

4 CORRIDOR DATA SHEET STATE ROUTE 217



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SR 217 Corridor Data Sheet

District 5, Santa Barbara County

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

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Appendix E provides a glossary and references to supplement the information in the Traffic Data and Planning Data. It includes a description of each data item, the data source, and the year of the data reflected in the sheet.

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The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this TCR is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 5 System Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures and shall not be used as a substitute for project specific analysis, including but not limited to, traffic impact studies, that pertain to any private or public development proposal.

Segment 1 Traffic Data: SR 217

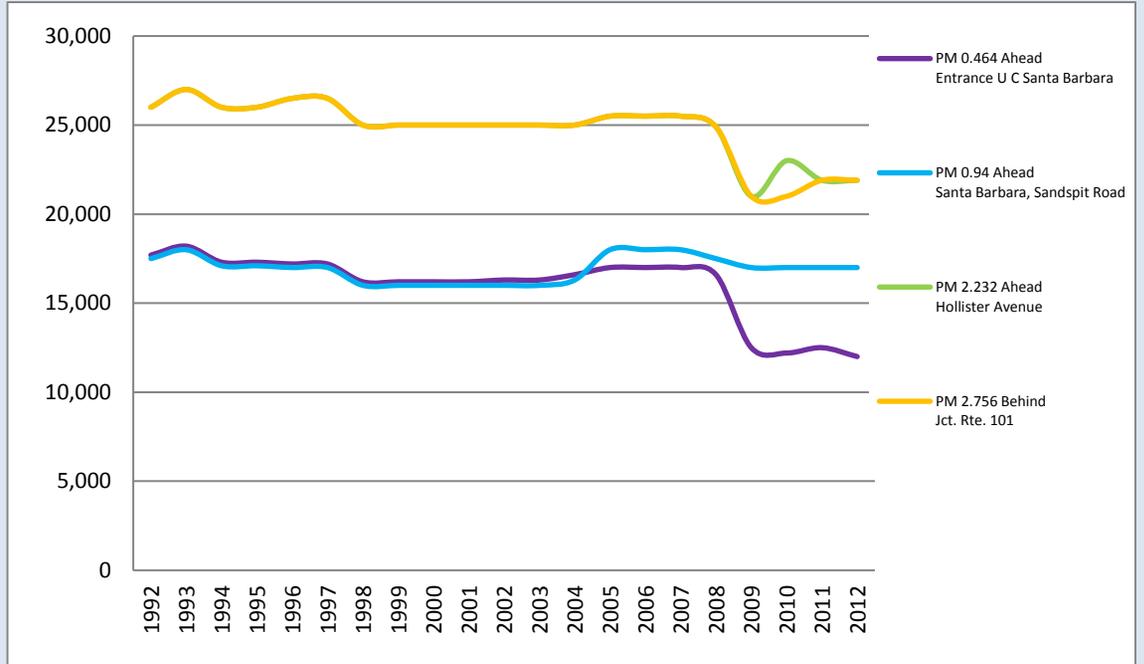
Daily Traffic Data

AADT Base Year 2012	12,000 to 21,900
AADT Horizon Year 2040	12,800 to 22,700
AADT: Growth Rate (Vehicles/Year)	20 to 30
VMT Base Year 2012	39,300
VMT Horizon Year 2040	40,900

