obispo county line. City agrees to close and relocate city streets, construct frontage roads and other local streets per plan map. State agrees to acquire all necessary ROW; city authorizes the state to acquire on its behalf. ROW may be acquired in sections or units.
6/26/73	5-SB-101-R14.0-16.6	R14.0/16.6	Resolution, NOT a Freeway Agreement. Interim plan approved to solve pedestrian and traffic problems at Las Positas Rd. I/C. NB off-ramp connection will be relocated from Las Positas Rd. to Calle Rd.
6/4/73	5-SB-101-15.8-16.8	15.8/16.8	Resolution, NOT a Freeway Agreement. Resolution pertains to section of Rte. 101 from the Santa Barbara city limits to 0.2 miles west of El Sueno Rd. Interim plan approved to solve pedestrian and traffic problems at Las Positas Rd. I/C. NB off-ramp connection will be relocated from Las Positas Rd. to Calle Rd.
7/5/72	5-SB-101-12.1-14.9	12.1/14.9	Supersedes 5/22/46 and 2/21/57 Freeway Agreements, as well as a portion of the 2/7/57 Freeway Agreement and its 1/14/64 supplemental Freeway Agreement with respect to the section of Rte. 101 between Bath St. and 0.1 mile north of Carrillo St. In lieu, city agrees to close and relocate city streets, and construct frontage roads and other local streets per plan map.
11/5/71	5-SB-101-0.0-R0.9	0.0/R0.9	Supplemental Freeway Agreement relating to a portion of Rte 101 between the Ventura Co. line and 0.25 miles west of Rte 150. Substitutes new plan map for old plan map attached to 9/16/63 Freeway Agreement.
12/16/68	5-SB-101-1.1-8.0	1.1/8.0	Supersedes inconsistent portions of the 5/1/61 Freeway Agreement with respect to the section of freeway between 0.4 miles south of Craven Lane and Valencia Rd, and supplements the entire 4/19/65 Freeway Agreement and the entire 1/11/60 Freeway Agreement. County agrees to close and relocate county roads, and construct frontage roads and other local roads per plan map.
12/9/68	5-SB-101-18.9-26.9	18.9/26.9	Supersedes inconsistent portions of the 3/3/58 Freeway Agreement and supplements the 9/28/64 Freeway Agreement with respect to the

			sections of Rte. 101 between El Sueno Rd. and the Elwood overhead, and from 0.2 miles east of Hollister Ave. and Rte. 101. In lieu, county agrees to close and relocate county roads, and construct frontage roads and other local roads per plan map.
5/27/68	5-SB-101-48.1-49.1	48.1/49.1	Supplemental Freeway Agreement relating to a portion of Rte 101 from 0.5 miles south of Las Cruces and 0.5 miles north of Las Cruces. Substitutes new plan map for old plan map attached to 9/23/63 Freeway Agreement.
9/25/67	5-SB-101-72.9-83.8	72.9/83.8	Supersedes the 8/23/54 Freeway Agreement. County agrees to close and relocate county roads, and construct frontage roads and other local roads per plan map from 1 mile north of Los Alamos to 4.0 miles south of the City of Santa Maria.
6/26/67	5-SB-101-36.0-R37.5	36.0/R37.5	Supersedes the 10/24/55 Freeway Agreement with respect to the freeway section on Rte. 101 from 0.5 miles west of Refugio Rd. to 0.9 miles west of Refugio Rd., and supersedes the 6/20/55 Freeway Agreement with respect to the freeway section on Rte. 101 from 0.1 miles east of Orella to Orella. Establishes freeway status. County agrees to close and relocate county roads, and to construct frontage roads and other local roads between 0.1 miles east of Orella and 0.9 miles west of Refugio Rd.
11/22/65	5-SB-101-1.1-8.0 (old V-SB-2-H,J)	1.1/8.0	Resolution only. Supplemental agreement in regards to the freeway portion between 0.25 miles west of Rte 150 and Valencia Rd. Substitutes new plan map for old plan map attached to 1/11/60 Freeway Agreement.
4/19/65	5-SB-101-1.1-8.0 (old V-SB-2-H,J)	1.1/8.0	Supersedes the 5/1/61 Freeway Agreement. Modifies the construction plan between 0.25 miles west of Rte 150 and Valencia Rd.
9/28/64	5-SB-101-18.9-26.9	18.9/26.9	Plan modifications in regards to the area of the freeway between El Sueno and the Elwood overhead and relating to the portion of Rte. 217 (old Rte. 236) between Hollister Ave. and Rte. 101. Substitutes new plan map for old plan map attached to 3/3/58 Freeway Agreement.
9/28/64	5-SB-101-17.8-18.9	17.8/18.9	Supersedes a portion of the 8/6/56 Freeway Agreement from 0.15 miles north of La Cumbre Rd. to El Sueno Rd. County agrees to close and relocate county roads, and construct frontage roads and other local roads per plan map.
6/29/64	V-SB-2-E,D	~52.73/ 54.39	Supplemental Freeway Agreement substituting new plan map for old plan map attached to 10/24/49 Freeway Agreement. Covers section from 0.5 miles north of Las Cruces to Station 198+00 at De La Vega Park.
1/14/64	V-SB-2-SB	R14.0/16.6	Supplemental Freeway Agreement in regards to portion of freeway between Bath St. and the Santa Barbara westerly city limits. Substitutes new plan map for old plan map attached to 2/7/57 Freeway Agreement.
9/23/63	V-SB-2-E	48.1/49.1	Supersedes 10/30/50 Freeway Agreement with respect to portion of the freeway between 0.5 miles south to 0.5 miles north of Las Cruces Rd. County agrees to close and relocate county roads, and construct frontage roads and other local roads per plan map.
9/16/63	5-SB-101-0.0-R0.9	0.0/R0.9	Establishes freeway status between 0.25 miles east of the Ventura/Santa Barbara county line and 0.2 miles north of Rte 151. County agrees to close and relocate county roads, and construct frontage roads and other local roads per plan map.
1/8/62	V-SB-2-D	~55.66/ 58.40	Supersedes conflicting portions of the 2/24/48 Freeway Agreement between De La Vega Park and Jonata Park, the 6/22/55 Freeway Agreement, and the Supplemental 7/29/57 Freeway Agreement between Buellton and 1 mile south of Zaca. County agrees to close and relocate county roads, and construct frontage roads and other local roads per plan map.
5/1/61	5-SB-101-1.1-8.0 (old V-SB-2-H,J)	1.1/8.0	Supersedes 5/8/50 and 6/20/49 Freeway Agreements from 0.25 miles west of Rte. 150 to Valencia Rd. County agrees to close/relocate county roads, construct frontage roads other local roads per plan map.
1/11/60	V-SB-2-J	~7.14/9.0	Supersedes the 6/20/49 Freeway Agreement with respect to a portion of the freeway between Valencia Rd. and Sheffield Dr. County agrees to close and relocate county roads, and construct frontage roads and other local roads per plan map.

10/26/59	V-SB-2-L	~84.0/ 90.99	Supplemental Freeway Agreement covering freeway section from 4.0 miles south of Santa Maria to the San Luis Obispo county line to substitute new plan map for Revised Exhibit "A" (1957) attached to the 9/26/55 Freeway Agreement.
6/2/59	V-SB-2-SMra	88.1/90.9	Establishes freeway status between southerly Santa Maria city limits and northerly Santa Maria city limits. City agrees to close and relocate city streets, and construct frontage roads and other local streets per plan map.
3/10/58	V-SB-2-Q	18.9/26.9	Cooperative Agreement. State shall construct the Glen Annie Canyon Rd. I/C to carry Glen Annie Canyon Rd. over and across the proposed freeway and along the route proposed by the county to a connection with Storke Rd. and Hollister Ave.
3/3/58	V-SB-2-Q	18.9/26.9	Supersedes the 10/15/45 Freeway Agreement. In lieu, the county agrees to close and relocate county roads, and construct frontage roads and other local roads per plan map with respect to freeway sections between El Sueno Rd. and the Elwood overhead, and between Hollister Ave. and Rte.2. In conjunction with the 8/6/56 Freeway Agreement.
8/19/57	V-SB-2-L	~84.0/ 90.99	Supplemental Freeway Agreement to substitute new plan map for the old plan map in the 9/26/55 Freeway Agreement covering freeway section from 4.0 miles south of the City of Santa Maria to the San Luis Obispo county line.
7/29/57	V-SB-2-D	~58.40/ 62.98	Supplemental Freeway Agreement substituting new plan map for revised plan map attached to 6/22/55 Freeway Agreement covering freeway section from Buellton to 1 mile south of Zaca. Also rescinds 10/1/56 Supplement Freeway Agreement.
2/21/57	V-SB-2-SB	~12.03/ 13.22	Establishes freeway status between Salinas St. and the Salispuedes overhead. City agrees to close and relocate city streets per plan map.
2/7/57	V-SB-2-SB	R14.0/16.6	Supersedes 6/19/41 Freeway Agreement and supersedes conflicting portions of the 5/22/46 Freeway Agreement with respect to construction between Bath St. and the Santa Barbara westerly city limits. City agrees to close and relocate city streets, and construct frontage roads if and when the occasion arises per the plan map.
10/1/56	V-SB-2-D	~58.40/ 62.98	Supplemental Freeway Agreement substituting revised plan map for old map in 6/22/55 Freeway Agreement covering highway section from Buellton to 1 mile south of Zaca.
8/6/56	V-SB-2-P,Q	15.8/16.8	Supersedes the 6/1/53 Freeway Agreement and modifies portions of the 10/15/45 Freeway Agreement. Establishes freeway status from the Santa Barbara city limits to 0.2 miles west of El Sueno Rd. County agrees to close and relocate county roads per plan map.
10/24/55	V-SB-2-F	~36.69/ 39.81	Establishes freeway status between 0.5 miles west of Refugio Rd. and Tajiguas Beach. County agrees to close and relocate county roads, and connect county roads to the freeway per plan map.
9/26/55	V-SB-2-L,A	~84.0/ 90.99	Establishes freeway status from 4.0 miles south of the City of Santa Maria to the San Luis Obispo county line. County agrees to close and relocate county roads, and to connect county roads to the freeway per plan map.
9/26/55	V-SB-2-C,M	~67.78/ 72.88	Establishes freeway status between Wigmore and 1.5 miles north of Los Alamos. County agrees to close and relocate county roads, and to connect county roads to the freeway per plan map.
6/22/55	V-SB-2-D	~58.40/ 62.98	Supersedes 2/24/48 Freeway Agreement as it pertains to portion of the freeway between Buellton and Jonata Park. In lieu, county agrees to close and relocate county roads per plan map.
6/20/55	V-SB-2-Q, G, F	~27.16/ 36.62	Establishes freeway status between Tecolote Creek Rd. and Orella. County agrees to close and relocate county roads, and connect county roads to the freeway per the plan map.
2/3/55	V-SB-2-SB	~12.03/ 13.22	Establishes freeway status between Salinas St. and the Salispuedes overhead. City agrees to close and relocate city streets per plan map.
8/23/54	V-SB-2-M,L	72.9/83.8	Establishes freeway status from 1 mile north of Los Alamos to 4.0 miles south of the City of Santa Maria. County agrees to close and relocate county roads, and connect county roads to the freeway per plan map.
6/1/54	V-SB-2-J	~10.02/ 10.54	Supersedes the 10/22/51 Freeway Agreement. Establishes freeway

			status between San Ysidro Rd. and the Santa Barbara city limits. County agrees to close and relocate county roads, and connect county roads to freeway per plan map.
4/8/54	V-SB-2-SB	~10.54/ 12.13	Supersedes 3/20/52 Freeway Agreement and modifies conflicting portions of the 5/22/46 Freeway Agreement between the easterly city limits and Salinas St. City agrees to close and relocate city streets per plan map.
6/1/53	V-SB-2-P,Q	15.8/16.8	Supplemental Freeway Agreement to modify conflicting portions of the 10/15/45 Freeway Agreement for the section of Rte. 101 from the Santa Barbara city limits to 0.2 miles west of El Sueno Rd. Establishes freeway status. County agrees to close and relocate county roads per plan map.
3/23/53	V-SB-2-J	~9.0/10.02	Establishes freeway status between Sheffield Dr. and San Ysidro Rd. County agrees to close and relocate county roads per plan map.
3/20/52	V-SB-2-SB	~10.54/ 12.13	Supplemental Freeway Agreement to modify conflicting portions of the 5/22/46 Freeway Agreement. Establishes freeway status between the easterly city limits and Salinas St. City agrees to close and relocate city streets per plan map.
12/3/51	V-SB-2-D,C	~60.05/ 67.78	Establishes freeway status between Engineer's Station 566+00 on V-SB-2-D and Station 419+00 on V-SB-2-C. County agrees to connect county roads to the freeway.
10/30/50	V-SB-2-E	~40.38/ 48.85	Establishes freeway status between 0.5 miles west of Arroyo Hondo and 0.5 miles north of Las Cruces. County agrees to close county roads, construct outer highways, and connect county roads to the freeway.
5/8/50	V-SB-2-H	~1.62/5.28	Establishes freeway status from 0.2 miles east of Carpinteria to ½ mile east of Arroyo Parida. County agrees to close county roads, and connect county roads to freeway per plan map.
10/24/49	V-SB-2-D,E	~52.73/ 54.39	Establishes freeway status between 0.5 miles north of Las Cruces and Station 198+00 at De La Vega Park. County agrees to connect county roads to the freeway.
6/20/49	V-SB-2-J	~4.72/9.0	Establishes freeway status from ½ mile east of Arroyo Parida to Sheffield Dr. County agrees to close county roads, and connect county roads to freeway per plan map.
11/17/48	V-SB-2-H	~0.0/2.44	Establishes freeway status between Ventura county line and 0.2 miles east of Carpinteria. Not an actual Freeway Agreement.
2/24/48	V-SB-2-D	~54.84/ 60.05	Establishes freeway status between De La Vega Park and Jonata Park. County agrees to close and connect county roads to the freeway.
5/22/46	V-SB-2-SB (Park Place to Bath)	~12.03/ 14.19	Supersedes 2/5/42 Freeway Agreement. City agrees to close and relocate city streets between Park Place and Bath St. per plan map. City also agrees to acquisition by State by negotiation with property owners, or by condemnation, of all necessary lands related to freeway construction.
10/15/45	V-SB-2-P,Q	~17.78/ 28.43	Establishes limited freeway status between Hollister Wye and Tecolote Creek. County agrees to close and relocate county roads, and connect other county roads to the freeway per the plan map.
2/5/42	V-SB-2-SB (Milpas to Bath)	~12.03/ 14.19	Establishes freeway status between Milpas St. and Bath St. City agrees to close and relocate city streets per plan map. City also agrees to acquisition by State by negotiation with property owners, or by condemnation, of all necessary lands related to freeway construction.
6/19/41	V-SB-2-SB (Bath and westerly city limits)	R14.0/16.6	Establishes freeway status between Bath St. and the Santa Barbara westerly city limits. City agrees to close and relocate city streets per plan map. City also agrees to acquisition by State by negotiation with property owners, or by condemnation, of all necessary lands related to freeway construction.
8/19/40	V-SB-2-SB	R14.0/16.6	State proposes acquisition of property between Bath St. and the westerly Santa Barbara city limits to provide a ROW no less than 140 ft. in width for the state highway project. City agrees to contribute funds for the ROW acquisition.
SAN LUIS OBISPO COUNTY			
Date	Agreement Number	PostMile	Contents
9/22/09	5-SLO-101-0.0-7.5	0.0/7.5	Supersedes 2/6/56 Freeway Agreement between south county line and 0.3 miles south of Los Berros Rd. County agrees to close and relocate

