

Transportation Planning Fact Sheet

State Route (SR) 166 in Santa Barbara & San Luis Obispo County



Purpose of this Transportation Planning Fact Sheet:

Transportation Planning Fact Sheets provide one comprehensive summary document that captures physical, social, political, and development characteristics along State Routes and provides web links to various planning resources and documents. Fact sheets are to be used as supplemental planning documents to Transportation Concept Reports (TCRs) and to future Corridor System Management Plans (CSMPs).

Route Description:

According to the 2001 *Route 166 Transportation Concept Report*, through the Counties of San Luis Obispo and Santa Barbara, SR 166 is approximately 75 miles in length. The route begins at the junction of SR 1, the southern boundary of the City of Guadalupe in Santa Barbara County, and travels easterly to the US 101 junction. For approximately three miles, a break in the route occurs. Then the route resumes in San Luis Obispo County traveling east of US 101 and tracing the San Luis Obispo/Santa Barbara County Line for approximately 66 miles before breaking again at the SR 33 junction - reference map below. In Kern County, SR 166 resumes and extends to SR 99.



- Traffic: ranges between interregional, regional and urban
- Access Control: alternates between conventional highway and expressway
- [Functional Classification](#): transitions between rural minor arterial, urban minor arterial, rural other principal arterial and urban other principal arterial.
- Terrain: alternates between flat and mountainous

Traffic Volumes:

- 2015 ADT: 1,600 - 22,900
- 2030 ADT: 2,400 - 27,700

Truck Traffic:

- Peak Hour: 4% -16%
- ADT: 7.0% - 23.7%

Future Concept:

According to the *Route 166 Transportation Concept Report*, the 2020 route concept for State Route 166 is listed as follows:

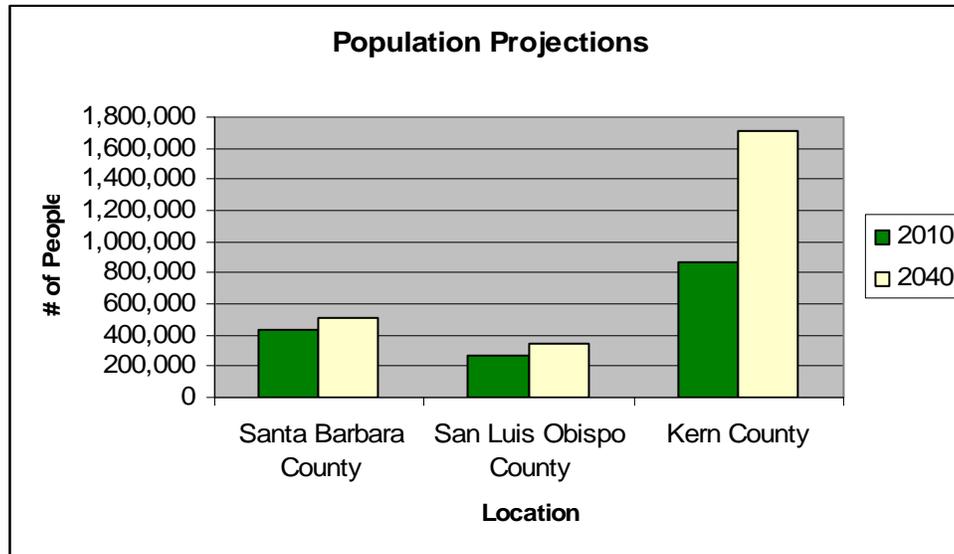
Segment	Begin Postmile	End Postmile	Description	Route Concept
1	0.00	6.87	Junction with Route 1 in Guadalupe to western city limits of Santa Maria at Blosser Road	2-Lane Conventional Highway, Peak LOS C
2	6.87	8.93	Santa Maria west city limits at Blosser Road to Junction with Route 101	4 and 6-Lane Conventional Highway through urban and residential and commercial development in Santa Maria, Peak LOS D at Intersections
3	8.93	74.72	Junction with Route 101 to Junction with Route 33	2-Lane conventional highway and expressway, Peak LOS D

Route Designations:

- [Scenic Highway System](#): Eligible Route
- [Truck Designations](#): In Santa Barbara County, SR 166 is designated Ca Legal <40' KPRA and Terminal Access. In San Luis Obispo County, SR 166 is designated Terminal Access

County Profile:

- [San Luis Obispo County](#) consists of seven incorporated cities and [Santa Barbara County](#) consists of eight. SR 166 traverses primarily through the unincorporated areas of Santa Barbara County and San Luis Obispo County but also extends through the [City of Guadalupe](#) and the [City of Santa Maria](#) (web links connect to city/county general plans).
- According to the Santa Barbara County Association of Governments (SBCAG) 2007 [Regional Growth Forecast 2005 - 2040](#), in Santa Barbara County, growth is projected at 18% between the years 2005 to 2040. This is an anticipated increase in growth from 417,500 to 492,800. According to the San Luis Obispo Council of Governments (SLOCOG) 2005 [Regional Transportation Plan \(RTP\)](#), in San Luis Obispo County, if the annual 1.24% growth rate remains constant, population growth between 2004 and 2025 is expected to increase from 258,208 to 334,775.



(California Department of Finance, *Population Projections by Race / Ethnicity, Gender and Age for California and Its Counties 2000-2050*, July 2007)

- San Luis Obispo County and Santa Barbara County are neighboring coastal areas surrounded by the Counties of Monterey, Kings, Kern and Ventura. In Santa Barbara County, according to the 2007 SBCAG *Regional Growth Forecast 2005-2040*, an increase in commercial development and a reduction of residential development in the 1980's resulted in a jobs/housing imbalance. This created greater demands on the regional transportation system, increasing the volume of highway commuters from northern Santa Barbara and Ventura County.
- In the San Luis Obispo region, according to the SLOCOG 2005 *Regional Transportation Plan*, the creation of new jobs in the 1970's spurred an increasing growth trend in the area. This trend resulted in increased strain on the transportation systems in the region, projected to impact the Level of Service (LOS) at specific intersections and worsen congestion over time.
- Approximately 15.2% of San Luis Obispo County residents and 37% of Santa Barbara County residents speak another language other than English at home (US Census Bureau).

Bicycle Access:

- According to the Caltrans-District 5 2004 [Bicycle Map: For State Highways of the Central Coast](#), all of the State Highways are open to bicyclist except at a few sections of freeways. There are no restrictions for bicycle use on SR 166 in Santa Barbara and San Luis Obispo Counties.
- In efforts to increase bicycle ridership which has been declining in Santa Barbara County since the 1980's, SBCAG produced the 2008 [Draft Regional Bike Plan](#). SLOCOG has yet to develop a regional bike plan.
- The County of Santa Barbara adopted a bicycle master plan January 2005. The County of San Luis Obispo's existing 2005 [County Bikeways Plan](#) is intended to be updated by 2010. The City of Santa Maria adopted a bicycle master plan in 1992 and is currently being updated. The City of Guadalupe has yet to develop a master bike plan.
- According to the 2006 [Santa Barbara County Bike Map](#), SR 166 in the City of Santa Maria from the junction of SR 1 to its intersection with Blosser Rd. is designated a Class III on-street bike route indicated by signs.
- According to the 2006 [San Luis Obispo County Bike Map](#), SR 166 has a designated SR 166 east of US 101 to its intersection with Bull Canyon Rd. as a Suggested Route for cyclists.

Public Transportation:

Santa Barbara County and San Luis Obispo County regional transit and local transit services along the SR 166 are listed below.

- [Guadalupe Flyer](#) provides services between the City of Santa Maria and the City of Guadalupe
- [Greyhound](#) offers intercity bus service between San Luis Obispo, Santa Maria, Santa Barbara, Ventura and Los Angeles.
- Cuyama Valley Recreation District within the County of Santa Barbara provides a single 10 passenger van that makes two round trips from New Cuyama to Santa Maria and Bakersfield each week.
- Smooth (Los Alamos Shuttle) provides demand response ADA service to the Guadalupe-Santa Maria Area. Smooth also has a [Heath Shuttle](#) with service to Santa Barbara.
- [Traffic Solutions](#) is a division of SBCAG which promotes alternatives to single vehicle ridership including walking, biking, carpooling, vanpooling and telecommuting through different transit services. [Park and Ride](#) is one example of a service provided by Traffic Solutions which offers meeting locations for people to park and carpool. Currently, five Park and Ride lots exist in Santa Barbara County.

Intercity Rail Service:

[Amtrak](#) provides rail and bus service from Los Angeles to Seattle and their newly improved [Coast Starlight](#) train offers an all encompassing travel experience, complete with diner, sleeping and entertainment focused cars. Caltrans [Pacific Surfliner](#) also offers five trains a day with service from southern California to Santa Barbara. Two of these trains extend their route to San Luis Obispo. The closest rail station to SR 166 is located in the City of Guadalupe near its junction with SR 1.

Airport:

Six airports are located throughout Santa Barbara County and include: [Santa Maria Public Airport District \(SMX\)](#), [Vandenberg Air Force Base \(VGB\)](#), [Lompoc Airport \(LPC\)](#), [Santa Ynez Valley Airport \(IZA\)](#), [Santa Barbara Municipal Airport \(SBA\)](#), and [New Cuyama Airport \(L88\)](#). Of these six, Santa Maria Public Airport District and Santa Barbara Municipal Airport provide the most extensive public regional airline services in the County.

Three airports are located throughout San Luis Obispo County and include: [Paso Robles Municipal Airport \(PRB\)](#), [San Luis Obispo County Regional Airport \(SBP\)](#) and [Oceano County Airport \(L52\)](#). Of these three, San Luis Obispo County Regional Airport (SBP) provides the most extensive public regional airline service in the County. SR 166 is closest in proximity to the New Cuyama Airport (L88) and Santa Maria Public Airport District (SMX) in Santa Barbara County.