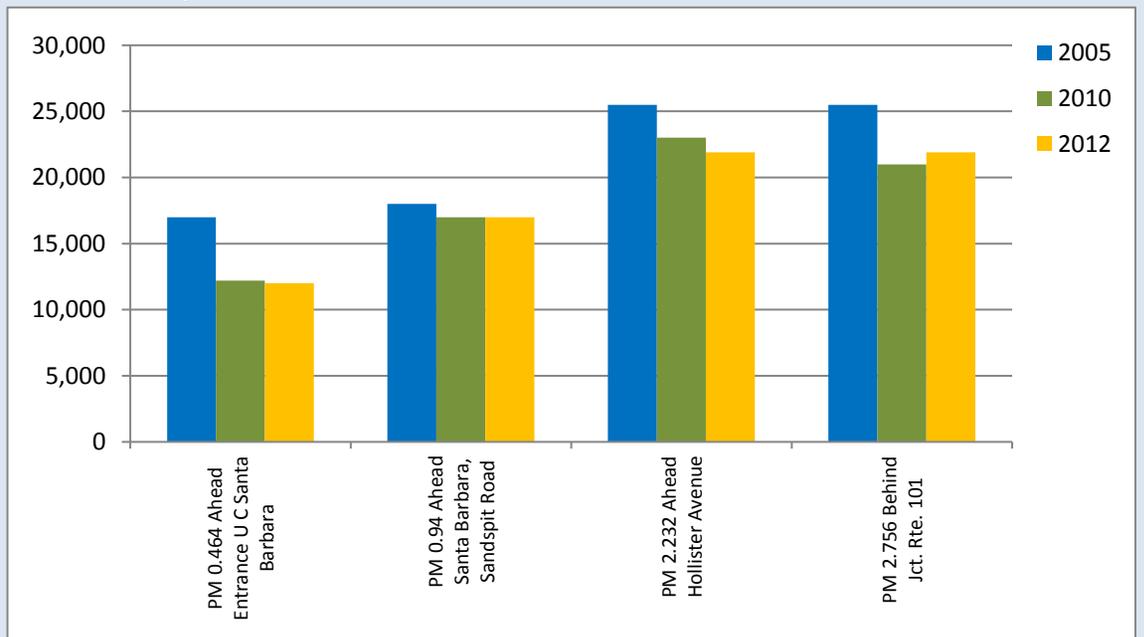
PM Peak Hour Traffic Data

	Northbound	Southbound
Segment Length (Miles)	2.292	
PM Peak Hour	5:00 - 6:00 PM	
PM Peak Hour Directional Split Base Year 2012	51.2% to 61.9%	38.1% to 48.8%
PM Peak Hour Directional Split Horizon Year 2040	51.8% to 60.8%	39.2% to 48.2%
PM Peak Hour Volume Base Year 2012	1,500 to 3,100	
	800 to 1,900	700 to 1,200
PM Peak Hour Volume Horizon Year 2040	1,500 to 2,800	
	800 to 1,700	700 to 1,100
PM Peak Hour Growth Rate (vehicles/year)	-9 to -1	
PM Peak Hour VMT Base Year 2012	3,200	2,100
PM Peak Hour VMT Horizon Year 2040	2,900	2,000
PM Peak Hour Model VHT Base Year 2012	50	40
PM Peak Hour Model VHT Horizon Year 2040	50	40
PM Peak Hour V/C Base Year 2012	0.375 to 0.501	0.231 to 0.515
PM Peak Hour V/C Horizon Year 2040	0.334 to 0.455	0.220 to 0.500
PM Model Speed (mph) Base Year 2012	37.0 to 65.0 mph	29.3 to 65.0 mph
PM Model Speed (mph) Horizon Year 2040	37.3 to 65.0 mph	30.2 to 65.0 mph