			county roads, and construct frontage roads and other local roads per plan map. Obligations with respect to the acquisition of ROW required for construction will be dealt with in separate cooperative agreements between the parties. ROW may be acquired in sections or units.
6/14/89	5-SLO-101-14.6-R20.8	14.6/R20.8	Supersedes a portion of the 4/6/53 Freeway Agreement from Oak Park Blvd. to the southern city limits of Pismo Beach, the 10/22/56 Freeway Agreement in its entirety, the 10/27/58 Supplemental Freeway Agreement and 2/5/62 Freeway Agreement in their entireties, and a portion of the 4/24/61 Freeway Agreement from the N. Pismo separation to the northerly city limits of Pismo Beach near the Avila undercrossing. The city agrees to close and relocate city streets, and construct frontage roads and other local roads per plan map.
6/5/89	5-SLO-101-14.6-14.9	14.6/14.9	Supersedes portion of the 4/6/53 Freeway Agreement from Oak Park Boulevard to 12 th St. insofar as it affects the city. City agrees to close and relocate city streets, and construct frontage roads and other local roads per plan map. State agrees to acquire all necessary ROW required for construction. ROW may be acquired in sections or units.
5/17/89	5-SLO-12.0-14.6	12.0/14.6	Supersedes the 6/4/52, 10/24/67, and 8/13/68 Supplemental Freeway Agreements in their entireties. Supersedes a portion of the 4/6/53 Freeway Agreement from the northerly city limit of Arroyo Grande to Oak Park Boulevard. City agrees to close and relocate city streets and construct frontage and other local roads between the southerly Arroyo Grande city limit near El Campo Rd. and the northerly city limit at Oak Park Blvd. per plan map. State agrees to acquire necessary ROW for construction. ROW may be acquired in sections or units.
5/5/87	5-SLO-101-54.1-58.9	54.1/58.9	Supersedes 9/7/54 Freeway Agreement in its entirety and a portion of the 11/6/67 Freeway Agreement from near Rte. 46 to the old city limit of Paso Robles at 1 st St. City agrees to close and relocate city streets, and construct frontage roads and other local streets per plan map. State agrees to acquire all necessary ROW for construction. ROW may be acquired in sections or units.
7/24/78	5-SLO-101-31.1-32.6	31.1/32.6	Resolution, NOT a Freeway Agreement. Closure of the median crossover at the San Luis Obispo-Monterey Rd. connection in the interest of public safety.
7/3/72	5-SLO-101-25.4-27.1	25.4/27.1	Supersedes 9/8/64 Freeway Agreement and 2/20/67 Supplemental Freeway Agreement from 0.5 miles south of Los Osos Valley Rd. and the southerly city limits of San Luis Obispo with the exception of a section of Los Osos Rd. City agrees to close and relocate city streets, and construct frontage roads and other local streets per plan map.
8/13/68	5-SLO-101-12.0-13.8	12.0/13.8	Supersedes the 10/24/07 Supplemental Freeway Agreement within the city limits of Arroyo Grande in regards to substituting a new plan map for the old plan map attached to the 6/4/52 Freeway Agreement.
11/6/67	5-SLO-101-46.6-56.0	46.6/56.0	Supplemental Freeway Agreement regarding section of freeway between northerly city limits of Atascadero and southerly city limits of Paso Robles. Substitutes new plan map for old plan map attached to 12/3/62 Freeway Agreement.
10/24/67	5-SLO-101-12.0-13.8	12.0/13.8	Supplemental Freeway Agreement pertaining to section of freeway within the Arroyo Grande city limits. Substitutes new plan map for old plan map attached to the 6/4/52 Freeway Agreement.
10/2/67	5-SLO-101-7.5-9.0	7.5/9.0	Supersedes a portion of the 8/2/54 Freeway Agreement with respect to a freeway section from 0.5 miles south of Las Berros Creek to 0.5 miles north of Los Berros Creek. Supersedes a portion of the 2/6/56 Freeway Agreement with respect to a freeway section from 1.0 miles south of Los Berros Creek to 0.5 miles south of Los Berros Creek. County agrees to close and relocate county roads, and construct frontage and other local roads per plan map.
2/20/67	5-SLO-101-24.4-27.1	25.4/27.1	Supplemental Freeway Agreement pertaining to section of Rte. 101 from 0.5 miles south of Los Osos Rd. to the southerly city limits of San Luis Obispo. Substitutes new plan map for old plan map attached to 9/8/64 Freeway Agreement.
9/7/65	5-SLO-101-46.6-56.0	46.6/56.0	Resolution, NOT a Freeway Agreement. County agrees to modifications

			of plan covered by the 12/3/62 Freeway Agreement. Modifications involve deletion of construction of a cul-de-sac on San Anselmo Rd.
3/1/65	5-SLO-101-46.6-56.6	46.6/56.6	Recommendation, NOT a Freeway Agreement. Proposed modifications to the Freeway Agreement regarding the section of freeway between the northerly city limits of Atascadero and the southerly city limits of Paso Robles is accepted by the County of San Luis Obispo Board of Supervisors.
9/8/64	V-SLO-101-25.4-27.1	25.4/27.1	Supersedes 2/6/56 Freeway Agreement from 0.5 miles south of Los Osos Rd. to 0.3 miles south of French Rd. (Madonna). County agrees to close and relocate county roads, and construct frontage roads and other local roads per plan map.
12/9/63	V-SLO-2-A	~58.9/ 67.71	Resolution, NOT a Freeway Agreement. County accepts easement deed in regards to section of freeway from the northerly city limits of Paso Robles to the southerly city limits of Camp Roberts.
12/3/62	V-SLO-2-B	46.6/56.0	Supersedes the 5/2/49 Freeway Agreement between the northerly city limits of Atascadero and ¼ mile north of Paso Robles Creek and the Freeway Agreement and Modification dated 7/3/50 and 11/3/52, respectively, from ¾ mile north of Paso Robles Creek and the City of Paso Robles. County agrees to close and relocate county roads, and construct frontage roads and other local roads per plan map.
2/5/62	V-SLO-2-PBch	~16.91/ 19.81	Supersedes 5/7/56 Freeway Agreement between the north city limit of Pismo Beach and 1 mile north of Pismo Beach in its entirety, and supersedes conflicting portions of the 11/3/47 Freeway Agreement between Pismo Beach and San Luis Obispo. City agrees to close and relocate city streets, and construct frontage roads and other local streets per plan map.
4/17/61	V-SLO-2-SLO	~27.5/ 30.36	Supersedes conflicting portion of 10/16/50 Freeway Agreement within the San Luis Obispo city limits. City agrees to close and relocate city streets, and construct frontage roads and other local streets per plan map.
12/5/60	V-SLO-2-E	25.4/27.1	Resolution, NOT a Freeway Agreement. County agrees to modifications of plan covered by 2/6/56 Freeway Agreement. Modifications include a change in ramp design and extensions of northerly and southerly frontage roads on the west side of the freeway.
10/27/58	V-SLO-2-PBch	~16.23/ 17.77	Supplemental Freeway Agreement concerning section of the freeway between the southerly city limit and the northerly city limit of Pismo Beach. Substitutes new plan map for old plan map attached to the 10/22/56 Freeway Agreement.
7/1/57	V-SLO-2-A	~67.71/ 69.32	Establishes freeway status between the southern boundary of Camp Roberts and the Monterey county line. County agrees to close and relocate county roads, and connect county roads to freeway per plan map.
10/22/56	V-SLO-2-PBch	~16.23/ 17.77	Supersedes the 12/9/47 Freeway Agreement in its entirety. In lieu, city agrees to close and relocate city streets between the southerly city limit and northerly city limit of Pismo Beach.
5/7/56	V-SLO-2-E	~17.77/ 23.04	Supersedes inconsistent portions of the 11/3/47 Freeway Agreement with respect to the section of freeway between the northerly city limit and 1 mile north of Pismo Beach. In lieu, county agrees to close and relocate county roads and connect county roads to the freeway per plan map.
2/6/56	V-SLO-2-F	~0.0/7.84	Supersedes 6/6/55 Freeway Agreement between the Santa Barbara county line and 0.5 miles south of Los Berros Creek. County agrees to close and relocate county roads, and connect county roads to the freeway per plan map.
2/6/56	V-SLO-2-E	25.4/27.1	Supersedes inconsistent portions of the 11/3/47 Freeway Agreement with respect to a section of Rte. 2 from 0.5 miles south of Los Osos Rd. to 0.3 miles south of French Rd. In lieu, county agrees to close and relocate county roads, and connect county roads to the freeway per plan map.
6/6/55	V-SLO-2-F	~0.0/7.84	Establishes freeway status from 4 miles south of Santa Maria to Rte. 57 and from Rte 57 to 0.5 miles south of Los Berros. County agrees to close

			and relocate county roads and connect county roads to freeway per plan map.
9/7/54	V-SLO-2	~55.98/ 58.9	Supersedes 8/18/52 Freeway Agreement between the southerly city limits and northerly city limits of Paso Robles. City agrees to close and relocate city streets.
8/2/54	V-SLO-2-F	~0.8/12.02	Establishes freeway status from 0.5 miles south of Los Berros Creek to the city limits of Arroyo Grande. County agrees to close and relocate county roads, and connect roads to the freeway per plan map.
5/3/54	V-SLO-2-D, C, B	~36.8/ 41.92	Supersedes 7/31/50 Freeway Agreement between 1 mile south of Santa Margarita and Atascadero. In lieu, county agrees to close and relocate county roads.
4/6/53	V-SLO-2-ArGd, E	~13.5/ 16.39	Establishes freeway status between the northerly city limits of Arroyo Grande and the southerly city limits of Pismo Beach. County agrees to close and relocate county roads per plan map.
11/3/52	V-SLO-2-B	~54.1/ 55.98	Freeway Agreement Modification with respect to the portion of the freeway from ¼ mile south of Paso Robles to the city limits of Paso Robles. Hereafter, all references in the original 7/3/50 Freeway Agreement regarding closure, change, relocation, or other alteration of county roads per plan map means closure, change, relocation, or other alteration of county roads in manner of plan map attached to 1952 Freeway Agreement Modification.
8/18/52	V-SLO-2-33	~55.98/ 58.9	Establishes freeway status within the City of Paso Robles. City agrees to close and relocate city streets per plan map.
8/18/52	V-SLO-2-A	~58.9/ 67.71	Establishes freeway status between northerly city limits of Paso Robles and the southern boundary of Camp Roberts. County agrees to close and relocate county roads per plan map.
6/4/52	V-SLO-2-Ar.Gd	12.0/13.8	Establishes freeway status within the city limits of Arroyo Grande. City agrees to close and connect city streets per plan map.
10/16/50	V-SLO-2-SLO	~25.95/ 28.08	Supersedes and cancels 11/15/48 Freeway Agreement between southerly San Luis Obispo city limit and 0.3 miles north of French St. (Madonna). City agrees to close and relocate city streets.
7/31/50	V-SLO-2-C, B	~36.8/ 41.92	Establishes freeway status from 1 mile south of Santa Margarita to Atascadero. County agrees to close and connect county roads to the freeway per plan map.
7/3/50	V-SLO-2-B	~54.1/ 55.98	Establishes freeway status from ¼ mile north of Paso Robles Creek to the city limits of Paso Robles. County agrees to close county and county-maintained roads, and connect county and county-maintained roads to freeway per plan map.
5/2/49	V-SLO-2-B	~45.96/ 50.65	Establishes freeway status between northerly city limits of Atascadero and southerly city limits of Paso Robles. County agrees to connect county road per plan map.
12/7/48	V-SLO-2-D	~32.75/ 36.8	Establishes freeway status between Cuesta Siding and 1 mile south of Santa Margarita. County agrees to connect county road to the freeway per plan map.
11/15/48	V-SLO-2-SLO	~27.5/ 30.36	Supersedes and cancels 4/30/45 Freeway Agreement within the City of San Luis Obispo. City agrees to close and relocate city streets per plan map.
12/9/47	V-SLO-2-PBch	~16.23/ 17.77	Establishes freeway status within the Pismo Beach city limits. City agrees to connect the city streets to the freeway per plan map.
11/3/47	V-SLO-2-E	~17.77/ 23.04	Establishes limited freeway status between the westerly city limits of Pismo Beach and the southerly city limits of San Luis Obispo. County agrees to close and connect county roads and City of Pismo Beach city street extensions to the freeway per plan map.
8/6/45	V-SLO-2-E	~17.77/ 23.04	Establishes limited freeway status between Miles Station and the intersection of Higuera St. and Marsh St. County agrees to close and connect county roads to the freeway.
4/30/45	V-SLO-2-SLO	~27.5/ 30.36	Establishes freeway status within the San Luis Obispo city limits. City agrees to close Harford St. and connect other city streets to the freeway per plan map.
4/2/45	V-SLO-2-D	31.1/32.6	Establishes limited freeway status from the northerly city limits of San Luis Obispo to the foot of Cuesta Grade. County agrees to close county

			road and connect other county roads to freeway per plan map.
MONTEREY COUNTY			
Date	Agreement Number	PostMile	Contents
6/5/90	5-Mon-101-62.9	62.9	Supersedes 9/2/64 Freeway Agreement. County agrees to close and relocate county roads, and construct frontage roads and other local roads from the North Soledad overhead to 0.7 miles north per plan map. State agrees to acquire all necessary ROW required for construction efforts. ROW may be acquired in sections or units.
3/29/77	5-Mon-101-95.5-96.1	95.5/96.1	Resolution, NOT a Freeway Agreement. Eliminate left turn lanes out of San Miguel Canyon Rd. and provide an acceleration/de-acceleration weave lane on the freeway.
3/11/75	5-Mon-101-101.1	101.1	Resolution, NOT a Freeway Agreement. In regards to channelization at San Juan Rd. Revise 9/67 Freeway Agreement by eliminating turning movements to improve traffic safety per plan map.
5/15/73	5-Mon-101-88.7-91.8	88.7/91.8	Resolution, NOT Freeway Agreement. Resolution pertains to section of Rte. 101 at the intersection of Rte. 101 and Espinosa Rd. Revision to the 11/29/66 Supplemental Freeway Agreement to eliminate certain turning movements to alleviate accident problem via 4/24/73 plan map.
3/10/70	5-Mon-101-R20.2-R39.0	R20.2/ R39.0	Supersedes 3/28/66 and 5/17/65 Freeway Agreements. In lieu, county agrees to close and relocate county roads, and construct frontage roads and other local roads between 1 mile south of San Ardo and 1.4 miles south of King City per plan map.
11/4/69	5-Mon-101-88.7-91.8	88.7/91.8	Resolution, NOT a Freeway Agreement. Resolution pertains to section of Rte. 101 between the westerly city limits of Salinas and 0.25 miles north of Espinosa Rd. Modifies plan map from 7/2/62 Freeway Agreement and 11/29/66 Supplemental Freeway Agreement by relocating frontage road connecting Boranda.
6/11/69	5-Mon-101-39.6-41.4	39.6/41.4	Supersedes the 6/17/54 and 8/7/63 Freeway Agreements in their entirety. Supersedes portions of the 5/17/65 Freeway Agreement with respect to sections between the new southern city limits and new northern city limits. In lieu, the city agrees to close and relocate city streets and construct frontage roads and other local streets within the city limits per plan map.
2/18/69	5-Mon-101-R91.4-R99.9	R91.4/ R99.9	Supersedes portion of 7/2/62 Freeway Agreement and 11/29/66 Supplemental Freeway Agreement with respect to a section of freeway from 0.4 miles north of Boronda Rd. to 0.25 miles north of Espinosa Rd. In lieu, county agrees to close and relocate county roads, and construct frontage and other local roads.
4/30/68	5-Mon-101-73.3-76.9	73.3/76.9	Supersedes a portion of the 2/4/57 Supplemental Freeway Agreement with respect to a section of freeway between Old Stage Rd. north of Gonzales and 2 miles north of Gonzales. Supersedes a portion of the 4/1/55 Freeway Agreement with respect to the freeway section from 0.3 miles south of Chualar to South St. in Chualar. Supersedes a portion of the 9/1/50 Freeway Agreement with respect to a section of the freeway between Chualar and South St. in Chualar. County agrees to close and relocate county roads, and construct frontage roads and other local roads per plan map.
11/7/67	5-Mon-101-20.3-32.7	20.3/32.7	Resolution only. Modifies the construction plan from the original 3/28/66 Freeway Agreement from 1 mile south of San Ardo to 0.7 miles north of Rte. 198.
11/7/67	5-Mon-101-32.7-39.0	32.7/39.0	Resolution only. Modifies the construction plan from the original 5/17/65 Freeway Agreement from 0.7 miles north of Rte. 198 to 1.4 miles south of King City.
11/29/66	5-Mon-101-88.7-91.8	88.7/91.8	Supplemental Freeway Agreement pertaining to section of Rte. 101 between the westerly city limits of Salinas and 0.25 miles north of Espinosa Rd. Substitutes new plan map for old plan map attached to 7/2/62 Freeway Agreement.
3/28/66	5-Mon-101-20.3-32.7	20.3/32.7	Establishes freeway status between 1 mile south of San Ardo and 1 mile south of King City. County agrees to close and relocate county roads,