Transportation Agencies:

- [Santa Barbara County Association of Governments \(SBCAG\)](#) - MPO/RTPA
- [Santa Barbara Metropolitan Transit District \(SBMTD\)](#)
- [Santa Maria Area Transit \(SMAT\)](#)
- [San Luis Obispo Council of Governments \(SLOCOG\)](#) - MPO/RTPA
 - [San Luis Obispo Regional Rideshare](#)
- [San Luis Obispo Regional Transit Authority \(SLORTA\)](#)
- [South County Area Transit](#)

TCR General Recommendations:

According to the *Route 166 Transportation Concept Report*, recommended actions that are still relevant for the segments of SR 166 are provided as follows:

Segment 1:

- Implement Intelligent Transportation System components from the Central Coast Deployment Plan

- Reduce demand by encouraging and improving alternative modes such as transit, vanpools and ridesharing; evaluate potential park and ride lots
- Construct operational improvements on eastern segment
- Enhance intermodal facilities and services to improve interconnectivity
- Widen to 4-lanes with continuous channelization
- Develop alternatives for railroad crossing at or near intersections of Route 1 and 166

Segment 2:

- Implement Intelligent Transportation System components from the Central Coast Deployment Plan
- Reduce demand by encouraging and improving alternative modes such as transit, vanpools and ridesharing; evaluate potential park and ride lots
- Enhance intermodal facilities and services to improve interconnectivity
- Maximize signalization timing

Segment 3:

- Implement Intelligent Transportation System components from the Central Coast Deployment Plan
- Construct segment operational improvements including passing lanes, turnouts and intersection changes
- Operational improvements

State Highway Projects:

For an updated list of State Highway projects (including State Transportation Improvement Plan/State Highway Operation and Protection Program) along SR 166 in Santa Barbara County and San Luis Obispo County, click the Caltrans District 5 *Status of Projects* web link:

<http://www.dot.ca.gov/dist05/projects/pdf/d5sop.pdf>

- For more information about Caltrans Santa Barbara County highway projects, visit: <http://www.dot.ca.gov/dist05/projects/#sb>
- For more information about Caltrans San Luis Obispo County highway projects, visit: <http://www.dot.ca.gov/dist05/projects/#slo>
- Transportation Projects identified in the SBCAG 2008 Regional Transportation Plan: <http://www.sbcag.org/publications.html>
- Transportation Projects identified in the SLOCOG 2005 Regional Transportation Plan: http://www.slocog.org/cm/Publications_and_Reports/Regional_Transportation_Plan.html
- Local Agency STIP Projects - Caltrans Local Assistance Website: http://www.dot.ca.gov/dist05/local/stip_index.html

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TRANSPORTATION CONCEPT REPORT

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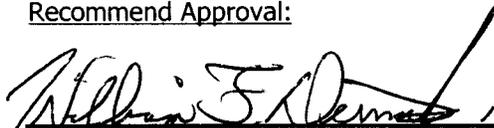
Caltrans

District 5

System Planning

I approve this *Transportation Concept Report* for **Route 166** as the guide toward which today's decisions and/or recommendations should be directed.

Recommend Approval:



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10/19/01
Date

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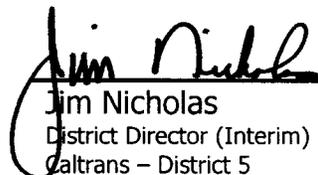
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EXECUTIVE SUMMARY

This Transportation Concept Report (TCR) is Caltrans' long-term planning document for Route 166 in Caltrans District 5. The TCR: (1) evaluates current and projected conditions along the route; (2) establishes a twenty-year planning vision or concept; and (3) recommends long-term improvements to achieve the concept. The previous update of the TCR for Route 166 was in 1986, with traffic count revisions made in 1990. The traffic volumes for this revision represent 1998 traffic flow estimates.

Route 166 extends 71 miles through Caltrans District 5, with 38.75 miles of roadway in Santa Barbara County and 32.44 miles in San Luis Obispo County. The western segments of the route carry regional traffic including commuters between the Cities of Guadalupe and Santa Maria in northern Santa Barbara County. The segment to the east of Route 101 provides interregional access from the Central Coast areas to the Central Valley in its eastern segment. (Please see the map following Executive Summary.)

In the City of Santa Maria, Route 166 is known as Main Street and is lined with urban commercial and residential development. This segment features many signalized intersections, including a heavily impacted intersection with Route 135, known as Broadway. A break in Route 166 occurs at the junction with Route 101 in Santa Maria. The Route resumes in San Luis Obispo County, just north of the County line at the Santa Maria River and south of the rapidly urbanizing unincorporated community of Nipomo.

The eastern segment of Route 166, from Route 101 in San Luis Obispo County to Route 33 (also in San Luis Obispo County) is lightly traveled. While the volume of truck traffic is less than that on the other segments west of Route 101, these trucks are a significantly higher percentage of the traffic. This segment serves as a convenient west-east connection to both Interstate 5 and Route 99 in the Central Valley for traffic originating in northern Santa Barbara County and southern San Luis Obispo County. Route 166 also serves as an indirect connection, via Route 58, to Interstates 15 and 40. The eastern segment of Route 166 courses through rolling hills following the Cuyama River, back and forth between Santa Barbara and San Luis Obispo Counties. In Santa Barbara County the road descends into the fertile Cuyama Valley and through the communities of Cuyama and New Cuyama. The route then reenters San Luis Obispo County before a break in the route at Route 33. Route 166 resumes in Kern County in Caltrans District 6.

A Caltrans TCR reflects plans of the Regional Transportation Planning Agency (RTPA) for managing local and regional travel demand on the State Route. However, Caltrans is charged with the additional responsibility to ensure the highways provide for safe and reasonable interregional traffic flow, continuity, and efficient goods movement that sustains the State's economy. In addition to reflecting local conditions and a statewide perspective on interregional mobility, Caltrans has attempted to respond to a changing context for transportation and land use planning. This has required a new emphasis on interactions between the transportation system and land use. In response to this new direction, greater emphasis will be given to inter-modal solutions, new technologies, and the relationships among providers of transportation services and facilities (e.g., Caltrans, RTPAs, MPOs, and transit operators).

In the case of Route 166, the potential for modal alternatives and transportation demand management efforts will be limited due to the relatively few centers of urban development along the route and the relatively light levels of traffic projected to the year 2020. Nevertheless, the TCR identifies modal alternatives and provides qualitative assessments of their potential for accommodating future travel needs.

For the current analysis, as for Caltrans' earlier "Route Concept Reports," Route 166 in District 5 was divided into segments (See Table 1, page 5). The segment that includes the City of Santa Maria was further divided into two sub-segments based upon the location of a major intersection (with Route 135) and a change in travel characteristics. For each segment and sub-segment, recent average traffic and safety data were compared with projections for the year 2020 and safety data for comparable facilities. In addition, recent levels of service were compared with future service levels based on the assumption that the only facility changes by the year 2020 will be the completion of currently programmed projects.

This analysis, along with a consideration of alternatives to accommodate/reduce travel demand, local plans, the flow of interregional traffic and other factors, became the basis for establishing a traffic concept for each route segment. Caltrans District 5 generally targets a peak hour concept of level of service (LOS) C or better for the state highway system under its jurisdiction. In portions of Route 166, safety is a greater concern than congestion/capacity. In Segment 1, currently at LOS C, facility widening and/or operational improvements to improve safety would allow the facility to operate at LOS A or B, depending on the alternative(s) chosen.

In Segment 2, where Route 166 is a major city street (at-grade conventional highway), an intersection analysis was performed. While the 20-year concept is LOS D or better for the entire segment, the various urban intersections along the segment will perform at levels of service ranging from B to E. Widening is not possible through Segment 2 due to adjacent urban development. However, alternatives such as transit and ridesharing have potential to reduce congestion. In addition, an alternative to realign this portion of Route 166 in order to remove heavy truck traffic has been proposed in the local community. SBCAG's Overall Work Program (OWP) for fiscal year 2000/01 includes a truck route study for Route 166 in Santa Maria.

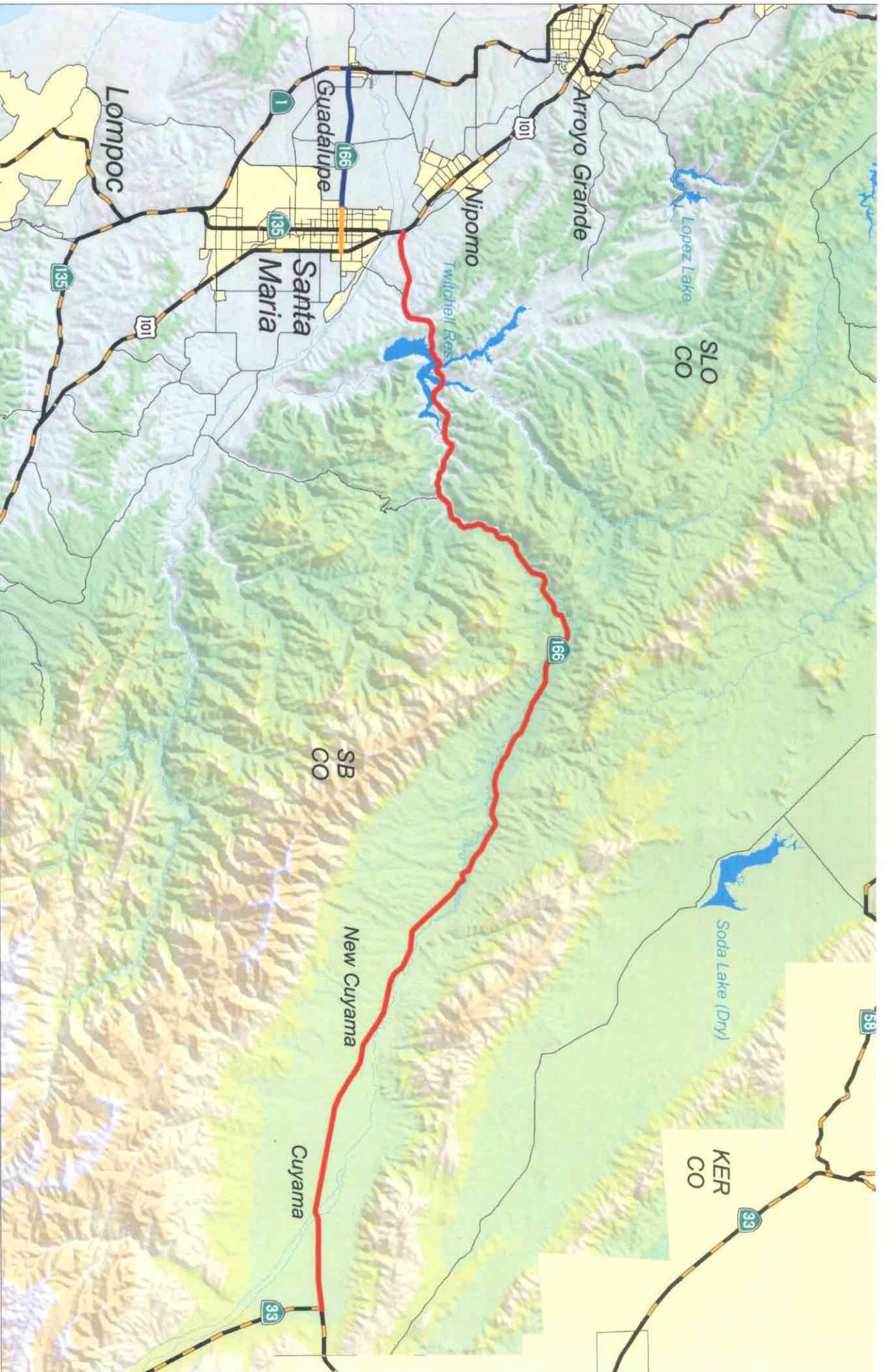
For Segment 3, the analysis indicates the facility would operate at LOS D in the year 2020 if no improvements are made. This segment is a two-lane facility over rolling terrain and experiences a relatively high level of heavy truck traffic. Several operational improvements have been programmed in the San Luis Obispo County 2000 State Transportation Improvement Program (STIP) including intersection channelizations, a passing lane, and modification of the Route 33 intersection to a T-configuration. Additionally, a second group of operational improvements are being evaluated by a multi-agency Project Development Team (PDT) for future programming including passing lanes, turnouts and intersection changes. It must be noted that these operational improvements are in response to safety concerns, and are not intended to be capacity increasing. However, these changes are likely to improve the level of service, although the future LOS cannot be determined until decisions are made as to which specific improvements will be programmed. The effect of the improvements can be determined after the PDT's Report is complete and released.