Historic AADT by Year

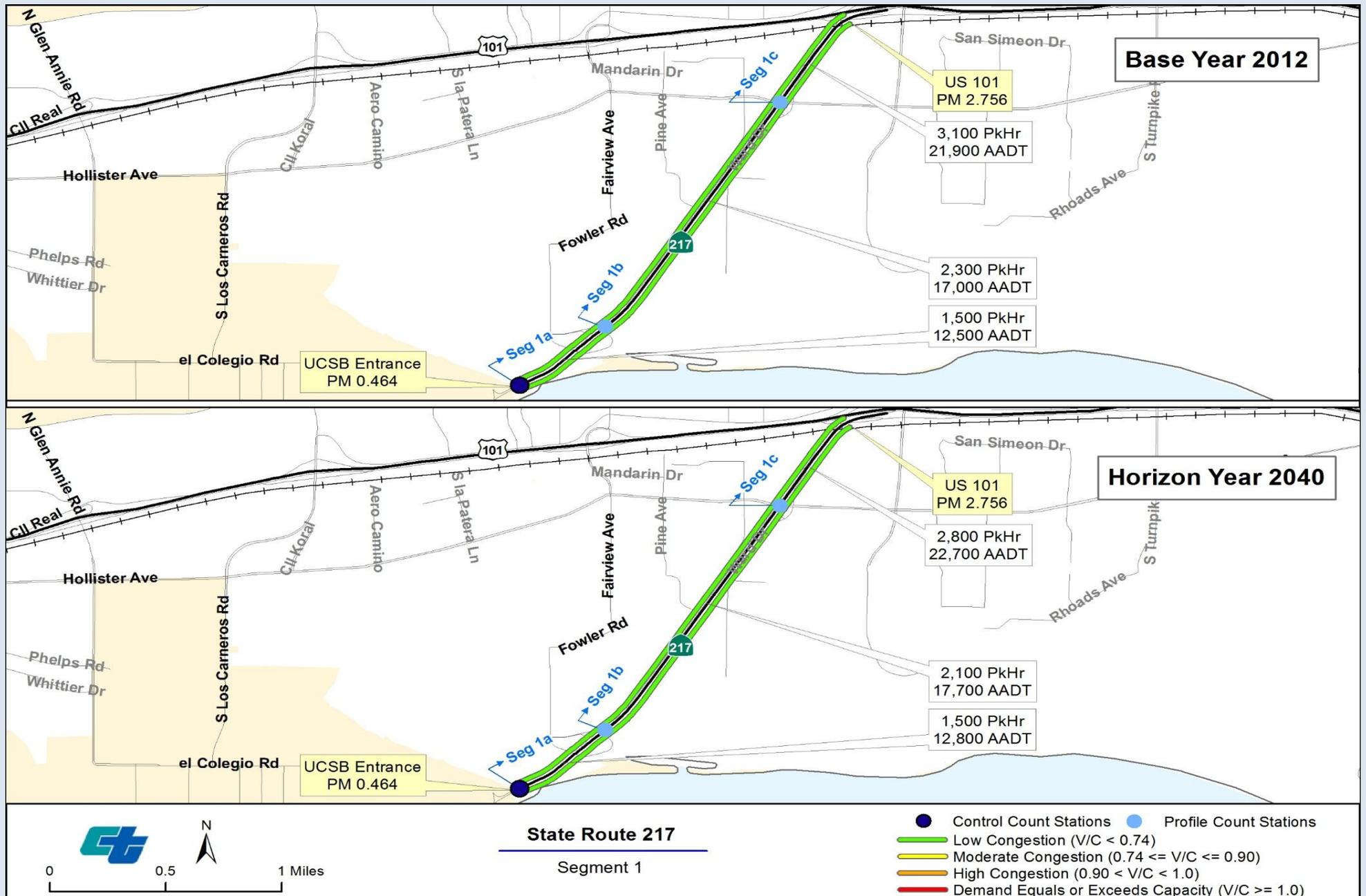


Historic AADT by Location



Segment 1 Traffic Data: SR 217

PM Peak Hour Congestion*



*Image Last Modified: 10/8/2014 3:16:08 PM

Segment 1 Planning Data: SR 217

Location Description

Segment Description	From UCSB Entrance to US 101
Urban/Rural	Rural
Local Planning Jurisdiction	SBCAG
County	Santa Barbara
City	N/A
Prevalent Land Use	Agriculture

Highway Type

Freeway/Expressway System	Yes
Facility Type	Freeway
Functional Classification	Principle Arterial

Highway Designations

National Highway System	Intermodal Connector
Interregional Road System	No
Scenic Highway	No

Highway Characteristics

Number of Lanes	2-4
Pavement Condition Right	Minor
Pavement Condition Left	No Distress
Shoulder Width Right (ft)	0-8+
Shoulder Width Left (ft)	0-8+