			and construct frontage roads and other local roads per plan map.
12/2/65	5-Mon-101-40.4-40.7	40.4/40.7	Resolution, NOT a Freeway Agreement. Concerns section of freeway from the easterly city limits to the westerly city limits of King City. The state agrees to modify and retain the use of Canal St. (existing) on the northerly side of the freeway. The city agrees to the modifications per the plan map.
7/27/65	5-Mon-101-39.0-43.4	39.0/43.4	Resolution only. Modifies the construction plan from the original 5/17/65 Freeway Agreement from 1.4 miles south of King City to 2 miles north of King City.
5/17/65	5-Mon-101-32.7-39.0	32.7/39.0	Establishes freeway status from 1 mile south of San Ardo to 1 mile south of King City. County agrees to close and relocate county roads and construct frontage and other local roads per plan map.
5/17/65	5-Mon-101-39.0-43.4	39.0/43.4	Supersedes 7/1/54 Freeway Agreement. In lieu, county agrees to close and relocate county roads, and construct frontage roads and other local roads from 1.4 miles south of King City to 2 miles north of King City per plan map.
9/2/64	V-Mon-2-D	62.9	Supersedes 8/1/55 Freeway Agreement and the 2/4/57 Supplemental Freeway Agreement with respect to a portion of the freeway between the North Soledad overhead and 0.7 miles north. County agrees to close and relocate county roads, and construct frontage roads and other local roads per plan map.
11/4/63	V-Mon-2-K,J	88.7/91.8	Substitute new plan map for old plan map attached to 7/2/62 Freeway Agreement. New map defers construction of future I/C's at the intersection of future Rte. V-Mon-117A and V-Mon-118A freeways. Covers section from the westerly city limits of Salinas to 0.25 miles north of Espinosa Rd.
8/7/63	V-Mon-2-KnC	40.4/40.7	Supplemental Freeway Agreement substituting new plan map for old plan map attached to 6/17/54 Freeway Agreement. Covers section from the northerly city limits to the southerly city limits of King City.
7/2/62	V-Mon-2-K,J	88.7/91.8	Supersedes conflicting portions of the 9/1/50 Freeway Agreement in regards to the portion of Rte. 101 between Hartnell Rd. and Espinosa Rd. and 11/12/46 Freeway Agreement between Santa Rita and the San Benito county line. County agrees to close and relocate county roads, and construct frontage roads and other local roads between the westerly city limits of Salinas and 0.25 miles north of Espinosa Rd.
11/2/59	V-Mon-2-E,D	~51.06/ 55.94	Supplemental Freeway Agreement relating to a portion of Rte. 101 from 2 miles south of Greenfield to 1 mile north of Greenfield. Substitutes new plan map for old plan map attached to 9/6/55 Freeway Agreement.
10/20/59	V-Mon-2-Gnfd	~52.66/ 54.78	Supplemental Freeway Agreement relating to a portion of Rte. 101 from the southerly city limits to the northerly city limits of Greenfield. Substitutes new plan map for old plan map attached to 8/16/55 FA.
1/6/58	V-Mon-2-I,H	~0.0/7.96	Establishes freeway status between San Luis Obispo county line and 1 mile south of San Ardo. County agrees to close and relocate county roads, and connect county roads to the freeway per plan map.
12/2/57	V-Mon-2-D	~54.78/ 61.03	Supplemental Freeway Agreement relating to a portion of Rte. 101 from 1 mile north of Greenfield to the Salinas River. Substitutes new plan map for old plan map attached to 3/12/56 Freeway Agreement.
2/4/57	V-Mon-2-D, C	~61.03/ 72.61	Supplemental Freeway Agreement relating to a portion of Rte. 101 between the Salinas River and 2 miles north of Gonzales. Substitutes new plan map for old plan map attached to 8/1/55 Freeway Agreement.
3/12/56	V-Mon-2-D	~54.78/ 61.03	Supersedes 1/3/55 Freeway Agreement. County agrees to close and relocate county roads and connect county roads to freeway from 1 mile north of Greenfield to the Salinas River per plan map.
9/6/55	V-Mon-2-E, D	~51.06/55.9 4	Establishes freeway status from 2 miles south of Greenfield to 1 mile north of Greenfield. County agrees to close and relocate county roads and connect county roads to freeway per plan map.
8/16/55	V-Mon-2-Gnfd	~52.66/ 54.78	Establishes freeway status between southerly city limits to northerly city limits of Greenfield. City agrees to close and relocate city streets, and connect city streets to the freeway per plan map.
8/1/55	V-Mon-2-D,C	~61.03/	Establishes freeway status between Salinas River and 2 miles north of

		72.61	Gonzales. County agrees to close and relocate county roads, and connect county roads to the freeway per plan map.
4/11/55	V-Mon-2-D	~54.78/ 61.03	Establishes freeway status from 0.3 miles south of Chualar to 0.2 miles north of Cualar. County agrees to close and relocate county roads, and connect county roads to the freeway per plan map.
1/3/55	V-Mon-2-D	~54.78/ 61.03	Establishes freeway status from 1 mile north of Greenfield to the Salinas River. County agrees to close and relocate county roads and connect county roads to the freeway per plan map.
8/2/54	V-Mon-2-E	~42.40/ 52.66	Establishes freeway status between northerly King City limits and 2 miles south of Greenfield. County agrees to close and relocate county roads, and connect county roads to freeway per plan map.
7/1/54	V-Mon-2-F,E	39.0/43.4	Establishes freeway status from 1 mile south of King City to 2 miles north of King City. County agrees to close and relocate county roads and connect county roads to the freeway per plan map.
6/17/54	V-Mon-2-KnC	40.4/40.7	Establishes freeway status from the northerly city limits to the southerly city limits of King City. City agrees to close and relocate city streets and connect city streets to the freeway per plan map.
9/18/50	V-Mon-2-Sal	~86.0/89.0	Establishes freeway status. City agrees to close and relocate city streets between the easterly city limits and the northern city limits of Salinas per plan map.
9/1/50	V-Mon-2-B	~75.61/ 82.05	Establishes freeway status between Chualar and Hartnell Rd. County agrees to close and relocate county roads, and connect county roads to freeway per plan map.
9/1/50	V-Mon-2-K	~82.50/ 91.90	Establishes freeway status between Hartnell and Espinoza Rd. County agrees to close and relocate county roads per plan map.
11/12/46	V-Mon-2-J	95.5/ 101.32	Establishes freeway status between Santa Rita and the San Benito county line. County agrees to close county roads, and connect other county roads to the freeway per plan map.
SAN BENITO COUNTY			
Date	Agreement Number	PostMile	Contents
6/30/78	5-SBT-101-0.0-7.55	0.0/7.55	Resolution, NOT a Freeway Agreement. Concerns Phase II of Cannon Rd./Rock Rd. crossover removal at PM 0.97 intended to eliminate certain safety problems.
1/16/78	5-SBT-101-0.0-7.55	0.0/7.55	Resolution, NOT a Freeway Agreement. Relocate Cannon Rd/Rock Rd. crossover to modify hazards.
7/17/67	5-SBT-101-0.0-7.5	0.0/7.5	Resolution, NOT a Freeway Agreement. Concerns the freeway area between the Monterey county line and the Santa Clara county line. Minor modifications to the 8/2/65 Freeway Agreement including the extension of F-1 to connect Anzar Rd. and the closure of Anzar Rd. connections on both sides of the highway.
8/2/65	5-SBT-101-0.0-7.5	0.0/7.5	Supersedes 11/4/46 and 12/5/55 Freeway Agreements between the Monterey county line and the Santa Clara county line. In lieu, county agrees to close and relocate county roads, and construct frontage roads and other local roads per plan map.
12/5/55	V-SBT-2-B	~2.0/4.0	Establishes limited freeway status between 1 mile south and 1 mile north of the San Juan interchange. County agrees to close and connect county roads to freeway per plan map.
11/4/46	V-SBT-2-B,A	0.0/7.55	Establish limited freeway status between Monterey county line and Santa Clara county line. County agrees to close county roads and connect other county roads to freeway per plan map.

**APPENDIX F
TRANSIT FACILITY**

TABLE F.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	Posttills				
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
		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
	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
			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
			N/A	\$10,000 daily users	N/A	Daily	N/A	Santa Barbara	N/A	Snack bar, restrooms, waiting area	N/A	N/A	N/A

TABLE F.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	
		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	
	Commuter, Express and Traditional Bus Service	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	
		SR 246/SR154	N/A	N/A	N/A	Daily	N/A	Santa Ynez	34.4	N/A	N/A	N/A	SR 246/154	20
		Buelton Park and Ride Lot	N/A	N/A	N/A	Daily	N/A	Buelton	R26.05	N/A	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	Buelton	R57.7	N/A	N/A	N/A	US101/ Avenue of Flags	TBD

TABLE F.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		
		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		
	Commuter, Express and Traditional Bus Service		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	
			Orcutt East-SR 135	N/A	N/A	N/A	Daily	N/A	Orcutt	R10 .46	N/A	N/A	N/A	19	East Clark Avenue/SR 135
			Orcutt West-SR 135	N/A	N/A	N/A	Daily	N/A	Orcutt	R10 .43	N/A	N/A	N/A	41	West Clark SR135
Park & Ride		Clark/US 101	N/A	N/A	N/A	Daily	N/A	Orcutt	82.2	N/A	N/A	34	US 101/Clark		
		US 101/SR 135	N/A	N/A	N/A	Daily	N/A	Santa Maria	90.7 5	N/A	N/A	N/A	TBD	N/A	
Transit Center		Santa Maria Transit Center	N/A	N/A	N/A	Daily	N/A	Santa Maria	N/A	N/A	N/A	N/A	N/A	Boone and Miller	

TABLE F.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	
		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	
	Commuter, Express and Traditional Bus Service	South County Area Transit (SCAT) Route 21-24	Shell Beach to Arroyo Grande	FY 11 210,923	Long	Daily	N/A	N/A	Arroyo Grande, Grover Beach, Oceano, Pismo Beach, Shell Beach	N/A	N/A	6	N/A	N/A
		Halcyon Road/US 101	N/A	N/A	N/A	Daily	N/A	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	N/A	Pismo Beach	15.4	N/A	N/A	Five Cities Drive/US 101	20
Park & Ride	Bob Jones Bike Trail Parking	N/A	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 F.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	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	N/A	San Luis Obispo	N/A	N/A	6	N/A	N/A
	Park & Ride	San Luis Obispo Transit	San Luis Obispo	FY 09 987,642	Medium/Long	Daily	N/A	N/A	San Luis Obispo	N/A	N/A	3	N/A	N/A
		Santa Margarita	N/A	N/A	N/A	Daily	N/A	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	N/A	Osos Street and Palm Street	N/A

TABLE F.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	
		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	
	Commuter, Express and Traditional Bus Service	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	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	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	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	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	N/A	Daily	N/A	Atascadero	45.90	N/A	N/A	Traffic Way/US 101	48
	Transit Center	Las Tablas/US 101	N/A	N/A	N/A	N/A	Daily	N/A	Templeton	51.40	N/A	N/A	Las Tablas Road/US 101	68
		North County Transportation Center	N/A	N/A	N/A	N/A	Daily	N/A	Paso Robles	N/A	N/A	N/A	Pine Street	N/A

TABLE F.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
		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
	Commuter, Express and Traditional Bus Service	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 F.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
		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
	Commuter, Express and Traditional Bus Service	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 F.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
		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
	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 #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 F.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
		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
	Commuter, Express and Traditional Bus Service	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 G
PARK AND RIDE LOTS IN DISTRICT 5**

Park and Ride Lots in District 5				
County	Name	Location	Spaces	Owner/Operator
Santa Cruz	Summit	Summit Rd and Hwy 17	12	Caltrans
Santa Cruz	Scott's Valley Transit Center	At Kings Village Rd off Mt Hermon Rd	223	Local
Santa Cruz	Pasatiempo	At Pasatiempo exit on Hwy 17 on west side of interchange	60	Caltrans
Santa Cruz	Quaker Meeting House Church	225 Rooney St; take Morrissey exit on Hwy 1	12	Private
Santa Cruz	Soquel Dr	Hwy 1 and Soquel Drive on Paul Sweet Rd	55	Local
Santa Cruz	Resurrection Church	Hwy 1 and Seaciff /State Park Drive exit	73	Private
Monterey	Prunedale	101/156 Interchange South at Prunedale	33	Caltrans
Monterey	Laureles Grade Rd	Laureles Grade Rd and Hwy 68	19	Local
Monterey	Crossroads Shopping Center	At Crossroads Shopping Center and Hwy 1	33	Private
Monterey	Salinas Road	At Salinas Road and Hwy 1	19	Local
San Benito	Veterans Memorial Park	Hillcrest Rd at Memorial Rd in Hollister	18	Private
San Benito	Searle Rd	On Searle Rd at 101/156 Interchange North	20	Local
San Luis Obispo	San Miguel	10th and "K" Street	26	Local
San Luis Obispo	Multimodal Transit Center in Paso	At Amtrak Station in Paso Robles	13	Local
San Luis Obispo	Woodland Plaza/Niblick Rd	At Woodland Plaza II at Walmart	28	Private
San Luis Obispo	Las Tablas Rd	At Las Tablas Rd and Rte 101	68	Caltrans
San Luis Obispo	Route 41 East	Near Health Center Building on Rte 41	39	Caltrans
San Luis Obispo	St Williams Church	6401 Santa Lucia Rd	65	Private
San Luis Obispo	Curbaril Rd	At Curbaril Rd and Rte 101	52	Caltrans
San Luis Obispo	Santa Rosa	At Santa Rosa Rd and Rte 101	15	Caltrans
San Luis Obispo	Santa Barbara Rd	At Santa Barbara Rd and Rte 101	14	Caltrans
San Luis Obispo	Santa Margarita	At 101/58 Interchange	16	Caltrans
San Luis Obispo	Bob Jones Bike Trail	Avila Bay Drive exit off 101, right on Ontario Rd.	27	Local
San Luis Obispo	Pismo Outlets Mall	At Five Cities Drive exit and Rte 101	20	Private
San Luis Obispo	Ramona Garden Park	Ramona Ave./ N 10th St.	20	Private
San Luis Obispo	Halcyon Rd	At Halcyon Rd exit and Rte 101	89	Local
San Luis Obispo	Walmart	At Walmart parking lot	26	Private
Santa Barbara	Clark Ave/101	At Clark Ave and Rte 101 Southeast quadrant	34	Local
Santa Barbara	Santa Inez	At 154/246 Intersection	20	Caltrans
Santa Barbara	Buellton	Avenue of Flags	33	Local
Santa Barbara	Santa Maria	Hagerman Softball Complex on Skyway Dr	207	Local
Santa Barbara	Lompoc	At W Cypress Ave between I and J streets	152	Local
Santa Barbara	Carrillo Lot	At Carrillo St and Castillo St	140	Local
Santa Barbara	Cota Lot	At Cota St and Santa Barbara St	221	Local
Santa Barbara	Clark Ave NE	At Clark Ave and Rte 135 Northeast quadrant	19	Caltrans
Santa Barbara	Clark Ave NW	At Clark Ave and Rte 135 Northwest quadrant	41	Caltrans
Santa Barbara	Solvang	At Park Way/246	79	Local

**Note: This list of park and ride lots is intended to capture facilities near or directly adjacent to the State Highway System that are utilized for regional and interregional rideshare travel within District 5.*

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**APPENDIX H
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 I
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.

I. Data used to develop the future AADT volumes

Base Year Traffic Data

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 H-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.

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	24.702	STORKE RD	3700	60000	29000	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

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

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.

Forecast Tools

Caltrans prefers to use an adopted Regional Travel Demand Model. In case an adopted Regional Model is not available, Caltrans would use historical trends to forecast traffic volumes. Once the adopted Regional Travel Demand Model is available, the TCR data will be updated through the TCR Fact Sheet. The TCR is updated every five years.

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 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.

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 was 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>).

SLOCOG

This document predated the adoption of the SLOCOG 2014 RTP/SCS. Caltrans used the historical volume trends (1992 - 2012) to forecast volumes for US-101 segments in San Luis Obispo County, instead of a pre-adopted SLOCOG 2014 SCS model. Forecasts based on historical trends assume that the past performance is an indicator of the future. These historical trends do not account for: SB 375, Sustainable Communities Strategy, and future demand reduction strategies such as ridesharing, vanpools and public transit. These growth reductions, along with the aforementioned recent events, may moderate the overall results. The SLOCOG 2014 RTP/SCS will take into account recent events that deviate from this TCR's historical growth approach. SLOCOG anticipates that the preferred SCS scenarios of the regional models would reflect congestion improvements in the horizon year of this TCR. Once the SLOCOG 2014 RTP/SCS model has been adopted, Caltrans will reflect the updated information via Fact Sheets.

AMBAG

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

Caltrans Traffic Count History

Caltrans historical traffic counts from 1992 to 2012 can be used to develop growth rates using linear regression analysis. Historical volume trends were used to forecast volumes for SR-101 segments in San Luis Obispo County.

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 H-3, 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.

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.