The following table summarizes the setting, major considerations and route concepts proposed for each segment of Route 166 in District 5. The backgrounds and analyses that are the bases for these concepts are detailed in Part Two of this report.

Table 1

Summary of Route 166 Segment Considerations and Concept LOS for 2020

SEGMENT #	SEGMENT LIMITS	MAJOR CONSIDERATIONS	ROUTE CONCEPT
1	Junction with Route 1 in Guadalupe to western city limits of Santa Maria at Blosser Road	2-lane conventional highway; main link between packing houses in Guadalupe and truck routes along Route 101; labor-intensive agricultural operations with limited rural residential and light commercial along corridor; traffic mix including commuters, other passenger vehicles, produce trucks, bicycles, farm trucks and equipment resulting in safety concerns; Guadalupe Flyer runs 9 daily trips daily, Mon-Fri between Guadalupe and Santa Maria.	Peak LOS C or better
2	Santa Maria west city limits at Blosser Road to Junction with Route 101	4- and 6-lane conventional highway through urban residential and commercial development in Santa Maria; multiple signalized intersections; transit options for local and regional traffic by Santa Maria Area Transit (SMAT) and Guadalupe Flyer; no alternative mode for trucks but study of alternative route underway by local agencies.	Peak LOS D or better at intersections
3	Junction with Route 101 to Junction with Route 33	2-lane conventional highway and expressway; rolling terrain in San Luis Obispo and Santa Barbara Counties; high percentage of truck traffic; safety of the route is a major concern; District 5 portion of highway ends at Route 33 in San Luis Obispo County.	Peak LOS C or better



- Urban Boundary
- County Boundary
- Rail
- State Highway
- Segment

Route 166 in District 5

Creation Date: July 23, 2001
 I:\projects\proj1\vr\stbl



Route 166 Segments

- No. 1 - PM 0.00 to 6.87
- No. 2 - PM 6.87 to 8.93
- No. 3 - PM 8.93 to 74.72

INTRODUCTION

SYSTEM PLANNING AND THE TRANSPORTATION CONCEPT REPORT

System Planning is Caltrans' long-range transportation planning process conducted pursuant to Government Code Section 65086[a] and Caltrans policy. The objective of system planning is to ensure that investments in the state highway system and the larger transportation system will result in a system that meets future needs for safety, mobility, and access. The method of System Planning is to identify, at the earliest stage, those capacity and operational improvements and new technologies that will optimize corridor capacity and improve regional and interregional mobility. System Planning thereby lays the groundwork for informed investment decisions. The System Planning process includes the production of three interrelated sets of planning documents: (1) Transportation Concept Reports (TCRs), (2) Transportation System Development Program (TSDP), and (3) District System Management Plan (DSMP).

The Transportation Concept Report is Caltrans' long-term planning document for an individual route corridor. The TCR (1) evaluates current and projected conditions of the transportation corridor for a given state route; (2) establishes a twenty-year planning vision or concept; and (3) recommends long-term improvements to achieve the concept. The TCR documents strategies from long-range plans prepared by local RTPAs and Metropolitan Planning Organizations (MPOs). The TCR also identifies major alternatives for accommodating demand within the state highway corridor. State highway corridors sometimes pass through several regional planning agency jurisdictions. When this is the case, the District-level TCR consolidates numerous regional strategies into a single comprehensive, internally consistent, corridor-specific document.

The improvements identified in a TCR are not necessarily tied to a funding source, nor does the document project future funding scenarios. Collectively, the TCRs provide the basis for developing the DSMP and the State Transportation Improvement Program (STIP), which do address funding availability and are project specific.

STATE ROUTE 166 IN CALTRANS DISTRICT 5

State Route 166 (Route 166) in Santa Barbara and San Luis Obispo Counties is approximately 70.6 miles long. Its western section provides a connection between State Route 1 (Route 1) and US Route 101 (Route 101). The eastern section connects the southern Central Coast areas and Route 101 to the inland areas of the San Joaquin Valley and their associated primary highways, State Route 99 and Interstate Route 5. Within the District, Route 166 accommodates interregional traffic, including commercial and agricultural trucking, tourist/recreational and business-commuter traffic. Goods movement along this corridor is important and continues to develop, adding to the economic vitality of the State.

Route 166 begins at the junction of Route 1, at the southern boundary of the City of Guadalupe in Santa Barbara County. Route 166 starts as a 2-lane conventional highway travelling through farmlands, heading east and passing through the City of Santa Maria. In Santa Maria, the route, locally referred to as Main Street, widens to sections of 4 and 6-lanes and makes its southern junction with Route 101. It is at this intersection with Route 101 that the first of two breaks in Route 166

occurs. A "break" in a route occurs when a route intersects another route, shares the same roadway for a distance, and then eventually separates and travels independently again. For maintenance and planning purposes, this shared section of the routes is usually identified by the route with the lower numerical value. As an example, and in the case of Route 166, the first break is at the intersection with Route 101 in Santa Maria where the joint section of freeway is referred to as only Route 101. Technically, however, that section of freeway is posted as both Routes 101 and 166 for the convenience of the travelling public.

The route resumes approximately 3 miles to the north in San Luis Obispo County as an expressway and continues east, roughly tracing the Santa Barbara/San Luis Obispo County lines. The route winds through the hills, following the Cuyama River bed and eventually enters the flat farmlands of Cuyama Valley. In this trek it makes several changes from expressway to conventional highway and back again as it passes between Santa Barbara and San Luis Obispo Counties. The route then travels through the farming communities of New Cuyama and Cuyama. Our field of study will end at Route 166's junction with State Route 33, which is also where the second break in the route occurs. This second break occurs just before the route leaves San Luis Obispo County's eastern boundary. In this case, the route is identified only as Route 33 until the combined routes reach Maricopa in Kern County, where Route 166 resumes independently and continues east to a junction with Interstate Route 5 and finally terminating at State Route 99.

As stated, the route consists of multiple sections of conventional highway and expressway. The conventional highway portion consists of four sections either 2-, 4-, or 6-lanes wide totaling approximately 49 miles. The expressway portion also consists of three sections of 2-lane roadway totaling approximately 21.6 miles.

The western section primarily handles local agricultural and commuter traffic. This section is either currently in extensive agricultural use or within the city limits of Santa Maria. The eastern section has long stretches of undeveloped land before reaching the farmlands surrounding the towns of Cuyama and New Cuyama. Development in this eastern segment has been minimal, therefore the efforts involved in identifying all of the environmental resources have been limited. However, even with these limited studies, rare and endangered biological species and habitat have been identified. Additionally, the potentials for historical and archaeological resources are believed to exist. The sensitivity of these areas and species is deemed as "moderate" by the Caltrans Environmental staff, and therefore are not as critical as those along the coastline (see Appendix E). This eastern section of Route 166 is also classified as eligible to become included in the State Scenic Highway System.

The initial funding for the eastern section of the route was from the 1919 State Highway Bond Issue. The Board of Supervisors of Santa Barbara and Kern Counties formed a joint highway district, and with the assistance of the State, developed the highway initially called the Cuyama Road. The highway later became Route 57, and finally State Route 166. The western section of the route that connects the cities of Guadalupe and Santa Maria was added to the State Highway System in 1933. It was initially identified as Route 148 and is entirely within Santa Barbara County.

The multiple uses of Route 166, the mixture of interregional, regional and local traffic, and the beauty and environmental sensitivity of the communities and open areas through which it courses combined with projected population growth and potential for new development all present challenges to transportation planners at every level of government. This Transportation Concept Report presents an opportunity for Caltrans District 5 to develop a concept for this important facility in consultation with its regional partners.

ORGANIZATION OF REPORT

This Transportation Concept Report is comprised of three major parts. **Part One** provides a broad overview of the functions, current development, and designations of Route 166. It also reviews the process system planners have followed in developing an appropriate Transportation Concept for the facility. These steps included identification of appropriate segments for analysis purposes; identification of interregional issues and concerns; and consideration of alternative facilities, modes, and measures that could accommodate or reduce demand for travel in the Route 166 corridor. These measures include Intelligent Transportation Systems (ITS).

Part Two presents the detailed analysis of Route 166 in District 5. It begins with an identification of interregional issues where the statewide or multi-county perspective reveals concerns either larger or different than those of a single county do. Among these issues are goods movement and several specific locations along the route where traffic levels, topography, or other constraints give rise to concerns related to the flow of non-local traffic. This section is followed by an analysis of the Route 166 corridor in the two counties through which it passes in District 5. The following information is included in the county analysis: area description and trends; present and future operating conditions of the highway; alternatives to highway travel; and local factors including physical constraints, local values and environmental resources. The analysis concludes by identifying an appropriate 20-year transportation concept and the facilities required to achieve that concept. Finally, this section will include a description of the issues concerning the individual cities and communities.

Part Three addresses future considerations, i.e., realization of the 2020 Transportation Concept for Route 166 through future Caltrans planning and programming. Planned improvements related to both capacity and maintenance are identified. Additionally, the ultimate Route 166 transportation corridor, looking beyond the 20-year planning period, is discussed briefly.

The five Appendices present background information and/or additional detail. **Appendix A** presents definitions of terms used in the TCR, including selected federal and state designations and classifications for Route 166 and the legislative backgrounds and purposes of the designations. The individual data sheets and maps for the route segment and sub-segments compose **Appendix B**. **Appendix C** provides maps displaying the areas of concern for the development communities along the route. **Appendix D** includes descriptions of the currently programmed/planned improvements to Route 166, both major improvements in the 2000 State Transportation Improvement Program (STIP) and improvements related to safety and maintenance contained in the State Highway Operation and Protection Program (SHOPP). **Appendix E** contains maps indicating cultural and biological resources known to exist along the Route 166 corridor in District 5.

PART ONE: BACKGROUND FOR TRANSPORTATION CONCEPT DEVELOPMENT

ROUTE/CORRIDOR PURPOSE AND CHARACTERISTICS

The District 5 portion of the Route 166 corridor accommodates interregional, regional, and urban traffic. Users of the corridor represent a wide array of trip purposes. Common personal mobility purposes related to business, government, recreation, tourism, and daily living including the journey-to-work account for a high percentage of trips. The corridor also accommodates a high level of goods movement related to business, commerce, and manufacturing. Certain segments of the highway in District 5 also feature high levels of use for moving unprocessed agricultural products.