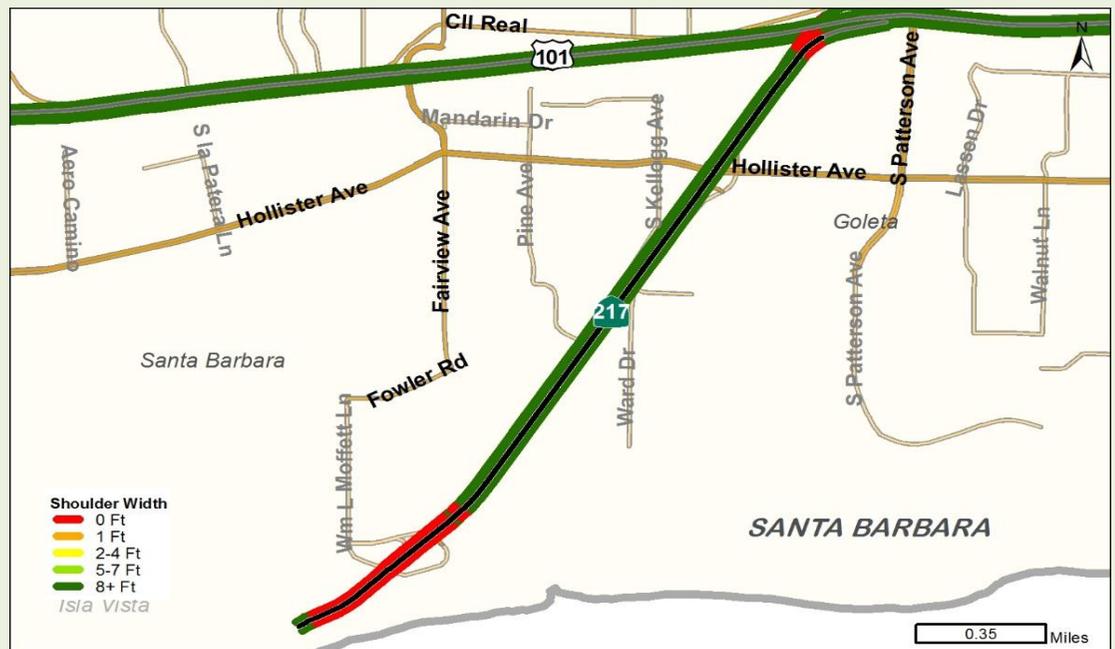
Modal

Airports Served	Santa Barbara Municipal
Bicycle Access	Closed
AMTRAK Bus Stations	N/A
AMTRAK Rail Stations	N/A
AMTRAK Thruway Bus	No
Parallel/Nearby AMTRAK	Coast Starlight; Pacific Surfliner
Rail/SHS Crossings	Yes - Grade separated
Rail Crossing Description	UP

Intelligent Transportation Systems

Signals/Mile	0
Other Features: Call Box(s); Vehicle Detection	

Land Use



Shoulder Width

Segment 1 Planning Data: SR 217

Freight

Percent Trucks	2%-3%
Key Freight Highway	No
California Truck Network	Terminal Access
Annual Freight Tonnage	0 - 5,000,000
Freight VMT	0 - 10,000
Reported Freight Issues:	N/A

Cultural & Scenic

Historic Bridges	No
Lighthouses	No
Vista Points	No
Parks	Goleta Beach Park
Federal Lands	California Coastal Natl Monument
Landmarks	UC Santa Barbara