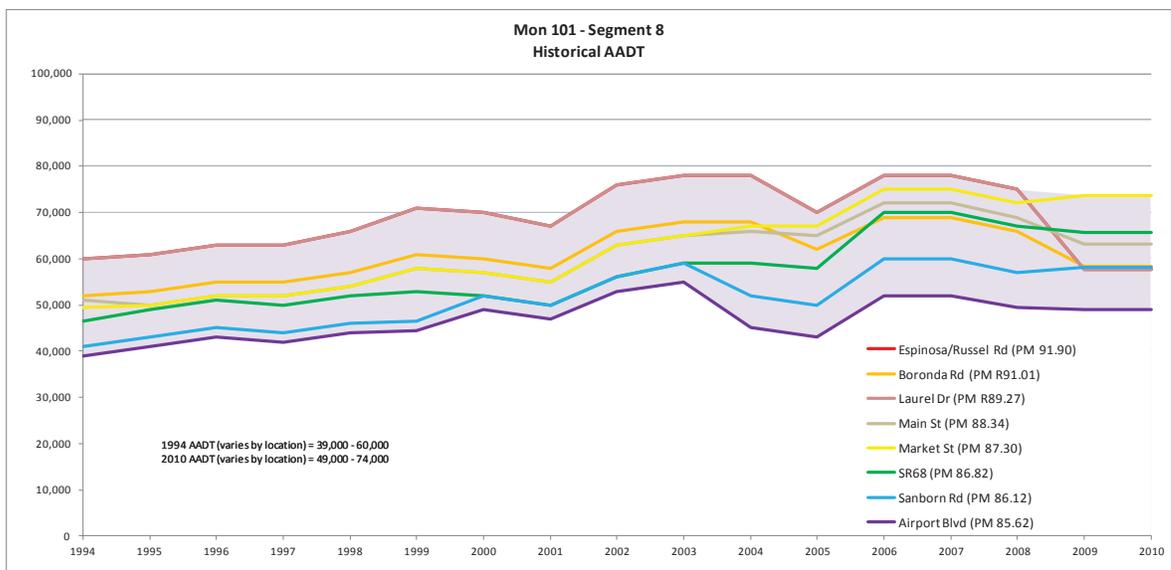


Figure H-2: Historical AADT along Segment 8

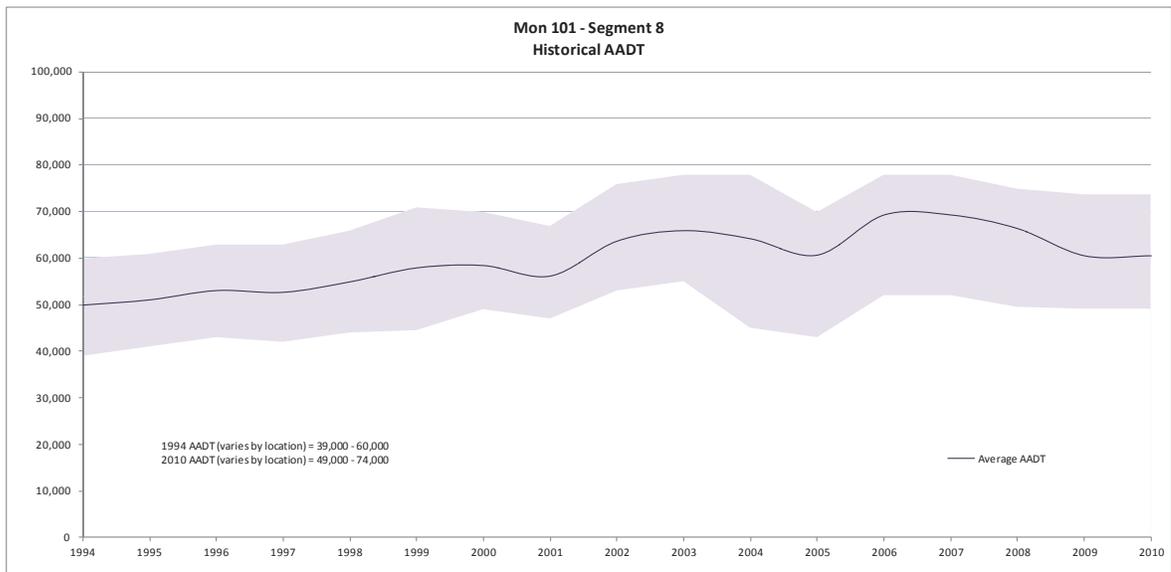


Figure H-3: Historical AADT along Segment 8 (Simplified Chart)

II. Methodology for developing future AADT volumes

Historical Growth Rate

In San Luis Obispo County, the historical growth rate was used to project Caltrans 2010 counts to year 2035.

Model Growth Rate

The SBCAG travel demand model version 2013 SCS RTP was used for travel performance analysis in the Santa Barbara Region. This model incorporates Sustainable Community Strategies in future year scenarios. The SBCAG RTP-SCS was adopted by the SBCAG Board on August 15th, 2013 and accepted by the California Air Resources Board on November 21st, 2013. (source: <http://sbcag.org/planning/2040RTP/Calendar.html>). The SBCAG growth rates were used to project Caltrans 2010 counts to year 2035.

The AMBAG version 2014 SCS RTP travel demand model was used for travel performance analysis in the Monterey and San Benito regions. This model incorporates Sustainable Community Strategies in future year scenarios. The SBCAG growth rates were used to project Caltrans 2010 counts to year 2035.

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.

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.

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.

Adjusted Model Growth Rate

The future AADT 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 255 defines the adjustment methods, the report 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, a series of rules are used 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 within the study area, the process results in use of the average method.

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

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 future model AADT volumes by the difference between the base and future years.

The adjusted AADT growth rate was used to forecast the future year 2035 AADT volumes.

III. Data used to develop Future Directional Peak Hour volumes

Base Year Data

Peak hour volumes come from Caltrans' Traffic Data Branch publications. These publications include an estimate of the "peak hour" traffic at all points on the state highway system. This value is useful to traffic engineers in estimating the amount of congestion experienced, and shows how near to capacity the highway is operating. Unless otherwise indicated, peak hour values indicate the volume in both directions.

Traffic volumes reported in the TCR 101 are different than The SLOCOG Corridor Master Plan because different datasets and assumptions were used. The Corridor Master Plan used factors applied to average daily volumes to get estimated peak hour volumes, whereas the TCR 101 used peak hour volumes directly published by Caltrans' Traffic Data Branch.

For San Luis Obispo, the split % comes from the TSN database and is from years 2008 – 2010 and is provided by Caltrans D5 Traffic Operations. It provides the directional split between northbound and southbound traffic.

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.

IV. Methodology for developing Future Year Directional Peak Hour volumes

Historical Growth Rate

Growth rates for peak hour traffic for San Luis Obispo are based on the linear regression of historical traffic counts from 1992 to 2012. These growth rates are used to project Caltrans counts to year 2035.

Adjusted Model Growth Rate

The regional model volumes for the directional peak hour were also adjusted using the average of the ratio and difference methods. The adjusted directional peak hour growth rate is calculated by dividing the difference between the adjusted base and future model directional peak hour volumes by the difference between the base and future years. The adjusted directional peak hour growth rate was used to forecast the future year directional peak hour volumes.

V. Methodology used to develop Base Year and Future Year congestion analysis – V/C and LOS

Volume/Capacity

Capacities were determined by taking the average of the model's link lane capacities over each sub-segment. This sub-segment lane capacity was then multiplied by the average of the model's link lanes to get a sub-segment total capacity. When the adjusted base year peak hour volume exceeded the sub-segment total capacity, then the sub-segment total capacity was adjusted upward to equal the adjusted

base year peak hour volume so that the adjusted base year peak hour volume did not exceed its base year capacity.

The base year and future year V/C ratio were developed by dividing the adjusted base year volume by the adjusted model capacity.

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

The base year and future year LOS is based on HCM 2000 methodology. The following ranges relate LOS to V/C: V/C<0.74 is LOS 'A' to 'C', 0.74<=V/C<0.9 is LOS 'D', 0.9<=V/C<1.0 is LOS 'E', and V/C >=1.0 is LOS 'F'.

PERFORMANCE TABLE

LOS, V/C, and other performance measures by segment and sub-segment for each MPO will be presented in the TCR appendix tables. An example of a TCR 101 performance table for Santa Barbara county is shown in attachment 'TCR 101 Santa Barbara Performance Data.pdf'. 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. A corresponding map identifying the sub-segments and more description of how the segment limits were derived will be included in the TCR.

No weaving nor ramp analysis was performed. Auxiliary lanes were identified but are not included in the v/c and LOS analysis. Speeds were calculated using the v/c and speed relationship shown in HCM 2000 Exhibit 23-2 below. 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

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

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Table 1 (1 of 6): Base Year and Horizon Year Traffic Analysis

Segment Label	Begin Co	Begin PM	End PM	Begin Name	End Name	2010 ADT Volume	2010 Daily VMT	2010 PM Volume	2010 PM NB Volume	2010 PM SB Volume	2010 PM Peak Direction	2010 PM VMT	2010 PM NB VMT	2010 PM SB VMT	2010 PM NB Adjusted Capacity	2010 PM SB Adjusted Capacity	2010 PM NB VC	2010 PM SB VC	2010 PM NB LOS	2010 PM SB LOS	2010 PM NB LOS Based Speed	2010 PM SB LOS Based Speed	2010 PM VHT (LOS)	2010 PM NB VHT (LOS)	2010 PM SB VHT (LOS)	
SBCAG 2013 SCS Preferred Growth Rates and Model Splits																										
2a	SB 101	26.907	33.852	Hollister Avenue	El Capitan Beach State Park	31,500	218,768	4,650	2,983	1,667	NB	32,294	20,720	11,575	3,800	3,800	0.79	0.44	D	B	66.3	70.0	498	320	178	
2b	SB 101	33.852	R48.847	El Capitan Beach State Park	Las Cruces, Jct. Rte. 1 N.W.	30,000	444,720	5,000	3,280	1,720	NB	74,120	48,621	25,499	3,800	3,800	0.86	0.45	D	B	63.0	70.0	1,145	752	393	
2c	SB 101	R48.847	R56.463	Las Cruces, Jct. Rte. 1 N.W.	Santa Rosa Road	22,500	171,968	3,500	1,925	1,575	NB	26,751	14,712	12,039	2,631	2,780	0.73	0.57	C	C	88.3	89.7	474	264	210	
2d	SB 101	R56.463	R57.117	Santa Rosa Road	Buellton, Jct. Rte. 246	22,000	14,388	3,200	1,668	1,532	NB	2,093	1,091	1,002	3,800	3,800	0.44	0.40	B	B	70.0	70.0	32	17	15	
2e	SB 101	R57.117	R57.552	Buellton, Jct. Rte. 246	North Buellton	22,000	9,570	3,000	1,395	1,605	SB	1,305	607	698	3,800	3,800	0.37	0.42	B	B	70.0	70.0	20	9	11	
2f	SB 101	R57.552	62.671	North Buellton	Zaca, Jct. Rte. 154 East	22,500	113,153	2,700	1,189	1,511	SB	13,578	5,982	7,597	3,460	3,611	0.34	0.42	B	B	70.0	70.0	215	96	120	
2g	SB 101	62.671	70.921	Zaca, Jct. Rte. 154 East	Los Alamos, Jct. Rte. 135 N.W.	29,000	239,250	3,300	1,426	1,874	SB	27,225	11,767	15,458	3,015	2,950	0.47	0.64	B	C	70.0	69.1	492	205	287	
2h	SB 101	70.921	82.183	Los Alamos, Jct. Rte. 135 N.W.	Santa Maria, Clark Avenue	28,000	315,532	3,200	1,331	1,869	SB	36,061	14,996	21,064	4,957	4,771	0.27	0.39	A	B	70.0	70.0	592	243	349	
3a	SB 101	82.183	84.336	Santa Maria, Clark Avenue	South Santa Maria	37,000	79,661	4,100	1,570	2,530	SB	8,827	3,380	5,447	5,383	5,320	0.29	0.48	A	B	70.0	70.0	136	52	84	
3b	SB 101	84.336	86.588	South Santa Maria	Betteravia Road	43,000	96,836	4,800	2,008	2,792	SB	10,810	4,521	6,288	5,700	5,320	0.35	0.52	B	B	70.0	70.0	166	70	97	
3c	SB 101	86.588	87.603	Betteravia Road	East Stowell Road	57,000	57,855	6,300	3,122	3,178	SB	6,395	3,169	3,226	5,925	5,700	0.53	0.56	B	C	70.0	69.8	98	49	50	
3d	SB 101	87.603	88.601	East Stowell Road	Santa Maria, Jct. Rte. 166 West	60,000	59,880	6,500	3,401	3,099	NB	6,487	3,394	3,093	5,813	5,700	0.59	0.54	C	C	89.5	89.9	100	52	48	
3e	SB 101	88.601	89.693	Santa Maria, Jct. Rte. 166 West	Santa Maria, Donovan Road	56,000	61,152	6,000	3,006	2,994	NB	6,552	3,282	3,270	5,700	5,700	0.53	0.53	B	B	65.0	65.0	101	50	50	
3f	SB 101	89.693	90.749	Santa Maria, Donovan Road	Jct. Rte. 135 South	55,000	58,080	5,700	2,643	3,057	SB	6,019	2,791	3,228	4,750	5,700	0.56	0.54	C	C	84.9	84.9	93	43	50	
3g	SB 101	90.749	0	Jct. Rte. 135 South	SB/SLO County	65,000	15,535	6,700	2,643	4,057	SB	1,601	632	970	3,800	4,750	0.70	0.85	C	D	64.6	60.7	25	10	15	
SLOCOG Historical Growth and CT Directional Splits																										
3h	SLO 101	0	0.813	SB/SLO County	SR-166E	58,000	46,400	5,800	3,135	2,665	NB	4,640	2,508	2,132	3,800	3,800	0.83	0.70	D	C	64.6	68.5	70	39	31.1	
4a	SLO 101	0.813	4.851	SR-166E	Tefft Street	54,000	218,700	5,300	2,098	3,202	SB	21,465	8,497	12,968	3,600	3,600	0.88	0.89	C	D	69.5	61.9	332	122	209.4	
4b	SLO 101	4.851	7.851	Tefft Street	Los Berros Road	55,000	165,000	5,500	2,177	3,223	SB	16,500	6,531	9,969	3,600	3,600	0.60	0.92	C	E	69.4	59.6	261	94	167.2	
4c	SLO 101	7.851	12.521	Los Berros Road	Traffic Way	53,000	247,510	6,200	2,454	3,746	SB	28,954	11,460	17,494	3,600	3,746	0.68	1.00	C	F	64.7	n/a	177	177	0.0	
4d	SLO 101	12.521	13.173	Traffic Way	SR-227N	49,000	31,850	5,900	2,335	3,565	SB	3,835	1,518	2,317	3,600	3,600	0.65	0.99	C	E	64.7	52.9	67	23	43.8	
4e	SLO 101	13.173	13.747	SR-227N	Halcyon/Brisco Road	54,000	31,320	6,600	2,612	3,988	SB	3,838	1,515	2,313	3,600	5,400	0.73	0.74	D	D	64.2	63.8	60	24	36.2	
4f	SLO 101	13.747	14.613	Halcyon/Brisco Road	Oak Park Road	57,000	49,020	7,000	2,771	4,229	SB	6,020	2,383	3,637	3,600	4,229	0.77	1.00	D	F	63.0	n/a	38	38	0.0	
4g	SLO 101	14.613	15.579	Oak Park Road	North 4th Street	68,000	65,960	8,500	5,136	3,364	NB	8,245	4,982	3,263	5,136	3,600	1.00	0.93	F	E	n/a	56.7	58	0	57.6	
4h	SLO 101	15.579	16.398	North 4th Street	South Price Street	68,000	55,760	8,600	5,196	3,404	NB	7,052	4,261	2,791	5,196	5,400	1.00	0.63	F	C	n/a	64.8	43	0	43.1	
4i	SLO 101	16.398	17.756	South Price Street	Rte. 1 South	58,000	75,400	7,300	4,411	2,889	NB	9,490	5,734	3,756	4,411	3,600	1.00	0.80	F	D	n/a	62.1	60	0	60.5	
4j	SLO 101	17.756	R19.812	Rte. 1 South	Spigglass Drive	60,000	126,600	7,500	2,968	4,532	SB	15,825	6,262	9,563	3,600	4,532	0.82	1.00	D	F	61.5	n/a	102	102	0.0	
4k	SLO 101	R19.812	R21.105	Spigglass Drive	Avila Beach Drive	66,000	85,800	7,600	3,008	4,592	SB	9,880	3,910	5,970	3,600	4,592	0.84	1.00	D	F	61.2	n/a	64	64	0.0	
4l	SLO 101	R21.105	R22.289	Avila Beach Drive	San Luis Bay Drive	62,800	74,104	7,100	3,316	4,290	SB	8,378	3,316	5,062	3,600	4,290	0.78	1.00	D	F	66.5	n/a	50	50	0.0	
4m	SLO 101	R22.289	R24.296	San Luis Bay Drive	South Higueria Street	67,000	134,670	7,200	2,850	4,350	SB	14,472	5,729	8,744	3,600	4,350	0.79	1.00	D	F	66.0	n/a	87	87	0.0	
5a	SLO 101	R24.296	25.911	South Higueria Street	Los Osos Valley Road	62,000	99,882	6,000	2,533	3,867	SB	10,310	4,081	6,230	3,504	3,867	0.72	1.00	D	F	64.2	n/a	64	64	0.0	
5b	SLO 101	25.911	27.501	Los Osos Valley Road	Madonna Road	57,250	90,970	5,850	2,686	3,164	SB	9,296	3,916	5,028	3,504	3,504	0.77	0.80	D	E	63.1	68.8	153	68	85.5	
5c	SLO 101	27.501	28.088	Madonna Road	SR-227	60,000	35,400	6,100	2,801	3,599	SB	3,599	1,653	1,653	5,256	5,256	0.53	0.63	C	E	64.9	64.8	56	25	30.1	
5d	SLO 101	28.088	29.067	SR-227	SR-1 North	57,000	55,860	5,800	2,663	3,137	SB	5,684	2,610	3,074	3,504	3,504	0.76	0.90	D	C	63.2	59.3	93	41	51.8	
5e	SLO 101	29.067	29.375	SR-1 North	California Boulevard	43,900	13,609	4,600	2,112	2,488	SB	1,426	655	771	3,504	5,256	0.40	0.47	B	B	65.0	65.0	22	10	11.9	