The eastern segment of the corridor has a high level of truck traffic (16%). It also provides a route for the shipment of hazardous materials including explosives, a variety of hazardous chemical and petroleum products, Inhalation Hazards such as rocket propellants for Vandenberg Air Force Base (VAFB), and radioactive wastes. These added responsibilities involving Inhalation Hazards occurred when U.S. Route 101, south of its interchange with Route 246, was decertified on January 1, 1992. These new restrictions for U.S. Route 101 are identified in the California Vehicle Code, Division 13. The associated maps are in the California Code of Regulations Title 13, Div. 2, Ch. 6, Art. 2.5 Sec. 1157.13.

The route has been developed as a two-lane expressway or conventional highway through District 5, except for the portion of the western section passing through Santa Maria. Within the Santa Maria City limits the route widens to sections of 4 or 6 lanes after entering the western city limits on its way to connecting with Route 101.

ROUTE SEGMENTATION

For purposes of analysis, the District 5 portion of Route 166 has been divided into 3 segments, with one of those segments further divided into 2 sub-segments. The route segments were developed based on district boundaries, county boundaries, changes in functional classification, significant changes in terrain, and changes in the function or use of the route. Data regarding the 3 segments are shown in **Table 2**. The segments are defined by post-mile measures and by commonly identifiable jurisdictional boundaries or landmarks on the Segment Data Sheets that are included in the county level analyses in **Part Two**. Although the route passes through Santa Barbara and San Luis Obispo Counties, the post-mile marks are continuous.

When segments are divided into sub-segments, these sub-segments are generally demarcated at intersections with other routes. Intersections provide opportunities to enter or exit the subject route, thus defining sub-segments that have characteristic patterns of use. The sub-segment is the basic unit of observation and analysis for the travel volumes, forecasts and associated levels of service, and accident rates upon which the transportation concept has been built. Sub-segments are identified in the county-level analyses in **Part Two**. Individual data sheets with technical descriptions for each of the 3 segments and 2 sub-segments are included in **Appendix B**.

Table 2

ROUTE 166 TRANSPORTATION CONCEPT REPORT SEGMENTS

Segment #	Sub-segment	PM start	PM end	Total Miles	Description
1	-	0.00	6.87	6.87	City of Guadalupe/Route 1 to the western City limit of Santa Maria @ Blosser Rd.
2	-	6.87	8.93	2.06	City limits of Santa Maria @ Blosser Rd. to Route 101
	A	6.87	7.88	1.01	City limits of Santa Maria @ Blosser Rd. to Route 135 (Broadway)
	B	7.88	8.93	1.05	Route 135 (Broadway) to Route 101
3	-	8.93	74.72	61.57	Route 101 (San Luis Obispo County) to Route 33 (San Luis Obispo County)

ROUTE DESIGNATIONS AND CLASSIFICATIONS

These designations and classifications provide information regarding the facility itself and its intended use. They also indicate the availability of special purpose funding related to the designation. The functional classification of the western segment of Route 166 is Principal Arterial (PA) until it reaches the Santa Maria City limits. This classification recognizes trip lengths and travel densities that are indicative of substantial statewide and interstate travel as Route 166 passes through rural areas and delivers trips to and from urban areas.

The second segment begins as Route 166 enters the City of Santa Maria. The route becomes a "connecting link" whose functional classification is termed an Extension of a Rural Minor Arterial into an Urban Area (P1M). This portion of the segment provides for trip lengths and volumes of traffic usually exceeding those found on either the rural collectors or local systems. This traffic consists of both local urban and that which is connecting to Route 101 for interregional use.

The third segment of the route runs east from Route 101 to Route 33, primarily providing for interregional traffic. However, there are intraregional uses found at the eastern extreme of this segment due to local agricultural traffic and the towns of Cuyama and New Cuyama. The functional classification of this segment is Minor Arterial (MA). This third segment of Route 166 has been designated as part of the Freeway and Expressway System (F&E) by California Legislative Statute. The completion of this system upgrade has been declared essential to the future development of the State. The Statutes express the desire to use control of access to the extent necessary to preserve the value and utility of the facilities.

This third segment is also eligible for designation in the Scenic Highway System (SHS) under the State Scenic Highway Program. In order to achieve the Scenic Highway designation, the local governments

would need to prepare and adopt a Scenic Corridor Protection Program. While the designation is not tied to any state funding program, some types of projects on scenic highways may qualify for funding under the Transportation Enhancement Activities program.

Route 166 is not part of the National Highway System (NHS) as identified in the federal Transportation Efficiency Act for the 21st Century (TEA-21). While a considerable portion of the traffic volume Route 166 handles is interregional traffic, it is not on the Interregional Road System (IRRS), nor is it designated as a Focus Route in the Caltrans Interregional Transportation Strategic Plan (ITSP). The Route is neither a designated route on the National Truck Network (NTN) under the federal Surface Transportation Assistance Act (STAA) nor a State Highway Extra Legal Load (SHELL) Route.

PRESENT AND FUTURE OPERATING CONDITIONS

The TCR uses traffic forecasts based on local and regional land use designations to project travel demand over a 20-year period. The traffic forecasts are used to determine the resulting LOS and to estimate the measures required to maintain acceptable levels of service on the state facility. Capital improvements of the system to mitigate congestion are largely dependent on land use patterns, development, and travel mode choice decisions. If the patterns of these decisions should change, the impacts of those changes will either relieve or exacerbate the traffic situation and potentially require acceleration of the needed improvements.

This document evaluates the potential need of improvements in both urbanized and non-urbanized segments of the route. Since the passage of the California Senate Bill 45 of 1997, the RTPA and local agencies, in cooperation with Caltrans, program capacity increasing improvements to mitigate new development traffic impacts.

GOODS MOVEMENT

California is an economic powerhouse fueled by the production, movement, and consumption of goods and services. Over the 20-year period 1992-2012, consumption is expected to increase as much as 50% and the volume of goods moved on the transportation system is expected to increase by 46%. The ability to move goods by truck on Route 101 has already become the lifeline of domestic and international trade.

In recognition of the critical role of transportation in sustaining economic vitality, the California Statewide Goods Movement Strategy was prepared in 1998 as part of the California Transportation Plan (CTP). The Strategy is a policy and action blueprint that focuses on improving existing system efficiency, through new technology and other means, maximizing system capacity and reliability, and minimizing long-term transportation system costs. The Strategy recommends that the 10 Focus Routes identified in the ITSP receive highest priority. The current routes identified in the ITSP as connections between the Central Coast and the Central Valley are Routes 41 and 46.

While Route 166 is not yet among the routes listed in the ITSP, the route has become increasingly important in goods movement. This is evidenced by the eastern segment's high percentage of truck traffic (16%) in connecting the Santa Maria Valley and Central Coast to the Central Valley communities. This is also true for the locally grown, fresh packed produce and increasingly for the wines bottled in the District. These commodities are generally moved by truck to the Los Angeles or San Francisco areas for consumption or further distribution.

The agricultural industry and very productive soils of the Santa Maria/Guadalupe area are critical to the economic vitality of the region and result in near year-round farming. In order to maintain quality and freshness, crops are stored in large coolers located in the surrounding area. Due to the sensitive nature of the fresh produce, trucks are loaded at these local coolers and immediately leave, having to enter the highway system regardless of roadway or traffic conditions.

Opportunities to improve the route are currently in the planning process. The eastern segment's proposed changes include passing lanes, left-turn channelizations, shoulder widenings, and pullouts, while the western segment has widening proposed. Other opportunities for improving the roadway involve widening the shoulders to standard width. Additionally, the City of Santa Maria is evaluating alternate routes for the large truck traffic currently passing through the city.

CONSIDERATION OF ALTERNATIVES

The last decade has seen a new emphasis on interconnections and interdependencies both in the field of transportation planning and in institutional settings for planning. With the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and its successor TEA-21, the federal government set a new course for planning and funding transportation facilities. Both pieces of legislation (1) stress interconnectivity among transportation modes including roadways, transit, bicycles, rail, air, and shipping; (2) enlarge the roles of regional planning agencies; and (3) require the preparation of regional and state transportation plans that are comprehensive and linked. California Senate Bill 45 of 1997 has directed planning institutions to address common issues as partners.

Similarly, land use planning has been influenced by social critics, architects, environmentalists, and recently, politicians reacting to the low density, automobile-dependent, segregated land use form commonly known as "sprawl." This reaction has found positive expression in models proposing a new urbanism, neo-traditionalism, livable cities, and transit-oriented development. Common features of these new models are higher densities, in-fill development, mixed uses, and development oriented toward pedestrians and conducive to transit. Several communities in District 5 have incorporated aspects of the new models in their General Plans and zoning ordinances.

There are limited, but expandable alternatives for accommodating transportation needs along the Route 166 corridor. Opportunities for greater use of local public transit and Transportation Demand Management (TDM) strategies, such as ride-sharing and teleworking, may be implemented to reduce the impact of new growth. The potential also exists for new development to be undertaken in patterns that reduce the need for automobile travel. Demand for travel on Route 166 and optimization of existing facilities may be better managed through Intelligent Transportation Systems (ITS).

The TCR incorporates information from the Regional Transportation Plans adopted by the RTPAs and General Plans adopted by the cities and counties. Caltrans anticipates that as planning partnerships evolve and new incentives and commitments are developed to enhance the attractiveness and effectiveness of rail and transit, TDM, and new land use patterns, these changes will be reflected in future Transportation Concept Reports. Promising new tools of analysis will also support integrated multi-modal planning. Caltrans District 5 will work with local agencies to develop comprehensive, all-inclusive approaches to easing congestion, improving safety, and mobility.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Intelligent Transportation Systems (ITS) apply advanced technologies and management strategies to increase the safety and efficiency of the surface transportation system. Over the next 20 years, the deployment of ITS in District 5 will bring significant improvements to the State Highway System. The Central Coast ITS Strategic Deployment Plan (SDP), completed in June 2000, provides a framework for developing and integrating a variety of ITS activities in Caltrans Districts 4, 5, 6, and 7. A cornerstone of the Central Coast SDP is the development of a Traffic Management Center (TMC) in the San Luis Obispo area. The TMC facility will be remote from major metropolitan areas such as Los Angeles or San Francisco. Caltrans and CHP personnel will fill staffing requirements. Their task will be to monitor real-time traffic conditions, provide pre-trip and en route information to travelers, including truckers, coordinate emergency response efforts, and manage traffic flow.