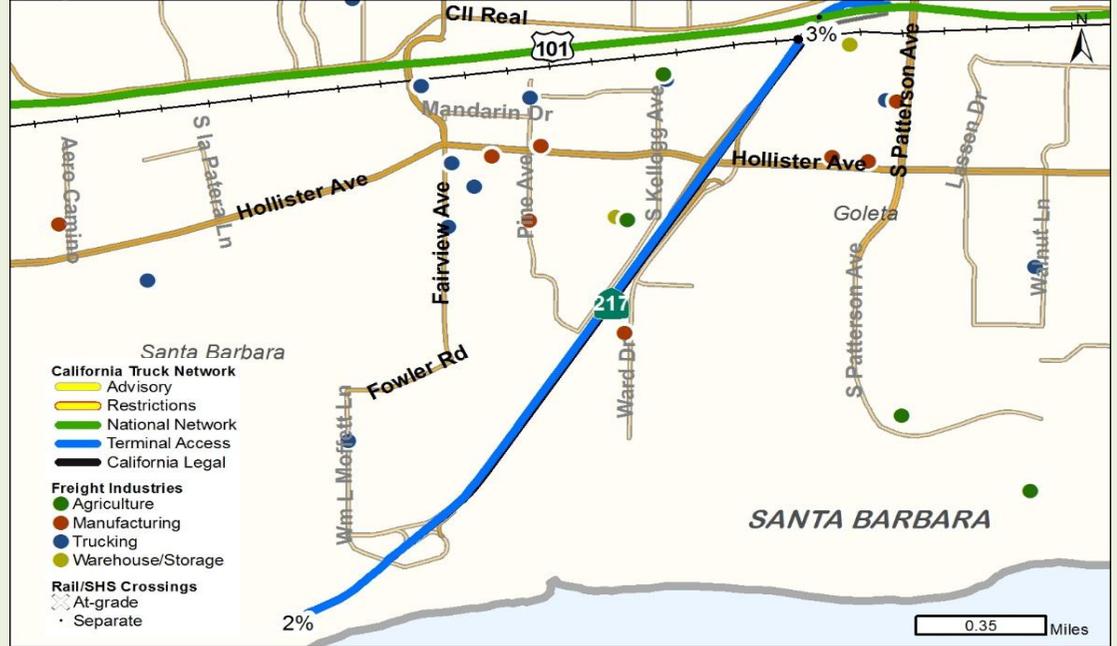
Environmental

Surrounding Vegetation	Urban-Agriculture
Coastal Zone	Yes
Water Crossing Description	Atascadero Creek; San Pedro Creek; San Jose Creek (parallel)
Flood Zone	100 Year Flood Plain
Critical Habitat	Steelhead

Air Quality Standards

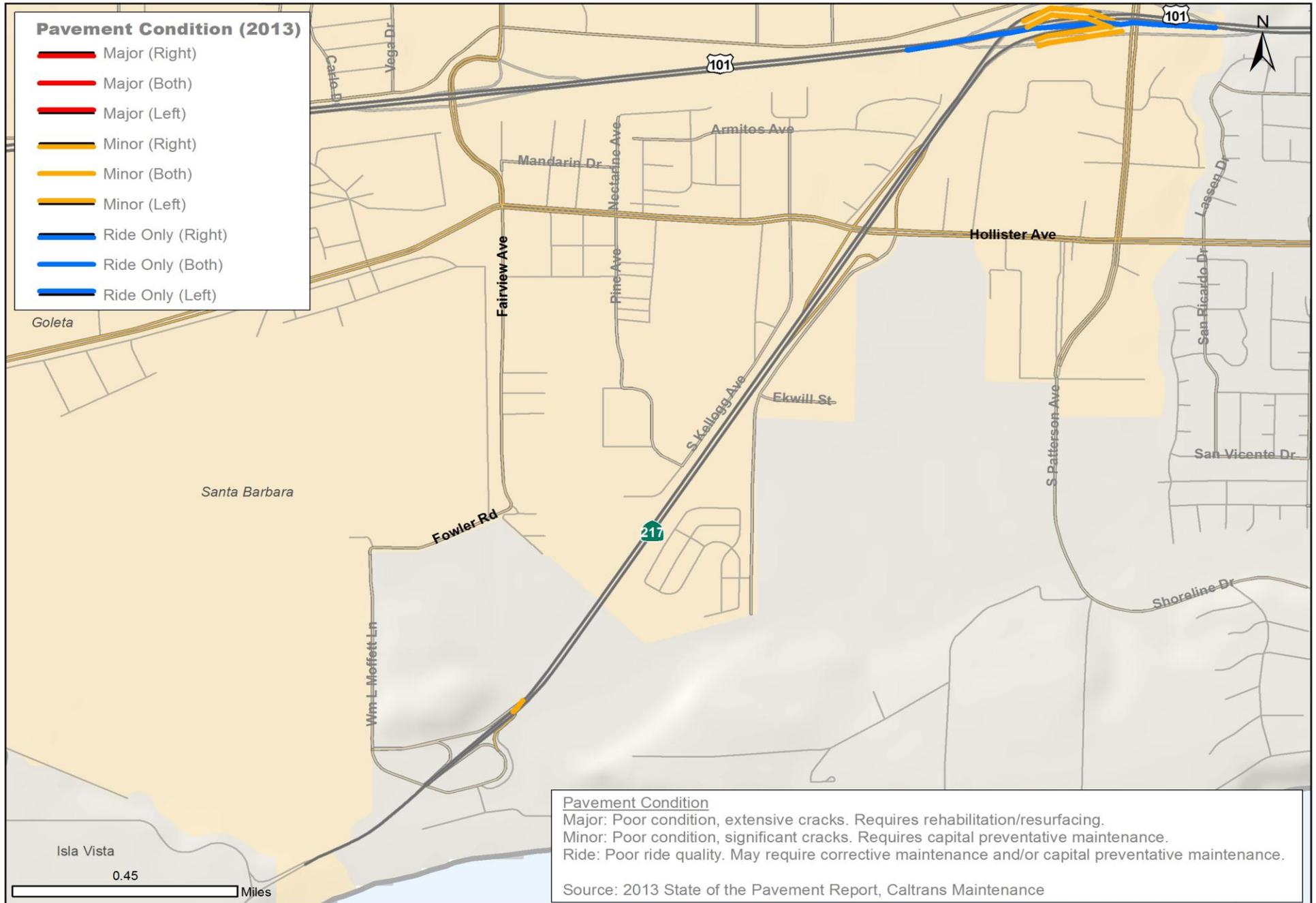
Criteria Pollutant	State	Federal
Ozone	Nonattainment	Unclassified/Attain.
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attain.
Sulfur Dioxide	Attainment	No information
Particulate Matter (10)	Nonattainment	Attainment
Particulate Matter (2.5)	Unclassified	Unclassified/Attain.
Lead	Attainment	Unclassified/Attain.