Table 1 (2 of 6): Base Year and Horizon Year Traffic Analysis

Segment Label	Begin Co	Rte	Begin PM	End PM	Begin Name	End Name	PM Growth Rate	ADT Growth Rate	2035 ADT Volume	2035 Daily VMT	2035 PM Volume	2035 PM NB Volume	2035 PM SB Volume	2035 PM NB Direction	2035 PM VMT	2035 PM NB VMT	2035 PM SB VMT	2035 PM NB Adjusted Capacity	2035 PM SB Adjusted Capacity	2035 PM NB VC	2035 PM SB VC	2035 PM NB LOS	2035 PM SB LOS	2035 PM NB LOS Based Speed	2035 PM SB LOS Based Speed	2035 PM VHT (LOS)	2035 PM NB VHT (LOS)	2035 PM SB VHT (LOS)	
SBCAG 2013 SCS Preferred Growth Rates and Model Splits																													
2a	SB	101	26,907	33,852	Hollister Avenue	El Capitlan Beach State Park	8	-16	31,111	216,066	4,858	3,180	1,678	NB	33,739	22,083	11,657	3,800	3,800	0.84	0.44	D	B	64.2	70.0	522	342	179	
2b	SB	101	33,852	R48,847	El Capitlan Beach State Park	Las Cruces, Jct. Rte. 1 N.W.	6	-43	28,916	428,656	5,151	3,457	1,694	NB	76,359	51,249	25,110	3,800	3,800	0.91	0.45	E	B	60.7	70.0	1,182	794	387	
2c	SB	101	R48,847	R56,463	Las Cruces, Jct. Rte. 1 N.W.	Santa Rosa Road	7	-82	20,450	156,298	3,672	2,145	1,527	NB	28,063	16,395	11,668	2,780	2,780	0.82	0.55	D	C	65.1	69.8	501	298	203	
2d	SB	101	R56,463	R57,117	Santa Rosa Road	Buellton, Jct. Rte. 246	4	-125	18,867	12,339	3,293	1,843	1,450	NB	2,154	1,205	949	3,800	3,800	0.48	0.38	B	B	70.0	70.0	33	19	15	
2e	SB	101	R57,117	R57,552	Buellton, Jct. Rte. 246	North Buellton	7	-110	19,262	8,379	3,175	1,615	1,560	NB	1,381	702	679	3,800	3,800	0.42	0.41	B	B	70.0	70.0	21	11	10	
2f	SB	101	R57,552	62,671	North Buellton	Zaca, Jct. Rte. 154 East	8	-88	20,297	102,072	2,906	1,416	1,490	SB	14,613	7,123	7,491	3,460	3,611	0.41	0.41	B	B	70.0	70.0	232	114	118	
2g	SB	101	62,671	70,921	Zaca, Jct. Rte. 154 East	Los Alamos, Jct. Rte. 135 N.W.	10	-81	26,975	222,548	3,949	1,681	1,868	SB	29,280	13,868	15,412	3,015	2,950	0.56	0.63	C	C	69.8	69.1	534	248	286	
2h	SB	101	70,921	82,183	Los Alamos, Jct. Rte. 135 N.W.	Santa Maria, Clark Avenue	11	-58	26,543	299,110	3,482	1,602	1,880	SB	39,240	18,055	21,185	4,957	4,771	0.32	0.39	B	B	70.0	70.0	645	293	351	
3a	SB	101	82,183	84,336	Santa Maria, Clark Avenue	South Santa Maria	51	378	46,443	99,992	5,386	2,332	3,054	SB	11,597	5,021	6,576	5,383	5,320	0.43	0.57	B	C	70.0	69.6	179	77	102	
3b	SB	101	84,336	86,588	South Santa Maria	Betteravia Road	70	562	57,044	128,463	6,554	2,910	3,644	SB	14,759	6,553	8,206	5,700	5,320	0.51	0.68	B	C	70.0	68.7	228	101	127	
3c	SB	101	86,588	87,603	Betteravia Road	East Stowell Road	70	579	71,480	72,553	8,056	4,085	3,971	NB	8,177	4,147	4,030	5,925	5,700	0.689	0.70	C	C	68.6	68.6	126	64	62	
3d	SB	101	87,603	88,601	East Stowell Road	Santa Maria, Jct. Rte. 166 West	72	594	74,859	74,710	8,290	4,414	3,875	NB	8,273	4,405	3,868	5,813	5,700	0.76	0.68	D	C	67.4	68.7	128	68	60	
3e	SB	101	88,601	89,693	Santa Maria, Jct. Rte. 166 West	Santa Maria, Donovan Road	70	559	69,970	76,407	7,755	4,028	3,727	NB	8,469	4,399	4,070	5,700	5,700	0.71	0.65	C	C	64.6	64.7	130	68	63	
3f	SB	101	89,693	90,749	Santa Maria, Donovan Road	Jct. Rte. 135 South	71	543	68,578	72,418	7,471	3,704	3,767	SB	7,890	3,911	3,978	4,750	5,700	0.78	0.66	D	C	62.7	64.7	122	60	61	
3g	SB	101	90,749	0	Jct. Rte. 135 South	SB/SLO County	78	623	80,583	19,259	8,657	3,747	4,910	SB	2,069	896	1,173	3,800	4,750	0.99	1.03	E	F	53.2		34	14	20	
SLOCOG Historical Growth and CT Directional Splits																													
3h	SLO	101	0	0.813	SB/SLO County	SR-166E	103	882	80,040	64,032	8,379	4,529	3,850	NB	6,703	3,623	3,080	5,700	5,700	0.79	0.68	D	C	65.9	68.8	100	55	45	
4a	SLO	101	0.813	4,851	SR-166E	Tefft Street	63	712	71,788	290,742	6,881	2,724	4,158	SB	27,870	11,031	16,839	3,600	3,600	0.76	1.15	D	F	67.5	n/a	163	163	0	
4b	SLO	101	4,851	7,851	Tefft Street	Los Berros Road	34	730	73,246	219,737	6,346	2,512	3,835	SB	19,039	7,536	11,504	3,600	3,600	0.70	1.07	C	F	68.6	n/a	110	110	0	
4c	SLO	101	7,851	12,521	Los Berros Road	Traffic Way	79	635	68,877	321,656	8,185	3,239	4,945	SB	38,222	15,128	23,094	3,600	3,746	0.90	1.32	E	F	59.0	n/a	256	256	0	
4d	SLO	101	12,521	13,173	Traffic Way	SR-227N	59	510	61,741	40,132	7,365	2,915	4,450	SB	4,787	1,895	2,892	3,600	3,600	0.81	1.24	D	E	61.9	n/a	31	31	0	
4e	SLO	101	13,173	13,747	SR-227N	Halcyon/Brisco Road	91	724	72,092	41,813	8,872	3,512	5,360	SB	5,146	2,037	3,109	3,600	3,400	0.98	0.89	E	E	53.9	52.7	97	38	59	
4f	SLO	101	13,747	14,613	Halcyon/Brisco Road	Oak Park Road	72	643	73,075	62,844	8,807	3,486	5,317	NB	11,074	2,998	4,576	3,600	6,344	0.97	0.84	F	F	54.4	61.1	130	55	75	
4g	SLO	101	14,613	15,579	Oak Park Road	North 4th Street	116	1,005	93,132	90,338	11,412	6,895	4,517	NB	10,770	6,688	4,381	5,136	3,600	1.34	1.25	F	F	n/a	n/a	0	0	0	
4h	SLO	101	15,579	16,398	North 4th Street	South Price Street	126	970	92,254	75,649	11,740	7,094	4,647	NB	9,627	5,817	3,810	5,196	5,400	1.37	0.86	F	D	n/a	n/a	0	0	0	
4i	SLO	101	16,398	17,756	South Price Street	Rte. 1 South	163	918	80,961	105,249	11,372	6,871	4,501	NB	14,784	8,933	5,852	6,617	3,600	1.04	1.25	F	F	n/a	n/a	0	0	0	
4j	SLO	101	17,756	R19,812	Rte. 1 South	Spyglass Drive	129	1,068	86,711	182,959	10,735	4,249	6,486	SB	22,650	8,965	13,685	3,600	4,532	1.180	1.43	F	F	n/a	n/a	0	0	0	
4k	SLO	101	R19,812	R21,105	Spyglass Drive	Avila Beach Drive	111	1,055	92,382	120,096	10,372	4,105	6,267	SB	13,484	5,337	8,147	3,600	6,888	1.14	0.91	F	E	n/a	n/a	0	0	0	
4l	SLO	101	R21,105	R22,289	Avila Beach Drive	San Luis Bay Drive	136	1,381	97,326	114,845	10,504	4,157	6,346	SB	12,394	4,906	7,489	3,600	4,290	1.15	1.48	F	F	n/a	n/a	0	0	0	
4m	SLO	101	R22,289	R24,296	San Luis Bay Drive	South Higuera Street	58	684	84,105	169,052	8,656	3,426	5,730	SB	17,399	6,886	10,512	3,600	4,350	0.95	1.20	E	E	57.3	n/a	120	120	0	
5a	SLO	101	R24,296	25,911	South Higuera Street	Los Osos Valley Road	54	653	78,316	126,167	7,751	3,068	4,683	SB	12,487	4,942	7,544	3,504	3,867	0.88	1.21	D	F	60.1	n/a	82	82	0	
5b	SLO	101	25,911	27,501	Los Osos Valley Road	Madonna Road	71	844	67,939	40,084	6,389	2,934	3,455	SB	3,770	1,731	2,039	5,256	5,256	1.00	0.66	C	C	64.9	64.7	58	27	32	
5c	SLO	101	27,501	28,088	Madonna Road	SR-227	12	318	64,895	63,597	6,282	2,885	3,988	SB	6,157	2,827	3,330	3,504	3,504	0.82	0.97	D	E	61.5	54.3	107	46	61	
5d	SLO	101	28,088	29,067	SR-227	SR-1 North	19	316	64,895	63,597	6,282	2,885	3,988	SB	6,157	2,827	3,330	3,504	3,504	0.82	0.97	D	E	61.5	54.3	107	46	61	
5e	SLO	101	29,067	29,375	SR-1 North	California Boulevard	-16	-58	42,457	13,162	4,192	1,925	2,267	SB	1,300	597	702	3,504	5,256	0.37	0.43	B	B	65.0	65.0	20	9	11	

Table 1 (3 of 6): Base Year and Horizon Year Traffic Analysis

Segment Label	Begin Co	Rte	Begin PM	End PM	Begin Name	End Name	2010 ADT Volume	2010 Daily VMT	2010 PM Volume	2010 PM NB Volume	2010 PM SB Volume	2010 PM VMT	2010 PM NB VMT	2010 PM SB VMT	2010 PM NB Adjusted Capacity	2010 PM SB Adjusted Capacity	2010 PM NB VC	2010 PM SB VC	2010 PM NB LOS	2010 PM SB LOS	2010 PM NB LOS Based Speed	2010 PM SB LOS Based Speed	2010 PM VHT (LOS)	2010 PM NB VHT (LOS)	2010 PM SB VHT (LOS)
5f	SIO	101	29,375	29,767	California Boulevard	Grand Avenue	42,000	16,380	4,400	2,020	2,380	sb	1,716	788	928	3,504	3,504	0.58	0.68	C	64.9	64.7	27	12	14.4
5g	SIO	101	29,767	29,985	Grand Avenue	Buena Vista	35,000	7,700	3,700	1,699	2,001	sb	814	374	440	3,504	3,504	0.48	0.57	B	65.0	64.9	13	6	6.8
5h	SIO	101	29,985	30,36	Buena Vista	SIO North Limits	41,000	15,170	4,400	2,020	2,380	sb	1,628	747	881	3,504	3,504	0.40	0.47	C	64.9	64.7	25	12	13.6
5i	SIO	101	30,36	37,863	SIO North Limits	SR-58	41,000	292,740	4,600	2,112	2,488	sb	32,844	15,079	17,765	3,504	3,504	0.60	0.71	C	70.0	70.0	474	217	257.3
6a	SIO	101	37,863	42,768	SR-58	Santa Barbara Road	40,000	190,800	4,400	2,020	2,380	sb	20,988	9,635	11,353	3,600	3,600	0.56	0.66	C	64.9	64.7	324	149	175.5
6b	SIO	101	42,768	44,008	Santa Barbara Road	Santa Rosa Road	41,800	72,732	4,500	2,446	2,854	nb	7,830	4,256	3,574	3,600	3,600	0.68	0.57	C	64.7	64.9	121	66	55.1
6c	SIO	101	44,008	44,841	Santa Rosa Road	Curbaril Avenue	47,000	39,010	5,000	2,718	2,282	nb	4,150	2,256	1,894	3,600	3,600	0.76	0.63	D	63.4	64.7	65	36	29.3
6d	SIO	101	44,841	45,572	Curbaril Avenue	SR-41	51,000	37,230	5,400	2,935	2,465	nb	3,942	2,143	1,799	3,600	3,600	0.82	0.68	D	61.7	64.6	63	35	27.8
6e	SIO	101	45,572	45,957	SR-41	Traffic Way	58,000	22,620	6,000	3,261	2,739	nb	2,340	1,272	1,068	3,600	3,600	0.91	0.76	E	58.6	63.2	39	22	16.9
6f	SIO	101	45,957	46,867	Traffic Way	San Anselmo Road	58,000	52,780	6,000	3,261	2,739	nb	5,460	2,968	2,492	3,600	3,600	0.98	0.74	E	58.6	63.2	90	51	39.4
6g	SIO	101	46,867	48,331	San Anselmo Road	Del Rio Road	57,200	83,512	5,800	3,152	2,648	nb	8,468	4,602	3,866	3,600	3,600	0.88	0.74	D	60.1	63.9	137	77	60.5
6h	SIO	101	48,331	49,319	Del Rio Road	San Ramon Road	59,400	69,498	6,000	3,261	2,739	nb	7,020	3,815	3,205	3,600	3,600	0.91	0.76	E	58.6	63.2	116	65	50.7
6i	SIO	101	49,319	50,644	San Ramon Road	Vineyard Drive	61,200	69,768	6,200	3,370	2,830	nb	7,068	3,842	3,226	3,600	3,600	0.94	0.79	E	58.5	66.3	114	66	48.7
6j	SIO	101	50,644	51,447	Vineyard Drive	Las Tablas Avenue	56,300	45,603	5,700	3,098	2,602	nb	4,617	2,509	2,108	3,600	3,600	0.86	0.72	D	63.2	68.3	71	40	30.8
6k	SIO	101	51,447	52,44	Las Tablas Avenue	Main Street	55,900	69,875	5,700	3,098	2,602	nb	7,125	3,873	3,253	3,600	3,600	0.86	0.72	D	63.2	68.3	109	61	47.6
6l	SIO	101	52,44	54,116	Main Street	SR-46W	62,300	74,266	5,600	2,972	2,628	nb	7,952	4,220	3,732	3,600	3,600	0.83	0.73	D	64.6	68.3	120	65	54.6
6m	SIO	101	54,116	55,674	SR-46W	South Spring Street	62,900	97,495	6,500	3,450	3,050	nb	10,075	5,348	4,728	3,600	3,600	0.96	0.85	E	56.7	63.7	168	94	74.2
6n	SIO	101	55,674	56,88	South Spring Street	13th Street	36,600	44,286	3,950	2,096	1,854	nb	4,780	2,536	2,243	3,600	3,600	0.58	0.52	C	64.8	65.0	74	39	34.5
6o	SIO	101	56,88	57,92	13th Street	SR-46E	32,000	33,280	3,500	1,857	1,643	nb	3,640	1,931	1,709	3,600	3,600	0.52	0.46	C	65.0	65.0	56	30	26.3
7a	SIO	101	57,92	58,762	SR-46E	North Spring Street	22,700	17,640	2,400	1,274	1,126	nb	2,016	1,070	946	3,700	3,700	0.36	0.30	B	70.0	70.0	31	16	14.6
7b	SIO	101	58,762	60,98	North Spring Street	Huey-Exline Road	22,700	39,498	2,525	1,340	1,185	nb	4,394	2,332	2,062	3,700	3,700	0.34	0.30	B	70.0	70.0	63	33	29.5
7a	SIO	101	60,98	63,735	Huey-Exline Road	San Marcos Road	18,000	58,320	2,100	1,114	986	nb	6,804	3,609	3,195	3,700	3,700	0.30	0.27	A	70.0	70.0	97	52	45.6
7a	SIO	101	63,735	65,082	San Marcos Road	Mission Street South	17,000	22,780	2,000	940	1,060	sb	2,680	1,260	1,420	3,700	3,700	0.25	0.29	A	70.0	70.0	38	18	20.3
7a	SIO	101	65,082	65,557	Mission Street South	10th Street	17,200	8,256	1,950	917	1,033	sb	936	440	496	3,700	3,700	0.25	0.28	A	70.0	70.0	13	6	7.1
7a	SIO	101	65,557	67,228	10th Street	Mission Street North	17,200	28,724	2,000	940	1,060	sb	3,340	1,570	1,770	3,700	3,700	0.25	0.29	A	70.0	70.0	48	22	25.3
7a	SIO	101	67,228	67,712	Mission Street North	South Camp Roberts	17,300	8,339	2,050	964	1,086	sb	988	465	523	3,700	3,700	0.26	0.29	A	70.0	70.0	14	7	7.5
7a	SIO	101	67,712	69,322	South Camp Roberts	SIO/MON County Line	17,400	28,014	2,000	940	1,060	sb	3,220	1,513	1,707	3,700	3,700	0.25	0.29	A	70.0	70.0	46	22	24.4
AMBAG 2014 SCS Model Growth Rates and Model Splits																									
7b	MON	101	R0	R0.836	SIO/MON County Line	Camp Roberts	17,400	14,546	2,200	923	1,277	sb	1,839	772	1,067	4,000	4,000	0.23	0.32	A	70.0	70.0	27	11	16
7b	MON	101	R0.836	R2.153	Camp Roberts	East Garrison	16,700	21,994	2,200	923	1,277	sb	2,897	1,216	1,682	4,000	4,000	0.23	0.32	A	70.0	70.0	42	17	24
7b	MON	101	R2.153	R7.937	East Garrison	North Bradley	16,200	93,701	2,100	881	1,219	sb	12,146	5,096	7,050	4,000	4,000	0.22	0.30	A	70.0	70.0	174	73	101
7b	MON	101	R7.937	R9.667	North Bradley	Jolon Road	15,600	18,377	2,050	857	1,193	sb	2,415	1,010	1,405	4,000	4,000	0.21	0.30	A	70.0	70.0	35	14	20
7b	MON	101	R9.667	R15.465	Jolon Road	San Bernardo	14,900	86,390	1,100	453	647	sb	6,378	2,628	3,749	4,000	4,000	0.11	0.16	A	70.0	70.0	91	38	54
7b	MON	101	R15.465	R17.856	San Bernardo	Los Lobos	14,300	34,191	1,500	613	887	sb	3,587	1,466	2,121	4,000	4,000	0.15	0.22	A	70.0	70.0	51	21	30
7b	MON	101	R17.856	R21.989	Los Lobos	San Ardo	14,400	41,602	1,850	758	1,092	sb	5,345	2,189	3,156	4,000	4,000	0.19	0.27	A	70.0	70.0	76	31	45
7b	MON	101	R21.989	R29.883	San Ardo	San Lucas Rd	14,700	116,042	2,050	836	1,214	sb	16,183	6,600	9,583	4,000	4,000	0.21	0.30	A	70.0	70.0	232	94	137
7b	MON	101	R29.883	R32.015	San Lucas Rd	SR-198	14,900	31,767	1,500	610	890	sb	3,198	1,308	1,898	4,000	4,000	0.15	0.22	A	70.0	70.0	46	19	27
7b	MON	101	R32.015	R37.309	SR-198	Wild Horse Road	16,000	84,704	1,550	629	921	sb	8,206	3,328	4,878	4,000	4,000	0.16	0.23	A	70.0	70.0	118	48	70
7b	MON	101	R37.309	R39.766	Wild Horse Road	First Street	15,900	39,066	1,550	631	919	sb	3,808	1,549	2,259	4,233	4,233	0.15	0.22	A	70.0	70.0	56	23	33
7b	MON	101	R39.766	R40.71	First Street	Canal Street	23,900	15,010	1,300	540	760	sb	1,227	510	717	4,700	4,700	0.11	0.16	A	65.0	65.0	19	8	11
7b	MON	101	R40.71	R41.048	Canal Street	Begin Right Align	23,375	7,901	1,810	733	1,077	sb	612	248	364	4,700	4,700	0.16	0.23	A	65.0	65.0	9	4	6
7b	MON	101	R41.048	R41.178R	Begin Right Align	Broadway	21,050	2,737	1,574	642	932	sb	205	83	121	4,700	4,700	0.14	0.20	A	65.0	65.0	3	1	2
7b	MON	101	R41.178R	R41.954R	Broadway	Jolon Road	25,900	20,098	2,650	1,196	1,454	sb	2,056	928	1,128	4,350	4,467	0.27	0.33	A	65.0	65.0	32	14	17
7b	MON	101	R41.954R	43.185	Jolon Road	End Freeway	25,900	11,396	2,300	1,059	1,241	sb	1,012	466	546	4,400	4,400	0.26	0.31	A	70.0	70.0	14	7	8