The TMC in San Luis Obispo will coordinate other ITS components such as the following:

- ◆ Closed circuit television and surveillance loops to monitor traffic flow and roadway conditions
- ◆ Ramp meters and synchronized signals to improve traffic flows
- ◆ Changeable message signs and highway advisory radio to provide regional multi-modal traveler information
- ◆ "Smart call boxes" that will provide motorists with a direct connection to dispatch facilities
- ◆ "Smart cards" to facilitate payment of transit fares, parking fees, and roadway use tolls.

Specific recommendations from the Central Coast ITS SDP for Route 166 include the following:

- ◆ Network surveillance (CCTV) along Route 101 near the Route 166 junction in San Luis Obispo County
- ◆ Signal synchronization
- ◆ Freeway control using ramp metering at both the Route 101 interchanges with Route 166 in Santa Barbara and San Luis Obispo Counties if future congestion demands
- ◆ Changeable message signs at the junction of Route 101/Route 166 in Santa Maria

The recent SBCAG Board approval to install new call boxes on Route 166 between Santa Maria and Guadalupe, as part of the Service Authority for Freeway Emergencies (SAFE) program, now provides emergency coverage the entire length of the route.

District 5 is currently working under a 10-Year ITS Program prepared by its Traffic Operations Branch. The SDP is consistent with this 10-Year Plan. As experience is gained in the integration of ITS into the planning process, project-specific ITS information will be incorporated into the Transportation Concept Reports, and in turn, the Project Development process.

HOV CONSIDERATION

High Occupancy Vehicle (HOV) lanes will normally be considered with any route widening project within an urban area. A minimum of 800 vehicles per hour per lane (v/hr/l), or 1800 persons per hour per lane, should be projected to use the High Occupancy Vehicle facility during the peak hour in order to be effective and justifiable. The busiest section of Route 166 is in the City of Santa Maria, which has approximately 450 v/hr/l, and widening is physically prohibitive. Therefore, due to Route 166's lack of traffic volume and the nature of the facility, HOV lanes are not being considered. However, this does not eliminate the benefits of the components of successful HOV lanes including support facilities such as park and ride lots, transit facilities and public awareness campaigns. While these components will not be part of an HOV consideration, similar TDM measures can certainly be promoted.

PART TWO: SUB-CORRIDOR ANALYSIS AND DETAIL

CORRIDOR AND INTERREGIONAL CONCERNS

Most of the State Routes in Caltrans District 5 are contained within one or two of the District's counties. Route 166 travels through two of the five counties in District 5. There are 2 breaks in the route. The first of these is at the intersection with Route 101 in Santa Maria where the joint section is technically referred to only as Route 101. The second break is at the intersection with Route 33, just before the route leaves San Luis Obispo County's eastern boundary. In this case, the route is identified only as Route 33 until the combined routes reach Maricopa in Kern County, where Route 166 resumes independently and connects with Routes 5 and 99. The significance of any interregional route requires that Caltrans consider related issues and needs from a broader point of view.

Current attitudes toward development by the counties are very different. Northern Santa Barbara County welcomes growth while southern San Luis Obispo County struggles to control it. The region local to Route 166 is one of a few that is not currently experiencing a growing housing/job imbalance. As the area continues to grow, however, more and more pressure will be put on the supply of local agriculture lands and open space as housing development strives to meet the expanding job market.

The primary concerns with the Route 166 Corridor are operational and safety issues. The route's three segments offer different and unique safety concerns. The first segment's safety issues are largely local-traffic related, and not interregional. This segment's solutions are in the planning process and will be discussed later in this section of the report. The third segment, which largely serves interregional traffic, has experienced safety concerns that led to the formation of a Highway 166 Safety Task Force. The Safety Corridor was established in August 1998 at the request of State Senator Jack O'Connell to address fatal and injury collisions that have occurred along the route, including the deaths of two California Highway Patrol Officers in February 1998.

The Task Force included staff members from the offices of various Federal, State, regional and local government officials, and public agencies in San Luis Obispo and Santa Barbara Counties including Congresswoman Lois Capps, State Senator Jack O'Connell and Assemblyman Abel Maldonado, the California Highway Patrol, San Luis Obispo Council of Governments (SLOCOG), Santa Barbara County Association of Governments (SBCAG), Caltrans, Santa Maria Police and Fire Departments, California Department of Forestry, California Trucking Association, California Highway Patrol, San Luis Obispo and Santa Barbara County Fire Departments and others.

The Task Force met and evaluated the collision history on the route, reviewed the ability of emergency response agencies to effectively deal with the collisions, conducted a comprehensive field review to identify locations for potential improvements, and reviewed and prioritized a list of operational improvements developed by SLOCOG, SBCAG, California Highway Patrol (CHP), and Caltrans staff. The CHP has significantly increased traffic enforcement on the corridor. A daylight headlight section east of Santa Maria was established. Caltrans implemented a number of low-cost operational improvements throughout the corridor. The collision rate in the corridor had been the highest accident rate of any 2-lane highway in the district. With these efforts, the collision rate has declined significantly from its historical average, however, safety remains a concern and will require continued effort including the implementation of additional capital projects.

Caltrans, SLOCOG, and SBCAG have identified \$36.2 million worth of potential improvements for the corridor with the cost to be shared between the agencies. Caltrans completed preliminary work to implement approximately \$15.4 million worth of projects in various programs including Seismic Retrofit, SHOPP, Major Maintenance, and the Minor A and B programs. A total of \$10.7 million worth of projects has been identified for current or future programming by SLOCOG, including intersection improvements, left turn lanes, shoulder widening, passing lanes, and turnouts. Finally, \$10.2 million worth of projects have been identified for possible programming by SBCAG including intersection improvements, passing lanes, and shoulder widenings. The planning of improvement projects to address those issues is currently underway and will also be discussed later in this section of this report.

The second issue on Route 166 involves the at-grade intersection of Route 166 and Route 1 at the southern boundary of the City of Guadalupe. Railroad tracks run north and south, parallel to Route 1, and cut across Route 166 near the city's limits. Problems occur when freight trains stop at the station in Guadalupe, effectively bisecting the city. Due to safety concerns, the city has to maintain fire stations and emergency vehicles on both sides of the tracks. Potential solutions have been identified and will be discussed later in this section.

A third issue involves the path of Route 166 through the City of Santa Maria. The city is beginning to evaluate its options to revitalize their "central city" section. As part of their tentative plan, truck traffic would need to be rerouted to allow for a more pedestrian-friendly environment. There are many issues involved with such a plan, and these are also discussed later in this section.

Although the aforementioned issues may have interregional dimensions, they raise local concerns as well. Each is discussed in the analysis that follows. Caltrans has, and will continue to address each issue in consultation and partnership with the local communities and their respective agencies.

SANTA BARBARA COUNTY AREA DESCRIPTION AND TRENDS

Santa Barbara County includes five distinct centers of development, two of which, the Santa Maria area and the Cuyama Valley, are connected by Route 166. The South Coast, home to the City of Santa Barbara and the University of California at Santa Barbara campus, lies along Route 101 at the south end of the County. The Santa Ynez Valley and Lompoc areas lie in the center of the County, west of the San Rafael Mountains. The linkages to Route 166 (west to east) in District 5 include State Routes 1, 135, 101, and 33.

The fast-growing Santa Maria area at the north end of the County includes the cities of Guadalupe near the Pacific Coast and Santa Maria, and are joined by Route 166. Route 166 continues east from Santa Maria into the development center of the Cuyama Valley, an agricultural area located in the extreme northeast part of the County, more than 60 miles from Santa Maria. Two unincorporated communities, Cuyama and New Cuyama, are located in the Cuyama Valley, the only development center in the eastern portion of the County.

The North County will continue to be the center of most of the County's growth. The City of Santa Maria lies at the crossroads of three state highways, Routes 101, 135 and 166. Santa Maria is expected to grow by 33.9 percent to 147,500 by the year 2020. By comparison, the Cities of Santa Barbara and Carpinteria are projected to grow by 16.3 percent and 11.8 percent, respectively, over the next 20 years.

The City of Guadalupe is located to the west of Santa Maria on State Routes 1 and 166. Guadalupe is primarily a farming community, although it also serves as a bedroom community for those who commute to jobs in Santa Maria. Guadalupe's current population of approximately 7,500 is projected to grow by 37.5 percent to 10,400 by 2020. This rate of change represents almost twice the level of increase over the County's average projected growth rate of 20.9 percent.

The smallest population development center is the Cuyama Valley, an agricultural area located in the extreme northeast part of the County. The valley contains the towns of Cuyama and New Cuyama whose current population levels of 1,355 are expected to grow by 23% to 1,670 by year 2020.

The Santa Barbara County Association of Governments (SBCAG) projects that the Santa Barbara County population will increase overall from 416,000 in 1999 to 503,000 by 2020, an increase of 20.9%. By 2020, 52 percent of Santa Barbara County's projected population is expected to reside in the northern county (up from 48 percent in 1990). In addition, the North County's share of the employment base is projected to increase from 40 percent to 46 percent by 2020. This area is less constrained by geography and existing development, and growth will be more easily accommodated and accepted.

According to a 1991 Caltrans Statewide Travel Survey, weekday driver trips per household and weekday driver trips per vehicle were greater in Santa Barbara County than anywhere in the state. Given this pattern and the projected population growth, Santa Barbara County Association of Governments recognizes that there will continue to be growth in the region's vehicle miles traveled over the next 20 years.

SAN LUIS OBISPO COUNTY AREA DESCRIPTION AND TRENDS

As with Santa Barbara County, the majority of San Luis Obispo County's population resides in communities in its western half and along U.S Route 101. Also like the City of Santa Barbara, the County seat and cultural center of San Luis Obispo County, the City of San Luis Obispo, suffers from a lack of affordable housing to accommodate those who are employed in the City. In San Luis Obispo County, the fastest growth is occurring in the South County and North County areas. In the South County area, the unincorporated community of Nipomo has the highest projected growth rate in the County. Nipomo is located at the south end of the County, less than five miles north of the junction of Route 166 east with Route 101.

A significant amount of regional travel takes place along Route 101 between the Santa Maria area of northern Santa Barbara County and the South County and Central County areas of San Luis Obispo County. Historically, Santa Marians have commuted to job-sites in San Luis Obispo. Recently, however, as Santa Maria has developed as a regional retailing center, traffic has become less directional. Its large retail outlets attract shoppers from both San Luis Obispo County's Central County area and its coastal communities. Santa Maria's employment and shopping opportunities are even more important to residents of the South County area and in particular to the community of Nipomo in San Luis Obispo County.