Freight



Critical Habitat

Appendix A:
Detailed Pavement Condition



Appendix B:
Detailed Traffic Performance Measures

TCR Name:	217
Base Year (BY):	2012
Horizon Year (HY):	2040
Peak Hour:	PM
Primary Direction:	NB
Secondary Direction:	SB

Segment Label	Segment	Begin Co	Rte	Begin PM	End Co	End PM	Begin Name	End Name	2012 ADT Ahead Point	2012 ADT Behind Point	2012 PM Volume Ahead Point	2012 PM Volume Behind Point	2012 NB VC	2012 SB VC
SBCAG 2013 SCS Preferred														
1a	1	SB	217	0.464	SB	0.94	ENTRANCE U C SANTA BARBARA	SANTA BARBARA, SANDSPIT ROAD	12,000	12,500	1,500	1,500	0.40	0.52
1b	1	SB	217	0.94	SB	2.232	SANTA BARBARA, SANDSPIT ROAD	HOLLISTER AVENUE	17,000	17,000	2,300	2,300	0.37	0.23
1c	1	SB	217	2.232	SB	2.756	HOLLISTER AVENUE	JCT. RTE. 101	21,900	21,900	3,100	3,100	0.50	0.31

Appendix B:
Detailed Traffic Performance Measures

TCR Name:	217
Base Year (BY):	2012
Horizon Year (HY):	2040
Peak Hour:	PM
Primary Direction:	NB
Secondary Direction:	SB

Segment Label	Segment	Begin Co	Rte	Begin PM	End Co	End PM	Begin Name	End Name	2040 ADT Ahead Point	2040 ADT Behind Point	2040 PM Volume Ahead Point	2040 PM Volume Behind Point	2040 NB VC	2040 SB VC
SBCAG 2013 SCS Preferred														
1a	1	SB	217	0.464	SB	0.94	ENTRANCE U C SANTA BARBARA	SANTA BARBARA, SANDSPIT ROAD	12,793	13,326	1,475	1,475	0.40	0.50
1b	1	SB	217	0.94	SB	2.232	SANTA BARBARA, SANDSPIT ROAD	HOLLISTER AVENUE	17,671	17,671	2,107	2,107	0.33	0.22
1c	1	SB	217	2.232	SB	2.756	HOLLISTER AVENUE	JCT. RTE. 101	22,659	22,659	2,844	2,844	0.45	0.29