Table 1 (4 of 6): Base Year and Horizon Year Traffic Analysis

Segment Label	Begin Co	Rate	Begin PM	End PM	Begin Name	End Name	PM Growth Rate	ADT Growth Rate	2035 ADT Volume	2035 Daily VMT	2035 PM Volume	2035 PM NB Volume	2035 PM SB Volume	2035 PM Peak Direction	2035 PM NB VMT	2035 PM SB VMT	2035 PM NB Adjusted Capacity	2035 PM SB Adjusted Capacity	2035 PM NB VC	2035 PM SB VC	2035 PM NB LOS	2035 PM SB LOS	2035 PM NB LOS Based Speed	2035 PM SB LOS Based Speed	2035 PM VHT (LOS)	2035 PM NB VHT (LOS)	2035 PM SB VHT (LOS)
5f	SLO 101	29.375	29.767	29.767	California Boulevard	Grand Avenue	-6	-10	41,759	16,286	4,251	1,952	2,299	SB	1,658	761	3,504	3,504	0.56	0.66	C	C	64.9	64.7	26	12	14
5g	SLO 101	29.767	29.985	29.985	Buena Vista	Buena Vista	18	234	40,855	8,988	4,158	1,910	2,249	SB	915	420	3,504	3,504	0.54	0.64	C	C	64.9	64.7	14	6	8
5h	SLO 101	29.985	30.36	30.36	Buena Vista	SLO North Limits	13	123	44,070	16,306	4,722	2,169	2,554	SB	1,747	802	3,504	3,504	0.62	0.73	C	D	64.8	62.2	27	12	15
5i	SLO 101	30.36	37.863	37.863	SLO North Limits	SR-58	45	337	49,432	352,944	5,721	2,627	3,094	SB	40,845	18,757	3,504	3,504	0.75	0.88	D	D	70.0	69.5	614	273	340
6a	SLO 101	37.863	42.268	42.268	SR-58	Santa Barbara Road	64	581	54,518	260,049	6,003	2,757	3,246	SB	28,635	13,149	3,600	3,600	0.77	0.90	D	E	63.1	58.9	471	208	263
6b	SLO 101	42.268	44.008	44.008	Santa Barbara Road	Santa Rosa Road	60	575	56,173	97,741	6,009	3,266	3,742	SB	10,455	5,682	3,600	3,600	0.91	0.76	E	D	58.5	63.2	173	97	76
6c	SLO 101	44.008	44.841	44.841	Santa Rosa Road	Curbaril Avenue	99	940	70,509	58,522	7,474	4,062	3,412	NB	6,203	3,371	3,600	3,600	1.13	0.95	F	E	n/a	n/a	55.8	51	0
6d	SLO 101	44.841	45.572	45.572	Curbaril Avenue	SR-41	127	1,235	81,877	59,770	8,580	4,663	3,917	NB	6,263	3,404	3,600	3,600	1.30	1.09	F	F	n/a	n/a	0	0	0
6e	SLO 101	45.572	45.957	45.957	SR-41	Traffic Way	159	1,543	96,575	37,664	9,974	5,421	4,553	NB	3,890	2,114	3,600	3,600	1.00	1.26	F	F	n/a	n/a	0	0	0
6f	SLO 101	45.957	46.867	46.867	Traffic Way	San Anselmo Road	148	1,434	93,855	85,408	9,704	5,274	4,430	NB	8,831	4,799	3,600	3,600	1.47	1.23	F	F	n/a	n/a	0	0	0
6g	SLO 101	46.867	48.331	48.331	San Anselmo Road	Del Rio Road	143	1,432	93,003	135,784	9,379	5,097	4,281	NB	13,693	7,442	3,600	3,600	1.42	1.19	F	F	n/a	n/a	0	0	0
6h	SLO 101	48.331	49.319	49.319	Del Rio Road	San Ramon Road	155	1,603	99,470	116,380	9,877	5,368	4,509	NB	11,556	6,281	3,600	3,600	1.69	1.25	F	F	n/a	n/a	0	0	0
6i	SLO 101	49.319	50.644	50.644	San Ramon Road	Vineyard Drive	167	1,661	102,726	117,108	10,369	5,635	4,733	NB	11,821	6,424	3,600	3,600	1.57	1.31	F	F	n/a	n/a	0	0	0
6j	SLO 101	50.644	51.447	51.447	Vineyard Drive	Las Tablas Avenue	141	1,518	94,247	76,340	9,215	5,009	4,207	NB	7,464	4,057	3,600	3,600	1.39	1.17	F	F	n/a	n/a	0	0	0
6k	SLO 101	51.447	52.44	52.44	Las Tablas Avenue	Main Street	139	1,498	93,339	116,673	9,180	4,989	4,191	NB	11,475	6,237	3,600	3,600	1.39	1.16	F	F	n/a	n/a	0	0	0
6l	SLO 101	52.44	54.116	54.116	Main Street	SR-46W	118	1,147	80,971	114,979	8,539	4,531	4,007	NB	12,125	6,435	3,600	3,600	1.26	1.11	F	F	n/a	n/a	0	0	0
6m	SLO 101	54.116	55.674	55.674	SR-46W	South Spring Street	152	1,498	100,339	155,525	10,296	5,464	4,832	NB	15,959	8,469	3,600	3,600	1.52	1.34	F	F	n/a	n/a	0	0	0
6n	SLO 101	55.674	56.88	56.88	South Spring Street	13th Street	67	659	53,065	64,209	5,628	2,987	2,641	NB	6,809	3,614	3,196	3,600	0.83	0.73	D	D	61.3	64.0	109	59	50
6o	SLO 101	56.88	57.92	57.92	13th Street	SR-46E	62	594	46,860	48,734	5,039	2,365	2,365	NB	5,241	2,781	2,460	3,600	0.74	0.66	D	C	63.7	64.7	82	44	38
7Aa	SLO 101	57.92	58.762	58.762	SR-46E	North Spring Street	17	238	26,939	22,628	2,836	1,505	1,331	NB	2,383	1,264	1,118	3,700	0.41	0.36	B	B	65.0	65.0	37	19	17
7Ab	SLO 101	58.762	60.98	60.98	North Spring Street	Huey-Exline Road	22	335	31,079	59,077	3,077	1,633	1,444	NB	5,354	2,941	2,513	3,700	0.44	0.39	B	B	70.0	70.0	76	41	36
7Ac	SLO 101	60.98	63.735	63.735	Huey-Exline Road	San Marcos Road	15	134	21,357	26,818	2,169	1,020	1,149	SB	8,058	4,276	3,700	3,700	0.357	0.32	B	A	70.0	70.0	115	61	54
7Ad	SLO 101	63.735	65.082	65.082	San Marcos Road	Mission Street South	7	121	20,013	26,818	2,169	1,020	1,149	SB	2,906	1,366	1,540	3,700	0.28	0.31	A	A	70.0	70.0	42	20	22
7Ae	SLO 101	65.082	65.557	65.557	Mission Street South	10th Street	24	253	23,520	11,290	2,540	1,194	1,346	SB	1,219	573	646	3,700	0.32	0.36	B	B	70.0	70.0	17	8	9
7Af	SLO 101	65.557	67.228	67.228	10th Street	Mission Street North	27	249	23,428	39,125	2,673	1,257	1,417	SB	4,464	2,099	2,366	3,700	0.34	0.38	B	B	70.0	70.0	64	30	34
7Ag	SLO 101	67.228	67.712	67.712	Mission Street North	South Camp Roberts	16	229	23,032	11,102	2,462	1,158	1,305	SB	1,187	558	629	3,700	0.31	0.35	A	B	70.0	70.0	17	8	9
7Ah	SLO 101	67.712	69.322	69.322	South Camp Roberts	SLO/MON County Line	18	225	23,032	37,082	2,462	1,158	1,305	SB	3,964	1,864	2,101	3,700	0.31	0.35	A	B	70.0	70.0	17	8	9
AMBAG 2014 SCS Model Growth Rates and Model Splits																											
7Ba	MON 101	RO	RO.836	RO.836	SLO/MON County Line	Camp Roberts	37	469	29,127	24,350	3,133	1,698	1,436	NB	2,619	1,419	1,200	4,000	0.42	0.36	B	B	70.0	70.0	42	24	18
7Bb	MON 101	RO.836	R37.153	R37.153	Camp Roberts	East Garrison	37	460	28,201	37,141	3,133	1,697	1,436	NB	4,126	2,235	1,891	4,000	0.42	0.36	B	B	70.0	70.0	63	35	28
7Bc	MON 101	R2.153	R7.937	R7.937	East Garrison	North Bradley	37	453	27,521	159,181	3,031	1,654	1,377	NB	17,529	9,565	7,964	4,000	0.41	0.34	B	B	70.0	70.0	252	138	114
7Bd	MON 101	R7.937	R9.667	R9.667	North Bradley	Jolon Road	37	439	26,579	31,310	2,976	1,638	1,339	NB	3,506	1,930	1,567	4,000	0.41	0.33	B	B	70.0	70.0	51	28	23
7Be	MON 101	R9.667	R15.465	R15.465	Jolon Road	San Bernardo	37	425	25,518	147,952	2,022	1,255	767	NB	11,722	7,777	4,445	4,000	0.31	0.19	A	A	70.0	70.0	169	105	64
7Bf	MON 101	R15.465	R17.856	R17.856	San Bernardo	Los Lobos	37	417	24,715	59,094	2,422	1,427	994	NB	5,790	3,413	2,377	4,000	0.36	0.25	B	A	70.0	70.0	84	49	34
7Bg	MON 101	R17.856	R21.989	R21.989	Los Lobos	San Ardo	37	418	24,854	71,805	2,769	1,566	1,204	NB	8,000	4,523	3,477	4,000	0.39	0.30	B	A	70.0	70.0	115	65	50
7Bh	MON 101	R21.989	R29.883	R29.883	San Ardo	San Lucas Rd	37	408	24,912	196,656	2,963	1,657	1,306	NB	23,388	13,078	10,310	4,000	0.41	0.33	B	A	70.0	70.0	337	190	148
7Bi	MON 101	R29.883	R32.015	R32.015	San Lucas Rd	SR-198	36	401	24,917	53,122	2,405	1,439	965	NB	5,127	3,069	2,058	4,000	0.36	0.24	B	A	70.0	70.0	74	45	30
7Bj	MON 101	R32.015	R37.309	R37.309	SR-198	Wild Horse Road	37	410	26,228	138,849	2,465	1,495	969	NB	13,048	7,917	5,131	4,000	0.37	0.24	B	A	70.0	70.0	189	115	74
7Bk	MON 101	R37.309	R39.766	R39.766	Wild Horse Road	First Street	37	410	26,145	64,239	2,475	1,508	967	NB	6,080	3,704	2,376	4,233	0.356	0.23	B	A	70.0	70.0	90	55	35
7Bl	MON 101	R39.766	R40.71	R40.71	First Street	Canal Street	36	408	26,104	24,643	2,193	1,346	847	NB	2,070	1,271	800	4,700	0.29	0.18	A	A	65.0	65.0	32	20	12
7Bm	MON 101	R40.71	R41.048	R41.048	Canal Street	Begin Right Align	36	460	34,883	11,790	2,705	1,615	1,090	NB	914	546	368	4,700	0.34	0.24	B	A	65.0	65.0	14	8	6
7Bn	MON 101	R41.048	R41.1788	R41.1788	Begin Right Align	Broadway	38	434	31,897	4,147	2,518	1,576	941	NB	327	205	122	4,700	0.34	0.20	B	A	65.0	65.0	5	3	2
7Bo	MON 101	R41.1788	R41.954R	R41.954R	Broadway	Jolon Road	41	477	37,830	29,356	3,684	2,038	1,646	NB	2,859	1,582	1,277	4,350	0.47	0.37	B	B	65.0	65.0	44	24	20
7Bp	MON 101	R41.954R	43.185	43.185	Jolon Road	End Freeway	44	485	38,021	16,729	3,405	1,884	1,520	NB	1,498	829											