OPERATING CONDITIONS AND SEGMENT SUMMARIES

Route 166 in District 5 has been separated into 3 segments. The first 2 segments and portions of the third segment are in Santa Barbara County. The balance of the third segment in District 5 lies in San Luis Obispo County. The first segment (PMs R0.00/6.87) extends from Guadalupe to the Santa Maria City limits at Blosser Road (see Figure 2 in Appendix B). The second segment (PMs 6.87/8.93) begins at Blosser Road and ends at a break in route with the intersection of Route 101 (see Figure 3 in Appendix B). This second segment has been further divided into 2 sub-segments for observation and forecasting of intersection traffic volumes. Segment 3 begins after the break in the route approximately 3 miles to the north in San Luis Obispo County (see Figure 4 in Appendix B). Leaving Route 101, this segment runs east through the communities of Cuyama and New Cuyama to the junction of Route 33 (PMs 8.93/74.72). Details on each of the 3 segments and 2 sub-segments can also be found in Appendix B.

Segment 1 (PMs 0.00/6.87) of Route 166, is the primary connector and a conventional highway between the Cities of Guadalupe and Santa Maria. The route extends from the southern boundary of the City of Guadalupe to the City of Santa Maria (PM 0.00-6.87), principally carrying commuter and agriculture-related traffic. During weekday peak periods, the dominant traffic flow along this segment is eastbound in the mornings and westbound in the evenings. It begins as a 2-lane roadway and runs east from its beginning at the intersection with Route 1 to Blosser Road (PM 6.87). Blosser Road lies at the western edge of the City of Santa Maria. This segment's concerns involve traffic flows that are frequently inhibited by slow moving agriculture equipment entering, travelling, and exiting the 2-lane roadway.

Segment 2 (PMs 6.87/8.93) of the route is also classified as conventional highway. Additionally, it serves as "Main Street" in the city and becomes a connecting link to State Route 101. This segment provides both local urban access and interregional access for traffic connecting to Route 101.

Sub-segment A of Segment 2 (PMs 6.87-7.88), extends from Blosser Road to the intersection with Route 135 (PM 7.88), locally identified as Broadway. As the route enters the Santa Maria City limits, it expands to 4 lanes with on-street parking for the 1.01 miles.

Sub-segment B of Segment 2 (PMs 7.88-8.93), extends from the intersection with State Route 135 to U.S. Route 101 (PM 8.93). The route widens to 6 lanes for 0.25 mile and returns to 4 lanes for the final 0.80-mile before the break in the route occurring at the intersection with Route 101. There is no on-street parking for the entire length of this sub-segment.

Segment 3 (PMs 8.93/74.72) of Route 166 consists of 2-lane conventional highway and expressway sections. Open space and agriculture are the two main land uses in this area. Concerns with traffic flows occur due to the lack of turning and passing opportunities and the high volume of truck traffic being slowed by the hilly terrain. Another concern identified is the turning traffic in the towns of Cuyama and New Cuyama. The farther reaches of Segment 3 are isolated from services and subject to weather related issues such as flooding and high winds.

ALTERNATIVES TO HIGHWAY TRAVEL

The projected growth in Santa Barbara and San Luis Obispo Counties over the next 20 years will impact the operation of Route 166, especially along Segments 1 and 2. There are alternatives that could reduce the impact of this growth on Route 166. These include alternative modes of travel, transportation demand management, measures to control the flow of traffic, and new land use patterns. The potential for each of these to affect travel demand on Route 166 will be explored below.

PASSENGER RAIL

Amtrak's "Pacific Surfliner" (formerly known as the "San Diegan") provides service to cities between San Diego and San Luis Obispo with one through train and four bus link connections. The "Coast Starlight" links Los Angeles and Seattle with daily northbound and southbound trains. A feeder bus serves Solvang, Lompoc, Santa Maria, and Grover Beach en route to San Luis Obispo, thereby extending the range of the San Diego-Santa Barbara interregional service and connecting these communities to the San Joaquin Corridor in Hanford and the Capital Corridor in San Jose as well.

In District 5, the rail line itself extends from the Santa Barbara area north along the Route 101 corridor to Gaviota, where it diverges from Route 101 and continues west to the Lompoc area, following the coastline. It then continues north along the coastline to Guadalupe, to the Amtrak rail station in Grover Beach, to San Luis Obispo and further north to the Oakland-San Francisco Bay area. Although this serves a relatively new station in Guadalupe, it probably does not reduce traffic along Route 166. In fact, Routes 166 and 1 provide primary access to the rail station for residents of Santa Maria and the surrounding communities. If use of the rail service expands, traffic may actually increase. This could worsen the existing problem created by trains that bisect the community, and exacerbate the need for a grade-separated crossing in Guadalupe.

In summary, while passenger rail service/connecting bus service to communities outside the Route 166 corridor is available in Guadalupe, there are no prospects for passenger service along the Route 166 corridor itself.

FREIGHT RAIL

Interregional freight operations provided by the Union Pacific Railroad Company are accommodated on the same main rail line as passenger rail, i.e., generally within the Route 101-Route 1 north-south corridor. The most significant freight rail activity in Santa Barbara County takes place in the Guadalupe to Santa Maria Corridor, off the main line. This rail line is provided by the Santa Maria Valley Railroad that connects with the Union Pacific Railroad at the Guadalupe station. The products transported include bulk commodities such as plastics, building materials including lumber and asphalt, frozen produce, and agricultural products to and from Santa Maria and Guadalupe. This service, initially built in 1911, consists of approximately 20 miles of track and offers a major spur to the Santa Maria Airport industrial zone. While new management plans to expand its freight customer base, there are no plans to add passenger service.

URBAN TRANSIT

Each of the development centers along Route 166 has access to providers for their transit needs. The Santa Maria area has fixed-route service provided by Santa Maria Area Transit (SMAT) and both fixed-route and demand-responsive service provided by Santa Maria Organization of Transportation Helpers

(SMOOTH). City ridership has increased by 25% to 600,000 in the last two years. Since taking full control of the Guadalupe Flyer, Guadalupe's new Guadalupe Flyer Public Transit system has been able to expand fixed-route services to its city's residents. Its ridership has increased by a third in its second year of operation within Guadalupe and between Guadalupe and Santa Maria. In addition, the Guadalupe Shuttle operates in and around the city offering low-cost local transit services, connections to the Guadalupe Flyer, and Demand Response services upon request. The Cuyama Valley Transit system provides demand-responsive service for Cuyama Valley residents to Santa Maria.

INTER-CITY TRANSIT

The majority of scheduled interregional bus service linking Santa Barbara and San Luis Obispo County communities with out-of-area destinations takes place within the Route 101 north-south corridor. Since the City of Santa Maria is the only community lying on both the Route 101 and Route 166 corridors, residents of Guadalupe, Cuyama and New Cuyama must travel to Santa Maria to access interregional bus service.

In recent years, strong economic ties have developed between Santa Maria and both Guadalupe on Route 166 to the west and fast-growing Nipomo on Route 101 in San Luis Obispo County to the north. Scheduled inter-city service between Guadalupe and Santa Maria is provided by the Guadalupe Flyer, reducing the demand to travel Segments 1 and 2 of Route 166 by automobile. While the Central Coast Area Transit (CCAT) provides service between the Route 101 communities of Santa Maria and Nipomo (and additional points north in San Luis Obispo County), the service provides indirect benefits for Route 166 travelers as well. This is because 3.24 miles of the 7.24 miles separating Segment 2 of Route 166 (Main Street at Route 101) in Santa Maria from Tefft Street in Nipomo is used by traffic continuing east on Segment 3 of Route 166. Since more than 20 percent of the traffic on Segment 3 is accounted for by trucks, reductions in traffic on Route 101 between Santa Maria and Nipomo can be assumed to provide special goods movement-related benefits to travelers between segments 2 and 3 of Route 166.

There is no scheduled transit service to the Segment 3 communities of Cuyama and New Cuyama. However, demand responsive service is available along Segment 3 and other parts of the corridor for use by the elderly or disabled or persons seeking health care services in a larger community such as Santa Maria.

BIKEWAYS

The 1999 Regional Transportation Plan for Santa Barbara County includes a system of bikeways providing access throughout major population centers as well as linkages among such centers and recreational destinations in the region. The bikeway system can also provide inter-modal access to park-and-ride facilities for inter-city transit or rail users.

In San Luis Obispo County, the SLOCOG Regional Transportation Plan (RTP) includes a system of bikeways. However, their RTP does not currently identify Route 166 as an official bikeway due to lack of standard width shoulders and other bicycle safety issues.

In Santa Barbara County, efforts are underway to allow use of the top of the Santa Maria River levee for bicycle riding with the goal being to connect Santa Maria with Guadalupe through the combination of this project and on-street bike lanes, including Route 166. Route 166 is currently designated by Caltrans as a bike route and marked with the standard G93 bike route signage. The section of Route

166 (Main Street) from Blosser Road heading west is also listed in the SBCAG's 1999 RTP as a "proposed" Class III bikeway for the Santa Barbara County Regional Bikeways. As part of the evaluation for widening this segment of Route 166, 3 meter-wide shoulders are being proposed to provide additional roadway surface for agricultural equipment. This proposal would also be very beneficial to bicycle traffic. Consideration is also being given to also make this segment a Class II bikeway (bike lane).

The eastern segment has operational improvements either programmed or in the developmental stage. With these improvements the route will achieve its "concept" as a 2-lane conventional highway or expressway. However, to achieve its Ultimate Transportation Corridor, the roadway shoulders would have to be widened to current standards for this entire segment. This would improve both bicycle safety and motorists' ability to enter and leave the roadway.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) includes a range of techniques to reduce traffic congestion including ride-sharing, ride matching, park and ride lots, alternative work locations, flexible work hours and targeted pricing of parking (by area, vehicle occupancy, time of day or duration of stay). The potential results are the greatest where there is high-density housing and concentrated commercial and industrial centers.

Both the SBCAG and SLOCOG have indicated a preference for managing the demand for travel on congested roadways over alternatives entailing capacity expansion in the two counties. A key to successful implementation of TDM is cooperation by multiple parties including employers, local governments, transit providers, air districts and regional transportation planning agencies as well as the traveling public. In the absence of intolerable congestion or support and cooperation by local governments and employers, agencies must rely on marketing and provision of convenient intermodal facilities to induce drivers to change their driving habits.

On Route 166, congestion occurs and is projected to increase on Segment 2. Caltrans will continue to support local and regional TDM efforts including park and ride facilities. TDM has little potential to relieve the non-commute-related congestion that arises from seasonal tourism or other interregional travel.

LAND USE PLANNING

With the exceptions of the urban cores of the cities of Santa Barbara and Santa Maria, most of the existing development in Santa Barbara County has occurred at low densities with strict separation of land uses for an automobile-dependent population. Similarly in San Luis Obispo County, the City of San Luis Obispo is compact and well-served by transit and bicycle routes, while the other cities and especially unincorporated areas on the urban fringe have developed in a pattern of low density sprawl. In the post-World War II years, residential densities decreased and outlying shopping centers came to rival downtown retailing. The resulting development pattern is difficult to serve with efficient intra-urban transit and bicycle paths.