Appendix C:
Detailed AADT

AADT	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Segment 1																					
PM 0.464 Ahead Entrance U C Santa Barbara	17,700	18,200	17,300	17,300	17,200	17,200	16,200	16,200	16,200	16,200	16,300	16,300	16,600	17,000	17,000	17,000	16,600	12,500	12,200	12,500	12,000
PM 0.94 Ahead Santa Barbara, Sandspit Road	17,500	18,000	17,100	17,100	17,000	17,000	16,000	16,000	16,000	16,000	16,000	16,000	16,300	18,000	18,000	18,000	17,500	17,000	17,000	17,000	17,000
PM 2.232 Ahead	26,000	27,000	26,000	26,000	26,500	26,500	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,500	25,500	25,500	24,900	21,000	23,000	21,900	21,900
PM 2.756 Behind	26,000	27,000	26,000	26,000	26,500	26,500	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,500	25,500	25,500	24,900	21,000	21,000	21,900	21,900

Appendix D:
Ramps

Ramps along SR217 by segment																			
Filter	Segment	Ramp ID	Ramp Name	Location	Length (feet)	Speed (mph)	Lane Capacity	Lanes	Total Hourly Capacity	2012 Daily Volume	2012 PM Hour Volume	2012 PM Hour V/C	2012 Daily VMT	2012 PM Hour VMT	2040 Daily Volume	2040 PM Hour Volume	2040 PM Hour V/C	2040 Daily VMT	2040 PM Hour VMT
	1a	217000356	SANDSPIT WB ON	SB SR-217 PM 0.82	673	35	1800	1.0	1800	503	56	0.03	64	7	535	60	0.03	68	8
	1a	217000416	SANDSPIT EB OFF	SB SR-217 PM 0.88	1,200	35	1800	1.0	1800	481	67	0.04	109	15	514	71	0.04	117	16
	1b	217000486	WB OFF SANDSPIT RD S	SB SR-217 PM 0.95	1,150	35	1800	1.0	1800	3,240	332	0.18	706	72	3,405	349	0.19	742	76
	1b	217000496	SANDSPIT EB ON	SB SR-217 PM 0.96	530	35	1800	1.0	1800	3,217	564	0.31	323	57	3,305	579	0.32	332	58
	1b	217001556	HOLLISTER AVE EB OFF	SB SR-217 PM 2.02	1,400	35	1800	1.5	2700	844	148	0.05	224	39	867	152	0.06	230	40
	1b	217001566	HOLLISTER AVE WB ON	SB SR-217 PM 2.03	1,100	35	1800	1.0	1800	772	79	0.04	161	16	812	83	0.05	169	17
	1c	217001976	HOLLISTER AVE EB ON	SB SR-217 PM 2.44	900	35	1800	1.5	2700	8,148	1,496	0.55	1,389	255	8,319	1,528	0.57	1,418	260
	1c	217001986	HOLLISTER AVE WB OFF	SB SR-217 PM 2.45	1,150	35	1800	1.5	2700	9,056	974	0.36	1,972	212	9,488	1,021	0.38	2,067	222
	1c	217002386	EB OFF TO PATTERSON	SB SR-217 PM 2.85	2,000	35	1800	1.5	2700	6,340	1,180	0.44	2,401	447	6,473	1,204	0.45	2,452	456
	1c	217002406	WB ON FR PATTERSON	SB SR-217 PM 2.87	2,000	35	1800	1.5	2700	6,435	696	0.26	2,438	264	6,742	730	0.27	2,554	276

Appendix E: Glossary and References

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

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

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

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

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

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

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

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

BASE YEAR – 2012 - The initial year of the forecast

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Appendix E: Glossary and References

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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