Table I (5 of 6): Base Year and Horizon Year Traffic Analysis

Segment Label	Begin Co	Rate	Begin PM	End PM	Begin Name	End Name	2010 ADT Volume	2010 Daily VMT	2010 PM Volume	2010 PM NB Volume	2010 PM SB Volume	2010 PM Peak Direction	2010 PM NB VMT	2010 PM SB VMT	2010 PM NB Adjusted Capacity	2010 PM SB Adjusted Capacity	2010 PM NB VC	2010 PM SB VC	2010 PM NB LOS	2010 PM SB LOS	2010 PM NB LOS Based Speed	2010 PM SB LOS Based Speed	2010 PM VHT (LOS)	2010 PM NB VHT (LOS)	2010 PM SB VHT (LOS)	
78a	MON 101	43.185	47.694	47.694	End Freeway	Teague Ave	23,300	105,060	2,100	916	1,184	SB	4,130	5,339	4,000	4,000	0.23	0.30	A	A	70.0	70.0	135	59	76	
78b	MON 101	47.694	52.660	52.660	Teague Ave	South Greenfield	23,300	115,708	2,050	890	1,160	SB	4,421	5,760	4,117	4,000	0.22	0.29	A	A	70.0	70.0	145	63	82	
78c	MON 101	52.660	53.359	53.359	South Greenfield	Oak Avenue	23,400	16,357	2,350	993	1,357	SB	694	949	4,700	4,467	0.21	0.30	A	A	70.0	70.0	23	10	14	
78d	MON 101	53.359	53.861	53.861	Oak Avenue	Walnut Avenue	28,500	14,307	2,900	1,155	1,745	SB	580	876	4,700	4,700	0.25	0.37	A	B	65.0	65.0	22	9	13	
78e	MON 101	53.861	54.787	54.787	Walnut Avenue	North Greenfield	31,500	29,169	3,200	1,209	1,991	SB	1,119	1,844	4,700	4,700	0.26	0.42	A	B	70.0	70.0	42	16	26	
78f	MON 101	54.787	60.399	60.399	North Greenfield	Arroyo Seco Road	34,600	194,175	3,700	1,387	2,313	SB	2,076	7,784	4,117	4,140	0.34	0.56	B	C	70.0	69.8	326	120	206	
78g	MON 101	60.399	61.583	61.583	Arroyo Seco Road	SR-146E	37,200	44,045	4,100	1,517	2,583	SB	4,854	1,796	4,000	4,000	0.38	0.65	B	C	70.0	69.0	76	28	49	
78h	MON 101	61.583	62.696	62.696	SR-146E	North Soledad	36,000	40,068	4,000	1,356	2,644	SB	4,452	1,510	2,942	4,000	4,000	0.34	0.66	B	C	70.0	68.9	70	23	46
78i	MON 101	62.696	64.63	64.63	North Soledad	Camphora	37,800	73,105	4,200	1,400	2,800	SB	8,123	2,707	5,415	4,000	4,000	0.35	0.70	B	C	70.0	68.5	129	42	88
78j	MON 101	64.63	66.398	66.398	Camphora	Soledad Prison	37,100	65,593	3,100	1,030	2,070	SB	5,481	1,822	3,659	4,000	4,000	0.26	0.52	A	B	70.0	70.0	89	28	61
78k	MON 101	66.398	69.372	69.372	Soledad Prison	Gloria Road	38,700	115,094	3,225	1,086	2,139	SB	9,591	3,231	4,000	4,000	0.27	0.53	A	C	70.0	70.0	155	50	105	
78l	MON 101	69.372	70.859	70.859	Gloria Road	Johnson Canyon/5Th St	37,100	55,168	4,150	1,395	2,755	SB	6,171	2,074	4,000	3,880	0.36	0.71	B	C	70.0	68.5	99	32	67	
78m	MON 101	70.859	72.605	72.605	Johnson Canyon/5Th St	North Gonzales	39,400	68,792	4,300	1,359	2,941	SB	7,508	2,373	3,920	3,920	0.35	0.75	B	D	65.0	63.5	124	37	88	
78n	MON 101	72.605	76.973	76.973	North Gonzales	Main Street	42,700	186,514	4,800	1,540	3,260	SB	20,966	6,728	4,000	4,000	0.39	0.81	B	D	70.0	65.1	355	104	251	
78o	MON 101	76.973	82.469	82.469	Main Street	Abbott Street	44,700	245,671	4,800	1,593	3,207	SB	26,381	8,755	4,000	4,000	0.40	0.80	B	D	70.0	65.6	454	136	317	
78p	MON 101	82.469	85.624	85.624	Abbott Street	Airport Boulevard	39,100	123,361	3,200	1,140	2,060	SB	10,096	3,597	4,117	4,175	0.28	0.49	A	B	70.0	70.0	159	56	104	
78q	MON 101	85.624	86.123	86.123	Airport Boulevard	Sanborn Road	49,100	24,501	4,950	1,761	3,189	SB	2,470	879	4,700	4,700	0.37	0.68	B	C	65.0	64.7	38	14	25	
78r	MON 101	86.123	86.815	86.815	Sanborn Road	SR-68	58,100	40,205	5,700	2,392	3,308	SB	3,944	1,655	2,989	4,490	4,513	0.53	0.73	C	C	64.9	64.0	61	25	35
78s	MON 101	86.815	87.297	87.297	SR-68	East Market Street	65,800	31,716	6,500	3,196	3,304	SB	3,133	1,540	1,593	4,420	4,513	0.72	0.73	C	C	64.2	64.0	48	24	25
78t	MON 101	87.297	88.244	88.244	East Market Street	SR-183	73,800	69,889	6,700	3,245	3,455	SB	6,345	3,073	3,272	4,560	4,607	0.71	0.75	C	D	64.6	63.5	98	47	51
78u	MON 101	88.244	89.265	89.265	SR-183	West Laurel Drive	63,100	64,425	5,400	2,633	2,767	SB	5,513	2,688	2,825	4,513	4,513	0.58	0.61	C	C	64.8	64.8	87	42	45
78v	MON 101	89.265	90.102	90.102	West Laurel Drive	Boronda Road	57,800	100,977	5,800	2,909	2,891	NB	10,133	5,082	4,560	4,387	0.64	0.66	C	C	68.1	68.9	167	83	85	
78w	MON 101	90.102	90.19	90.19	Boronda Road	Espinosa/Russell Road	58,300	51,770	5,300	2,699	2,601	NB	4,706	2,397	4,000	4,863	0.67	0.53	C	C	68.8	70.0	90	48	42	
78x	MON 101	90.19	95.437	95.437	Espinosa/Russell Road	SR-156W	61,700	239,519	4,750	2,393	2,357	NB	18,440	9,288	4,100	4,836	0.58	0.49	C	B	69.5	70.0	360	191	169	
78y	MON 101	95.437	96.14	96.14	SR-156W	San Miguel Canyon Road	83,700	58,841	10,300	5,337	4,963	NB	7,241	3,752	3,489	5,337	4,963	1.00	1.00	F	F		117	61	56	
78z	MON 101	96.14	100.393	100.393	San Miguel Canyon Road	Dunbarton Road	55,500	236,042	6,700	3,380	3,320	NB	28,495	14,375	4,265	4,294	0.79	0.77	D	D	66.0	66.8	505	258	247	
79a	MON 101	100.393	101.316	101.316	Dunbarton Road	Monterey/San Benito County Line	58,500	53,996	5,600	2,763	2,837	SB	5,169	2,550	3,933	3,933	0.70	0.72	C	C	68.5	68.4	100	49	51	
79b	SBT 101	0	0.312	0.312	Monterey/San Benito County Line	Begin Right Align	52,750	16,458	5,375	2,737	2,638	NB	1,677	854	4,000	4,000	0.68	0.66	C	C	68.7	68.9	33	17	16	
79c	SBT 101	0.312	2.9988	2.9988	Begin Right Align	SR-156E	58,200	156,325	5,450	2,654	2,796	SB	14,639	7,128	4,000	4,500	0.66	0.62	C	C	68.9	69.2	262	130	132	
79d	SBT 101	2.9988	4.898	4.898	SR-156E	SR-129W	47,950	85,159	4,725	2,159	2,566	SB	8,392	3,834	4,558	4,000	5,760	0.54	0.45	C	B	69.9	70.0	133	61	72
79e	SBT 101	4.898	6.485	6.485	SR-129W	Lomerias	48,500	76,970	5,000	2,408	2,592	SB	7,935	3,822	4,113	4,000	4,750	0.60	0.55	C	C	69.4	69.9	126	61	66
79f	SBT 101	6.485	7.55	7.55	Lomerias	SBV/SCI County Line	49,250	51,713	5,100	2,373	2,727	SB	5,355	2,492	4,863	4,000	4,000	0.59	0.68	C	C	69.5	68.7	87	40	47

Table I (6 of 6): Base Year and Horizon Year Traffic Analysis

Segment Label	Begin Co	Rte	Begin PM	End PM	Begin Name	End Name	PM Growth Rate	ADT Growth Rate	2035 ADT Volume	2035 Daily VMT	2035 PM Volume	2035 PM NB Volume	2035 PM SB Volume	2035 PM Peak Direction	2035 PM VMT	2035 PM NB VMT	2035 PM SB VMT	2035 PM NB Adjusted Capacity	2035 PM SB Adjusted Capacity	2035 PM NB LOS	2035 PM SB LOS	2035 PM NB VC	2035 PM SB VC	2035 PM NB LOS Based Speed	2035 PM SB LOS Based Speed	2035 PM NB VHT (LOS)	2035 PM SB VHT (LOS)	
7Bq	MON 101	43.185	47.694	End Freeway	Teague Ave	44	445	33,087	149,189	3,065	1,808	1,258	1,808	NB	13,821	8,150	5,671	4,000	4,000	0.45	0.31	B	A	70.0	70.0	197	116	81
7Br	MON 101	47.694	52.660	Teague Ave	South Greenfield	43	441	33,010	163,979	2,994	1,777	1,217	1,777	NB	14,869	8,834	6,045	4,117	4,000	0.43	0.30	B	A	70.0	70.0	212	126	86
7Bs	MON 101	52.660	53.359	South Greenfield	Oak Avenue	39	421	32,668	22,835	3,216	1,882	1,335	1,882	NB	2,248	1,315	933	4,700	4,467	0.40	0.30	B	A	70.0	70.0	32	19	13
7Bt	MON 101	53.359	53.861	Oak Avenue	Walnut Avenue	40	452	38,447	19,300	3,789	2,197	1,592	2,197	NB	1,902	1,103	799	4,700	4,700	0.47	0.34	B	B	65.0	65.0	29	17	12
7Bu	MON 101	53.861	54.787	Walnut Avenue	North Greenfield	41	452	41,438	38,371	4,092	2,425	1,667	2,425	NB	3,789	2,245	1,544	4,700	4,700	0.52	0.35	B	B	70.0	70.0	54	32	22
7Bv	MON 101	54.787	60.399	North Greenfield	Arroyo Seco Road	43	486	46,758	262,406	4,786	2,753	2,033	2,753	NB	26,859	15,452	11,407	4,117	4,140	0.67	0.49	C	B	68.8	70.0	439	260	179
7Bw	MON 101	60.399	61.583	Arroyo Seco Road	SR-146E	42	507	49,886	59,065	5,162	2,813	2,349	2,813	NB	6,111	3,330	2,781	4,000	4,000	0.70	0.59	C	C	68.5	69.5	100	56	44
7Bx	MON 101	61.583	62.696	SR-146E	North Soledad	44	508	48,711	54,215	5,104	2,764	2,341	2,764	NB	5,681	3,076	2,605	4,000	4,000	0.69	0.59	C	C	68.6	69.5	92	51	41
7By	MON 101	62.696	64.63	North Soledad	Camphora	42	495	50,178	97,045	5,248	3,031	2,217	3,031	NB	10,150	5,862	4,288	4,000	4,000	0.76	0.55	D	C	67.5	69.8	170	103	67
7Bz	MON 101	64.63	66.398	Camphora	Soledad Prison	43	495	49,466	87,456	4,182	2,855	1,327	2,855	NB	7,394	5,048	2,346	4,000	4,000	0.71	0.33	C	B	68.4	70.0	131	94	37
7Ba	MON 101	66.398	69.372	Soledad Prison	Gloria Road	41	487	50,881	151,320	4,242	2,841	1,401	2,841	NB	12,616	8,449	4,167	4,000	4,000	0.71	0.35	C	B	68.5	70.0	220	155	65
7Bb	MON 101	69.372	70.859	Gloria Road	Johnson Canyon/5Th St	34	443	48,184	71,649	4,992	2,993	1,999	2,993	NB	7,423	4,451	2,973	3,920	3,880	0.76	0.52	D	B	67.2	70.0	125	79	46
7Bc	MON 101	70.859	72.605	Johnson Canyon/5Th St	North Gonzales	32	476	51,303	89,574	5,108	3,268	1,840	3,268	NB	8,918	5,706	3,212	3,920	3,920	0.83	0.47	D	B	61.2	65.0	160	109	50
7Bd	MON 101	72.605	76.973	North Gonzales	Main Street	43	589	57,414	250,784	5,880	3,739	2,141	3,739	NB	25,684	16,333	9,350	4,000	4,000	0.93	0.54	E	C	68.6	70.0	496	348	147
7Be	MON 101	76.973	82.469	Main Street	Abbott Street	10	353	53,536	294,233	5,061	2,934	2,128	2,934	NB	27,818	16,123	11,694	4,000	4,000	0.73	0.53	C	C	68.3	70.0	473	288	186
7Bf	MON 101	82.469	85.624	Abbott Street	Airport Boulevard	43	522	52,140	164,500	4,286	2,898	1,388	2,898	NB	13,522	9,143	4,379	4,117	4,175	0.70	0.33	C	B	68.5	70.0	226	158	68
7B	MON 101	85.624	86.123	Airport Boulevard	Sanborn Road	43	556	62,988	31,431	6,027	3,471	2,557	3,471	NB	3,008	1,732	1,276	4,700	4,700	0.74	0.54	C	C	63.8	64.9	46	27	20
7Bb	MON 101	86.123	86.815	Sanborn Road	SR-68	42	545	71,721	49,631	6,750	3,661	3,089	3,661	NB	4,671	2,533	2,138	4,490	4,513	0.82	0.68	D	C	61.7	64.7	72	39	33
7Bc	MON 101	86.815	87.297	SR-68	East Market Street	41	556	79,706	38,419	7,537	3,801	3,736	3,801	NB	6,333	3,832	1,801	4,420	4,513	0.86	0.83	D	D	60.5	61.4	56	28	28
7Bd	MON 101	87.297	88.744	East Market Street	SR-183	27	485	85,913	81,360	7,369	3,738	3,631	3,738	NB	6,978	3,540	3,438	4,560	4,607	0.82	0.79	D	D	61.6	62.5	107	55	53
7Be	MON 101	88.744	89.265	SR-183	West Laurel Drive	32	530	76,346	77,949	6,211	3,177	3,034	3,177	NB	6,342	3,244	3,098	4,513	4,513	0.70	0.67	C	C	64.6	64.7	98	50	48
7Bf	MON 101	89.265	89.1012	West Laurel Drive	Boronada Road	37	512	70,605	123,347	6,713	3,347	3,365	3,347	NB	11,727	5,848	5,879	4,560	4,387	0.73	0.77	C	D	68.3	67.1	192	98	94
7Bg	MON 101	89.1012	89.19	Boronada Road	Espinosa/Russell Road	16	275	65,165	57,867	5,711	2,734	2,976	2,734	NB	5,071	2,428	2,643	4,000	4,863	0.68	0.61	C	C	66.7	69.3	106	46	60
7Bh	MON 101	89.19	95.437	Espinosa/Russell Road	SR-156W	27	345	70,319	272,977	5,429	2,578	2,851	2,578	NB	21,075	10,008	11,068	4,100	4,836	0.63	0.59	C	C	69.2	69.5	433	195	238
7Bi	MON 101	95.437	96.14	SR-156W	San Miguel Canyon Road	62	855	105,082	73,873	11,842	5,835	6,007	5,835	NB	8,325	4,102	4,223	5,337	4,963	1.093	1.21	F	F			161	78	83
7Bj	MON 101	100.393	101.316	San Miguel Canyon Road	Dunbarton Road	81	892	77,808	330,917	8,735	4,229	4,506	4,229	NB	37,151	17,985	19,166	4,265	4,294	0.99	1.05	E	F	54.0		752	348	403
7Bk	MON 101	100.393	101.316	Dunbarton Road	Monterey/San Benito County Line	108	1,198	88,440	81,630	8,293	4,119	4,174	4,119	NB	7,654	3,802	3,852	3,933	3,933	1.05	1.06	F	F			192	95	97
7Bl	SBT 101	0	0.312	Monterey/San Benito County Line	Begin Right Align	85	875	74,618	23,281	7,512	3,720	3,792	3,720	NB	2,344	1,161	1,183	4,000	4,000	0.93	0.95	E	E	59.1	57.6	61	29	32
7Bm	SBT 101	0.312	2.998R	Begin Right Align	SR-156E	86	1,059	84,678	227,445	7,608	3,920	3,688	3,920	NB	20,436	9,906	10,530	4,000	4,500	0.98	0.82	E	D	54.9	64.9	411	211	199
7Bn	SBT 101	2.998R	84.898	SR-156E	SR-129W	106	1,358	81,891	145,438	7,379	3,508	3,508	3,508	NB	13,106	6,875	6,230	4,000	5,760	0.97	0.61	E	C	55.9	69.3	227	115	112
7Bo	SBT 101	84.898	86.485	SR-129W	Lomerias	129	1,562	87,551	138,944	8,213	4,140	4,073	4,140	NB	13,034	6,571	6,463	4,000	4,750	1.04	0.86	F	D	63.3	275	136	139	
7Bp	SBT 101	86.485	7.55	Lomerias	SBV/SCI County Line	134	1,555	88,128	92,535	8,438	4,451	3,987	4,451	NB	8,860	4,674	4,186	4,000	4,000	1.11	1.00	F	E	53.6	210	121	90	