The units of local governments in both Santa Barbara and San Luis Obispo Counties have recognized the inter-relationship among land use patterns, transportation system efficiencies and quality of life concerns. The Counties and Cities are attempting to achieve more positive synergies through complementary policies and standards aimed at preserving agricultural land, minimizing impacts to air

quality, and ensuring that new urban-type development takes place where urban services can be provided and the need to travel by automobile is lessened. The City of Santa Maria has adopted policies based upon the Ahwahnee Principles, which encourage increased residential densities, mixes uses, and travel by transit, bicycle, and by foot. The SBCAG Regional Transportation Plan recognizes the problems facing most communities as they attempt to encourage modal shifts through land use decisions. The County of Santa Barbara continues to emphasize its commitment to preserving of agricultural lands.

Several development centers impact Route 166. These include the Cities of Guadalupe and Santa Maria and the communities of Cuyama and New Cuyama in Santa Barbara County and the community of Nipomo in San Luis Obispo County. The two unincorporated towns of Cuyama and New Cuyama lie in the farmlands at the eastern end of Route 166 in District 5. While the constraints on growth appear minimal, the remoteness of the area will probably contain the levels of growth and its associated impact on the facility.

The City of Guadalupe is surrounded by farmland to the east and a wildlife preserve to the west. To the east, the owners of many of the farming parcels have entered into contracts under the Williamson Act of 1965 and receive property tax incentives in the form of tax deferrals by keeping their land in agricultural use.

Guadalupe's western border fronts the Guadalupe-Nipomo Dunes National Wildlife Refuge which consists of 8,330 acres of coastal dunes and scrubland. Combined, these constraints offer considerable restrictions to the growth of the City.

The City of Santa Maria is in quite a different position regarding land use. With the sphere of influence for Santa Maria including the City and the communities of Orcutt and Tanglewood, opportunities for growth would appear to be limited only by resources, public infrastructure and political will. Santa Maria is bounded on the west and east by farmlands and open space, the north by the Santa Maria River and the south by the unincorporated community of Orcutt. Unlike the South Coast portion of Santa Barbara County, considerable growth seems imminent and probable for the Santa Maria Region given the current political climate.

In San Luis Obispo County, the community of Nipomo has the largest land area (3,951 acres) and the second largest population (1999 population of 9,796) in the unincorporated area. The community's population is also the fastest growing in the unincorporated area and is expected to grow by 112% between 1995 and 2020. There is currently a Growth Management Ordinance in place for the unincorporated areas of the county of 2.3%.

PERFORMANCE MEASURES

In 1998, Caltrans accepted a final report entitled Transportation System Performance Measures, as a component of the 1998 California Transportation Plan (CTP). This report presented nine concept-level, "system performance outcomes": mobility/accessibility; reliability; cost-effectiveness; customer satisfaction; economic well-being; sustainability; environmental quality; safety and security; and equity. The report included inconclusive discussion regarding "candidate performance indicators" by which the attainment of desired outcomes might be measured.

Subsequently in 1999, the California Transportation Commission promulgated guidelines for the preparation of Regional Transportation Plans by the Regional Transportation Planning Agencies

(RTPAs). These guidelines state that a set of "program level transportation system performance measures" reflecting goals and objectives in the RTP should be adopted and applied in the evaluation and selection of plan alternatives.

The Guidelines for preparing Caltrans' own system planning documents have not been updated subsequent to the 1998 performance measures report and the 1999 direction to the RTPAs. Accordingly, in this Transportation Concept Report performance of the state highway facility is measured primarily using level of service (LOS) as the indicator for a single desired outcome, "mobility/accessibility." Other indicators address three additional outcomes identified in the CTP report. Local commodity production and freight moving facilities are identified and evaluated qualitatively as a measure of the goods movement capability intended to further "economic well-being." Collision rates along individual highway segments are compared with state averages as a measure of "safety and security." Environmental resources known to exist along the transportation corridor are identified in anticipation of the comprehensive evaluation of "environmental quality" that would attend a major transportation project. Caltrans system planning anticipates that the forthcoming District System Management Plan will address a wider scope of performance measures and that subsequent Transportation Concept Reports will include measures for a wider range of outcomes.

DEVELOPMENT CENTERS CONCERNS AND LONG-RANGE VISION

Route 166 in Santa Barbara and San Luis Obispo Counties impacts several development centers. These centers include the communities of Cuyama and New Cuyama, the City of Guadalupe, the City of Santa Maria, and Nipomo.

To incorporate community input into Caltrans' long-range route planning efforts, Caltrans staff has begun visiting the communities and discussing their concerns and visions regarding the State Highway systems that impact them. Caltrans feels it is critically important to work together with local communities towards solutions for transportation issues. While the communities and Caltrans may not always share the same vision for the facility, it is everyone's responsibility to be forthright and honest regarding individual and organizational needs, and work toward a mutually acceptable common ground.

The purpose of this section of the TCR is to shed light on issues that impact the route, but may be beyond the scope of the existing facility. An example might be a route realignment, and the potential for subsequent relinquishments. Additionally, local circulation issues that occasionally or indirectly impact the routes may be identified for future discussion and consideration.

CITY OF GUADALUPE

Meetings between the City of Guadalupe staff and elected officials and Caltrans staff were held on June 19, 2000 and August 9, 2000. These meetings provided a list of several of the community's concerns. The primary concern is the problem that develops when freight trains stop at the station in the City, and extend south so far as to sever Route 166, and temporarily prevent access to the other half of the City.

When the current Project Development Team (PDT) evaluated the widening of Route 166 from its intersection with Route 1 to Blosser Road at the city limits of Santa Maria, the issue of the freight trains bisecting the town resurfaced. In evaluating the potential options, the City was shown two different types of interchanges that would have eliminated the problem by creating an overpass for the train tracks. One of these options was a complicated and expensive interchange with a series of elevated ramps. This was rejected immediately as being too expensive and invasive on the surrounding properties. The second option was an elevated, at-grade intersection that would bridge the train tracks, and meet at an intersection, with an elevated Route 1. This was also dismissed as too invasive on the properties at the intersection. The parcel of land that rests in the southeast quadrant of the Routes 1 and 166 intersection is one of the last pieces of property the City has remaining to develop. The City wants to protect that land and sees it as potentially developable at some future date.

The PDT then focused on trying to tie one of the existing City streets to Route 1 using an overpass or underpass. Site evaluations were performed on 4th Street, 11th Street and Olivera Street. The 4th Street option proved nonviable due to a train rail siding lying between the through tracks and Route 1. The 11th Street option proved to be less than optimal as well in that residences line both sides of the street. Further evaluation of an Olivera Street overpass may have potential to solve the City's problem and would be worth additional study. Additionally, a railroad grade separation at the Route 1 and Route 166 intersection also needs additional consideration (see Figure 6 in Appendix C).

Other issues arising from the meetings included the City's safety concerns on Route 1 in the City and at the intersection of Routes 1 and 166. Additionally, the PDT evaluating the widening of Route 166 has been asked to look into the availability of a traffic signal at the intersection of Routes 1 and 166. This may be further justified by the future development of the 200-acre Guadalupe Dunes Park that rests to the west of the Routes 166 and 1 intersection.

CITY OF SANTA MARIA

On September 27, 2000, Caltrans staff met with staff and elected officials from the City of Santa Maria, SBCAG, and Santa Barbara County. The purpose of this meeting was to review and discuss the purpose and intent of the TCRs, and specifically the TCR for Route 166.

In keeping with their 1998 award recognition as an All-American City, the City staff provided their "vision" of the Route 166 corridor through the City. The City has expressed special interest in the second segment within the city limits of Santa Maria, locally called Main Street. Efforts are being made to revitalize this section of town, upgrade its appearance, and make it more pedestrian-friendly.

A key component to this project is removing the large truck traffic that currently uses the route to connect the agricultural lands west of Santa Maria with Route 101. In order to redirect the truck traffic, there would have to be a realignment of the existing route. This would require relinquishment of portions of this existing route to the City and possibly the County. The realignment and relinquishment process would allow the community to continue evaluating options involving raised medians with plantings and traffic-calming designs such as bulb-outs on the existing alignment. Meetings with City staff suggested potential alternatives for route realignments including Blosser Road, Black Road, or Simas Road. When Betteravia Road was suggested, concerns were expressed regarding whether the Route 101/Betteravia Road interchange would be adequate for the additional traffic. Other suggestions have been put forth including either a completely new bypass of the city or

working with San Luis Obispo County to establish a link to Route 101 through Nipomo using Division or Tefft Streets (see Figure 7 in Appendix C). These alternatives would all result in a new connection between Route 166 to the west of Santa Maria and Route 101. None of these alternatives has been put forth in detail for comments by agencies in either Santa Barbara or San Luis Obispo Counties. However, SBCAG has included a truck route study in its Overall Work Program (OWP) for fiscal year 2001/02 for Route 166 through the City of Santa Maria.

Other roadway concerns expressed in the meeting included County roads that intersect with Segment 3, east of Route 101. The Bull Canyon Road serves as a connector between the northeast edge of Santa Maria and Route 166 (at PM 12.15). The Tepusquet Canyon Road not only serves as a connector between Foxen Canyon Road and Route 166 (at PM 24.10), but is being impacted by additional traffic created by changes in land-use primarily related to the growth of the wine industry in the area. This road also provides detour access to the eastern end of Route 166 when the portions of western end of the third segment have had to be closed.

CUYAMA AND NEW CUYAMA

The communities of Cuyama and New Cuyama lie at the eastern-most end of Route 166 in District 5. The 1998 "Route 166 Safety Corridor Task Force" considered concerns of the communities. Several of those issues are involved in the operational improvements planned or programmed for that segment of the Route 166 corridor. These include turn-lane channelizations at the accesses to the schools and intersecting roads, passing lanes, widening of the roadway shoulders, and replacing the existing "Y" intersection with a new "T" intersection at the junction with Route 33 (see Figure 5 in Appendix C).

TRANSPORTATION CONCEPT AND STRATEGIES

TRANSPORTATION CONCEPT

Caltrans strives to provide a consistently high level of service on Route 166 as it passes through urban and rural communities. In general, District 5 targets a peak hour LOS of C or better on the state highway system under its jurisdiction. At this LOS, traffic flows will be stable, with some restrictions on speed but with adequate spacing between vehicles. Freedom to maneuver within traffic will be slightly restricted; e.g., lane changes will require vigilance on the part of the driver. There will be minimal delay at LOS C, i.e. minor traffic incidents will be absorbed although there may be local deterioration in service, with queues forming behind any significant blockage. At LOS C, drivers and passengers should experience qualitatively adequate service on the facility.