**Appendix J
US 101 Planned and Programmed Projects**

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-SCS	Roadside Preservation	PS&E/RW	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	Baillard Avenue to Sycamore Creek Road	STIP, SBCAG Measure A, SBCAG 2013 RTP-SCS, 101 In Motion, 2013 DSMP Project List	Capacity Improvements	PS&E/RW	I
1	Baillard Avenue (CT#1F530)	SB_1.622	SB_1.622	Raise Bridge	Planned	US 101/Baillard Avenue	SHOPP	Safety Improvements	Candidate	N/A
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-RIP, GF-RIP, SBCAG 2013 RTP-SCS, 2013 DSMP Project List, 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	Programmed	Casitas Pass overcrossing to Cabrillo Street undercrossing	SHOPP	Roadside Preservation	PA&ED	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)	SHOPP	Bridge Preservation	Candidate	N/A
1	Butterfly ADA (CT#1E040)	SB_11.009	SB_11.009	ADA Compliance	Planned	Butterfly Lane undercrossing	SHOPP	ADA Pedestrian Infrastructure	PID	N/A
1	Santa Barbara Roadside Safety Improvements (CT#0S250)	SB_12.859	SB_26.400	Roadside Safety Improvements	Planned	Milpas Street to 0.2 miles south of Hollister Avenue overcrossing and SR 217 to Goleta Slough Bridge	SHOPP, SBCAG 2013 RTP-SCS	Roadside Preservation	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	Programmed	Garden Street undercrossing to Fairview Overcrossing	SHOPP	Safety Improvements	PS&E/RW	N/A
1	Castillo Street Seal Slab (CT#49290)	SB_R14.280	SB_R14.280	Replace Seal Slab	Planned	Castillo Street undercrossing	SHOPP	Bridge Rehabilitation	Candidate	N/A
1	SB-101/Las Positas Operational Improvements (CT#01950)	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	Operational Improvements	Candidate	N/A
1	Pavement Preservation (CT#1A720)	SB_20.951	SB_27.100	Pavement Preservation	Programmed	María Ignacio Creek bridge to 0.2 miles north of Cathedral Oaks overcrossing	SHOPP, SBCAG 2013 RTP-SCS	Roadway Preservation	PS&E/RW	N/A
1	SR 217 at US 101 Ramp Meter	SB_21.191	SB_21.191	New Ramp Meter on SR 217 to US 101 SB	Planned	SR 217/US 101	Local, Caltrans 2013 Ramp Metering Development Plan	System Management	Planned	N/A
1	Glen Annie Operational Improvements	SB_24.284	SB_24.284	Operational Improvements NB on US 101 at Glen Annie Road off	Planned	At US 101 and Glen Annie Road	SHOPP, Local and SBCAG 2013 RTP-SCS	Operational Improvements	Planned	N/A
1	Patterson Avenue Ramp Meter	SB_20.850	SB_20.850	New Ramp Meter SB on US 101 at Patterson Avenue	Planned	Patterson Avenue/US 101 Interchange	Local, Caltrans 2013 Ramp Metering Development Plan	System Management	Planned	N/A
1	Patterson Avenue Interchange and Ramp Modifications	SB_20.850	SB_21.540	NB and SB Ramp and Interchange Modifications	Programmed	Patterson Avenue Interchange	Goleta General Plan, CTIP/Developer impact fees, SBCAG 2013 RTP-SCS	Operational Improvements	Planned	N/A
1	Fairview Avenue Interchange and Ramp Modifications	SB_22.290	SB_22.710	NB and SB Ramp and Interchange Modifications	Programmed	Fairview Avenue Interchange	Goleta General Plan, CTIP/Developer impact fees, SBCAG 2013 RTP-SCS	Operational Improvements	Planned	N/A

Segment	Project Title	Begin Postmile	End Postmile	Description	Planned or Programmed	Location	Source	Purpose	Current Phase	DSMP Tier
1	Fairview Lane Extension	SB_22.480	SB_24.284	Extend third NB lane on US 101 from Fairview to Glen Annie Road	Planned	Fairview Avenue to Glen Annie Road	STIP, SBCAG 2013 RTP-SCS	Capacity Improvements	Planned	N/A
1	Goleta Overcrossing (CT# 07960)	SB_25.360	SB_26.400	Construct New Overcrossing	Planned	Between Storke Road interchange and Hollister Avenue interchange	Goleta General Plan, Measure A, STIP/RTIP, Developer Impact Fees, 2013 DSMP Project List	Operational Improvements	Candidate	II
1	Highway 101 Widening TDM Program	-	-	TDM Program	Programmed	Carpinteria to Santa Barbara	CMIA	System Management	Planned	N/A
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
1	Specialized transit for elderly and disabled	-	-	Transit	Programmed	North County and South Coast Santa Barbara	Measure A	System Management	Ongoing	N/A
2	Hollister Ranch and Gaviota State Park Entrance Relocation	SB_46.360	SB_46.360	Identify and construct alternative access road into Hollister Ranch and Gaviota State Park	Planned	Gaviota Coast	IA with Caltrans, NOAA, USFWS, DFG and SBCAG 2013 RTP-SCS	Access Management	Planned	N/A
2	Goleta to Gaviota Roadside Safety Improvements (CT#1C970)	SB_26.400	SB_60.050	Roadside Safety Improvements	Programmed	0.5 miles south of Hollister Avenue overcrossing to 0.6 miles south of Jonata Park Road	SHOPP	Roadside Preservation	PA&ED	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	SHOPP	Bridge Preservation	PID	N/A
2	Gaviota Culvert Replacement (CT#0K330)	SB_45.390	SB_45.390	Replace Culvert	Planned	Near Gaviota State Park and just south of Gaviota Safety Roadside Rest Area	SHOPP	Drainage System Restoration	PID	N/A
2	Gaviota Curve Realignment (CT# 07630)	SB_45.390	SB_46.370	Curve Realignment	Programmed	0.7 mile north of Beckstead overcrossing to 0.8 mile south of Gaviota tunnel	SHOPP, SBCAG 2013 RTP-SCS	Safety Improvements	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	SHOPP	Roadside Safety Improvements	Candidate	N/A
2	Nojoqui Creek Bridge Railing Replacement (CT#1F790)	SB_56.029	SB_56.029	Bridge Railing Replacement	Planned	In Santa Barbara County Near Buellton at Nojoqui Creek Bridge	SHOPP	Safety Improvements	Candidate	N/A
2	US 101/SR 135 Replace Bridge Deck (CT#1F500)	SB_70.987	SB_70.987	Replace Bridge Deck	Planned	Near Los Alamos at US101/SR135 Separation	SHOPP	Safety Improvements	Candidate	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	SHOPP	Roadside Safety Improvements	Candidate	N/A

Segment	Project Title	Begin Postmile	End Postmile	Description	Planned or Programmed	Location	Source	Purpose	Current Phase	DSMP Tier
3	Clark Avenue Ramp Improvements (CT#1F100)	SB_82.183	SB_90.988	Relocate on and off ramps and install signals	Planned	Clark/US 101 Interchange	SBCAG 2013 RTP-SCS, Traffic Impact Fees, Local	Operational 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	SHOPP	Highway Planting Rehabilitation	PA&ED	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-SCS, City of Santa Maria General Plan (2011), RIP, Impact Fees	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	2013 DSMP Project List, City of Santa Maria General Plan (2011), SBCAG 2013 RTP-SCS	Operational Improvements	PA&ED	I
3	101/135 Interchange Improvements	SB_90.988	SB_90.988	Add Capacity to approaches and ramps	Planned	In Santa Maria at the 101/135 Interchange	STIP/RTP, Measure A, Local, SBCAG 2013 RTP-SCS	Capacity Increasing	Planned	N/A
3	Betteravia Road Interchange	SB_86.588	SB_86.588	Operational Improvements to Existing Interchange	Programmed	In Santa Maria at the 101/Betteravia Road Interchange	STIP/RTP, Regional Measure A, Developer Impact Fees, SBCAG 2013 RTP-SCS	Operational Improvements	PS&E/RW	NA
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	SHOPP	Roadside Safety Improvements	PS&E/RW	N/A
4	Highway Planting (CT#1A650)	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	SHOPP	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, San Luis Obispo South County Area Plan (2013)	Operational Improvements	Candidate	II
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	Planned	In Arroyo Grande and Pismo Beach from Halcyon to 0.1 mile north of Oak Park Boulevard overcrossing	2006 A STIP	Operational Improvements	Candidate	III
4	Pismo Creek Scour Repair Project (CT#1C370)	SLO_16.453	SLO_16.453	Repair Channel Paving	Programmed	In San Luis Obispo County in Pismo at Pismo Creek Bridge No. 49-0015	SHOPP	Bridge Scour Mitigation	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	SLO Broad SB Onramp Ext. SLO 41 Guardrail (CT#1F370)	SLO_28.480	SLO_28.710	Extend Ramp and Upgrade Guardrail	Planned	On US 101 at the Broad Street Onramp	SHOPP	Collision Severity Reduction	Candidate	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	SHOPP	Roadside Safety Improvements	PS&E/RW	N/A
5	US 101 Median Barrier and Culvert (CT#1F490)	SLO_36.683	SLO_36.683	Replace Median Barrier and Extend Culvert	Planned	At Santa Margarita Creek near the City of San Luis Obispo and in Paso Robles north of US 101/SR 46	SHOPP	Collision Severity Reduction	Candidate	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	SHOPP	Operational Improvements	PS&E/RW	N/A
6	North SLO 101 Roadside Safety (CT#1C080)	SLO_44.841	SLO_59.660	Roadside Safety Improvements	Programmed	From the Cuesta Overcrossing to the Camp Roberts Overcrossing	SHOPP	Roadside Safety Improvements	PS&E/RW	N/A
6	Del Rio Road Interchange Operational Improvement (CT#1F330)	SLO_48.331	SLO_48.331	Interchange Improvements	Planned	At the Del Rio Interchange	Local	Operational Improvements	Candidate	N/A

Segment	Project Title	Begin Postmile	End Postmile	Description	Planned or Programmed	Location	Source	Purpose	Current Phase	DSMP Tier
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	SHOPP	Roadway Rehabilitation	PS&E/RW	N/A
7	San Antonio River bridge-seismic retrofit (CT#1F820)	MON_6.659	MON_6.659	Seismic Retrofit 2 Bridges	Planned	Near King City at the San Antonio River Bridges	SHOPP	Bridge Rehabilitation	Candidate	N/A
7	Paris Valley 2R Rehab (CT#1F740)	MON_R28.139	MON_R30.637	Pavement Rehabilitation	Planned	Near King City from 0.1 miles south of Paris Valley Road overcrossing to Rancho undercrossing	SHOPP	Pavement Rehabilitation	PID	N/A
7	King City Rehab (CT#1F750)	MON_35.831	MON_43.185	Pavement Rehabilitation	Planned	Near King City from 0.4 miles south of Wild Horse Road overcrossing to 0.2 miles north of Jolon Road undercrossing	SHOPP	Pavement Rehabilitation	PID	N/A
7	South Monterey County Regional Transit Improvements	MON_R39.266	MON_R88.460	Increase frequency of MST Line 23 service and construct improvements.	Programmed	MST frequency between King City and Salinas and construct improvements along Abbot Street between US 101 and Romie Way.	2014 AMBAG MTP-SCS	Transit Improvements	Planned	N/A
7	US 101.1 st Street Interchange (Lanoak Street /C)	MON_R39.766	MON_R39.766	Extend San Antonio over railroad tracks from Lonoak to US 101/First Street Interchange	Programmed	South end of King City from Lonoak to US 101/First Street Interchange	2014 AMBAG MTP-SCS	Operational Improvements	Planned	N/A
7	CURE Safety Improvements near King City (CT#0T990)	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	SHOPP	Collision Reduction	PA&E	N/A
7	US 101 Broadway Interchange	MON_R41.178	MON_R41.178	Install dual on and off ramps	Planned	In King City at the Broadway Street Interchange	2014 AMBAG MTP-SCS	Operational Improvements	Planned	N/A
7	Salinas River Bridge Seismic Retrofit n/o King City (CT#1C960)	MON_R41.364	MON_R41.364	Salinas Bridge Seismic Retrofit	Programmed	Near King City at the Salinas River Bridge	SHOPP	Permanent Restoration	PA&E	N/A
7	South Greenfield Median Barrier (CT#1E060)	MON_47.693	MON_83.861	Concrete Median Barrier, Inside Shoulder Widening and Rumble Strip	Programmed	In and near Greenfield from Teague Avenue to Walnut Avenue overcrossing	SHOPP	Safety Improvements	PS&E/RW	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	SHOPP	Roadway Preservation	PS&E/RW	N/A
7	Safety Facility Upgrades (CT#1E050)	MON_51.060	MON_61.037	Replace and Upgrade MBGR, Crash Cushions, End Treatments and Drainage	Programmed	In and near Greenfield from 0.2 miles north of Underwood Road to 0.3 miles North of Salinas River	SHOPP	Collision Reduction	PS&E/RW	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, 2014 AMBAG MTP-SCS	Operational Improvements	PA&E	N/A
7	North Greenfield Median Barrier (CT#1G380)	MON_53.962	MON_57.203	Median Barrier, Shoulder Widening and Shoulder Rumble Strips	Planned	Just north of Walnut Avenue to just south of the overcrossing at PM 57.1	SHOPP	Safety Improvements	Candidate	N/A
7	Soledad CAPM (CT#1F690)	MON_55.364	MON_66.799	Pavement Preservation	Programmed	From Soledad 0.4 miles north of Greenfield overcrossing to 0.6 miles north of Soledad Prison overcrossing.	SHOPP	Pavement Rehabilitation	PA&E	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	SHOPP	Safety Improvements	PS&E/RW	N/A
7	North Soledad overhead Replacement (CT#0F970)	MON_62.696	MON_63.166	Bridge Replacement	Programmed	Near Soledad at the north Soledad overhead bridge	SHOPP	Bridge Rehabilitation	PA&E	N/A

Segment	Project Title	Begin Postmile	End Postmile	Description	Planned or Programmed	Location	Source	Purpose	Current Phase	DSMP Tier
7	North Front Street Interchange (CT# 00070)	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, 2014 AMBAG MTP-SCS	Operational Improvements	PSR	N/A
7	North Soledad Rehabilitation (CT#05780)	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	SHOPP	Roadway Preservation	PS&E/RW	N/A
7	Gloria Road Interchange (CT#0930)	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 , 2014 AMBAG MTP-SCS	Operational Improvements	PSR	II
7	Monterey-San Benito County Roadside Rest Safety Improvements (CT#1F700)	MON_73.161	MON_R91.929	Roadside Safety Improvements	Planned	From 0.4 miles north of north Gonzales overcrossing to the Santa Clara County Line	SHOPP	Roadside Safety Improvements	Candidate	N/A
7	Salinas CAPM (CT#1F700)	MON_73.161	MON_87.317	Pavement Preservation	Planned	Near Salinas from 1.2 miles north of North Gonzales overcrossing to east Market Street overcrossing	SHOPP	Pavement Preservation	Candidate	N/A
7	South Salinas Corridor (CT#0H330)	MON_77.450	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, 2014 AMBAG MTP-SCS	Operational Improvements	PA&E	I
8	US 101 Harris Road Interchange	MON_83.379	MON_83.379	Construct new interchange on US 101 at Harris Road	Planned	At US 101 and Harris Road south of the City of Salinas	2014 AMBAG MTP-SCS	Capacity Improvements	Planned	N/A
8	US 101 Salinas Corridor Widening	MON_85.440	MON_R88.460	Widen US 101 to 6 lanes within the existing right of way at locations where feasible	Planned	Within the City of Salinas	2014 AMBAG MTP-SCS	Capacity Improvements	Planned	N/A
8	Sanborn Interchange and Operational Improvements (CT# 0P960)	MON_86.123	MON_86.123	Improve existing interchange and operational improvements along Sanborn	Programmed	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, 2014 AMBAG MTP-SCS	Operational Improvements	PA&E	II
8	Salinas Rehab (CT#1C890)	MON_87.317	MON_R91.687	Roadway Rehabilitation	Programmed	In Salinas from east Market Street undercrossing to 0.3 miles south of Russell/Espinosa Road	10 year SHOPP (candidate)	Roadway Preservation	PA&E	N/A
8	US 101 Alvin Drive overpass/underpass and Bypass	MON_9.232	MON_9.232	Construct overpass/underpass and 4 lane street structure	Planned	City of Salinas at Alvin Drive	2014 AMBAG MTP-SCS	Operational Improvements	Planned	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	SHOPP	Access Management	PA&E	N/A
10	US 101.6 Lane Widening	Sbt_0.000	Sbt_2.998	Widen from 4-lanes to 6-lanes	Planned	From the Monterey/San Benito County line to SR 156	2014 AMBAG MTP-SCS	Capacity Increasing	Planned	N/A
10	US 101.6 Lane Widening	Sbt_2.998	Sbt_4.898	Widen from 4-lanes to 6-lanes	Planned	From SR 156 to SR 129	2014 AMBAG MTP-SCS	Capacity Increasing	Planned	N/A
10	US 101 Improvement Project (CT#04-3A1600)	Sbt_4.898	Sbt_7.550	Widen to six lanes	Completed through PA&E (FEIR Shelved)	SR 129 to San Benito/Santa Clara County Line	District 4 Status of Projects	Capacity Increasing	PA&E	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&E (Preliminary Engineering and Environmental Analysis), PS&E (Plans, Specifications & Estimates) and/or RW (Right-of-Way) phases of project development.

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APPENDIX K RESOURCES

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APPENDIX L
LIST OF PREPARERS

Larry Newland – Senior Transportation Planner

Twenty-one years of experience in preparing system planning documents and environmental documents for CEQA/NEPA. Lead supervisor responsible for supervision and oversight of the TCR.

Melissa Streder–Associate Transportation Planner

Six years of experience working in Caltrans systems planning and Geographical Information Systems. Project manager responsible for overall preparation and development of the TCR.

Claudia Espino – PE Senior Transportation Engineer

Twenty-six 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

Ten 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

Three years experience in advanced planning.
Responsible for organization and communication of technical data presented in the TCR.