The target LOS must also be realistically achievable. In the case of Route 166 in Santa Barbara and San Luis Obispo Counties, achieving an LOS C or better will be possible for the segments and sub-segments in the rural areas. Santa Barbara County has adopted a standard LOS of C, however, the through-traffic of the two sub-segments in the urban area is impacted by a series of 9 traffic signals. Due to this extensive signalization, the traffic modeling will provide intersection LOS calculations, rather than standard LOS through-flow calculations. An LOS D or better will be the realistically achievable target LOS in those areas at current flow volumes, however, anticipated growth will test those levels during peak hours. Therefore, SBCAG has adopted a standard LOS D or better for all of its facilities in the 1999 RTP.

Compared to LOS C, at LOS D speeds can be expected to decrease noticeably with increasing traffic flow. Speeds will be tolerable, but freedom to maneuver within the traffic stream will be clearly limited. Minor incidents will create queuing because the traffic stream has little space to absorb disruptions. Sudden and considerable variations in speed combined with less maneuverability will provide drivers and passengers less comfort than at LOS C. However, the challenging traffic conditions of urbanized areas such as Santa Maria may make LOS D or better the only realistically achievable target LOS.

In addition to LOS, Caltrans considers continuity on the state highway system as desirable. Continuity within the system involves maintaining facility characteristics so traffic flows smoothly, and does not become restricted due to a particular component of the facility. As an example, the continuity of Route 101 will be impacted at the Santa Maria River Bridge when the project of widening Route 101 in Santa Maria from 4 to 6 lanes is completed. In this situation, the continuity to Route 101 will be returned when the Santa Maria River Bridge is widened to accommodate additional through lanes.

In the case of Route 166, there are no anticipated continuity concerns. In fact, the proposed changes on the western segment will reduce the conflict between automobiles and slow moving farm equipment, as well as offer new continuity in the existing bikeways of the area. The eastern segment's proposed changes would also address safety issues. The fact that projects in the planning stages now will also improve the levels of service along the route is an incidental benefit.

The 2020 Route Concept for the Route 166 facility in Santa Barbara and San Luis Obispo Counties is shown in the **Table 3**. In addition, actions to meet the targeted LOS and continuity goals are shown in **Table 4**.

Table 3

ROUTE 166 TRANSPORTATION CONCEPT FOR 2020

SEG- MENT	BEGIN POST MILE	END POST MILE	DESCRIPTION	ROUTE CONCEPT
1	0.00	6.87	City of Guadalupe/Route 1 – start City limits of Santa Maria @ Blosser Rd. – end	4-lane Conventional Highway Peak LOS C or better
2	6.87	8.93	City limits of Santa Maria @ Blosser Rd. – start Route 101 – Santa Barbara County – end	4/6-lane Conventional Highway - Intersection Peak LOS D or better
3	8.93	74.72	Route 101 – San Luis Obispo County – start Route 33 – Santa Barbara County – end	2-lane Conventional Highway Peak LOS D or better

Table 4

ROUTE 166 TRANSPORTATION CONCEPT RECOMMENDED ACTIONS

RECOMMENDED ACTIONS:
<ul style="list-style-type: none"> ◆ Implement Intelligent Transportation System components from the Central Coast Deployment Plan ◆ Reduce demand by encouraging and improving alternative modes such as transit, vanpools and ridesharing; evaluate potential park and ride lots ◆ Construct operational improvements on eastern segment ◆ Enhance intermodal facilities and services to improve interconnectivity ◆ Complete widening project on Segment 1 from Guadalupe to Santa Maria ◆ Evaluate potential alternative routes for truck traffic through/around Santa Maria

STRATEGIES TO ACHIEVE TRANSPORTATION CONCEPT

Segment 1. The transportation concept for Segment 1 is a peak-hour LOS **C** or better. The current LOS of **C** for the first segment (#1; PM 0.00-6.87) meets the minimum requirement for the facility (see Appendix B). With the anticipated traffic volume growth by the year 2020, the current LOS **C** will be maintained. Additionally, and in response to safety concerns, a Project Development Team (PDT) is currently evaluating the widening of this sub-segment of the route. Depending on which option is selected for this project, traffic flows will achieve an LOS of either **A** or **B**. Truck traffic represented 6.8% of total traffic volume.

Segment 2. The next segment, and its associated sub-segments, lie within the urban limits of Santa Maria (#2A; PMs 6.87-7.88/#2B; 7.88-8.93). Due to the large number of signalized intersections impacting through-traffic flows in these sub-segments, the level of service was analyzed at several key intersections. While future projects may require additional traffic counts be performed, the data exists for analysis of the intersections of Route 166 (Main Street) with Blosser Road, Broadway (Route 135), Miller Street, and Route 101. The truck traffic in these sub-segments increased by 22% over the levels in Segment 1, however, due to the substantial increase in automobile traffic, the trucks represent only 4% of the total volume. The following table reflects the LOS and flow rate (volume - V) vs. capacity (C) calculations now and in 2020.

Table 5

ROUTE 166 INTERSECTION LOS CALCULATIONS

Intersection LOS Calculations					
Segment #	Route 166 @	Current LOS	Future LOS (2020)	Current V/C	Future V/C (2020)
1/2A *	Blosser Road	B	E	0.77	0.97
2-A/B *	Broadway (Rte. 135)	D	D	0.78	0.82
2-B	Miller Street	B	C	0.72	0.75
2-B *	Route 101 (SB off)	A	B	0.55	0.85
2-B *	Route 101 (NB on)	B	C	0.66	0.85

* Intersections that are either the start and/or end of segments or sub-segments.

Segment 3. The route concept for Segment 3 is peak-hour LOS **D** or better. The current LOS of **C** for the segment (#3; PM 8.93-74.72) exceeds the minimum requirement for the facility (see Appendix B). The anticipated traffic volume growth by the year 2020 will reduce the projected LOS to **D** should the planned and programmed operational and safety improvements not be completed. The additional truck traffic anticipated, and its effect on the travel speeds due to the limited passing zones currently available primarily cause this downgrading in the LOS. However, there are a pair of operational improvement programs evolving from the Safety Task Force study performed in 1998. One of these operational improvement projects was funded in the 2000 STIP Cycle, and the other is expected to be funded in the 2002 STIP Cycle. Since these projects are driven by safety concerns, they are not intended to be capacity increasing. However, their effect is to allow for the safer passing of slow-moving trucks and may result in an improvement to the LOS. The truck traffic on this segment represents 16% of the traffic volume.

Should demand unexpectedly change, a number of actions can be taken to improve LOS. In response to concerns of congestion along Route 101, SBCAG retained Parsons-Brinckerhoff in 1993 to study alternatives. While these alternatives were initially to avoid Route 101 widening, SBCAG was presented with a variety of approaches to address congestion. Although caution would have to be used due to the different nature of Routes 101 and 166, it may be possible to apply these congestion relief measures to Route 166. These included transportation demand management (TDM) applications and development of alternative modes. However, as pointed out in the Parsons-Brinckerhoff study,

because of existing land use patterns, driver behaviors, and a lack of commitment to measures such as pricing parking, alternative travel modes and TDM applications may have limited positive impact on the level of service. In addition to TDM applications, other measures are expected to have limited impact on the LOS on Route 166. These include bikeway construction and implementation of Intelligent Transportation System (ITS) components from the Central Coast Deployment Plan.

PART THREE: FUTURE CONSIDERATIONS

DEVELOPING CONCEPT FACILITIES

Although not site specific, this TCR supports the implementation of Transportation System Management (TSM) and Transportation Demand Management (TDM) tools. Working together with Caltrans, the RTPAs and local jurisdictions should include TSM/TDM provisions in their planning process to ensure consistency with the Caltrans System Planning effort and maximize the utility of the existing Route 166. Multimodal concepts are also addressed in Alternative Transportation Options identified previously in this document.

ENVIRONMENTAL RESOURCES AND ISSUES

The purpose of this section is to provide a broad overview of environmental resources and issues to be considered in planning for appropriate transportation facilities along the Route 166 corridor in Santa Barbara and San Luis Obispo Counties.

SCENIC AND AESTHETIC RESOURCES

The western segment of Route 166 in Santa Barbara County, from its origin at Route 1 in Guadalupe to the west edge of the City of Santa Maria, offers views open to farmlands that are productive year-round. The eastern segment of Route 166 is classified as eligible to become included in the State Scenic Highway System. The route passes through mountain passes, grasslands, and valleys in both Santa Barbara and San Luis Obispo Counties while winding alongside the Cuyama River.

CULTURAL RESOURCES

Limited studies have identified resource locations and areas of cultural sensitivity along the Route 166 corridor. The Caltrans Environmental Staff has deemed these of "moderate" concern. Potential project-related impacts to archaeological, cultural, and historical resources will be evaluated in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), if federal funds are involved, for any roadway improvements proposed for Route 166. Environmental compliance could require further investigation of cultural sites, as well as redesign of the project or mitigation of impacts.

BIOLOGICAL RESOURCES

The Route 166 corridor passes through farmlands, developed urbanized areas, and inland grasslands as it courses through Santa Barbara and San Luis Obispo Counties in Caltrans District 5. If a new project is proposed to be undertaken in the Route 166 corridor, potential project-related impacts to biological resources will be evaluated in accordance with CEQA and NEPA requirements. While lands along Segment 1 are under extensive agriculture use, runoff channels and ponding areas offer potential habitat for endangered biological species.

To date, development along Segment 3 has been minimal. Therefore efforts involved in identifying all of the environmental resources have been limited. These limited studies have identified rare and endangered biological species and habitat. The sensitivity of these areas and species is deemed as "moderate" by the Caltrans Environmental staff.

AIR QUALITY

The 1999 *Report to the Community by the Santa Barbara County Air Pollution Control District* stated for the years 1997-1999, the County attained the Federal one-hour smog standard. This allows the County to request the U.S. Environmental Protection Agency (EPA) change the County's classification from "serious" ozone non-attainment area to an ozone attainment area. However, the air quality in Santa Barbara County does not meet the State standards for air-borne particulate matter and ozone.

The County has prepared an air quality attainment plan as required under the California Clean Air Act (CAA). Transportation plans, programs, and projects must conform to the attainment plan. Federal transportation conformity requirements also apply in Santa Barbara County. Any non-exempt project must meet all the requirements of the Federal regulations. The requirements include a conforming transportation plan and program approved by both the Metropolitan Planning Organization (MPO) and the Federal Highway Administration, as well as a determination of project conformance as part of the NEPA process.

San Luis Obispo County currently meets all federal ambient air quality standards. The County therefore is exempt from the requirement to prepare an air quality attainment and/or maintenance plan under the Federal Clean Air Act. San Luis Obispo County does, however, exceed state ozone standards and has prepared an attainment plan under the CAA.

PRIORITY PROJECTS ON THE ROUTE 166 CORRIDOR IN SANTA BARBARA AND SAN LUIS OBISPO COUNTIES

Many of the potential improvement projects have been identified in this document. These projects are the result of meetings with city and county staffs, as well as reviewing numerous documents. Most of these projects are explicitly listed in SBCAG's 1999 RTP and all of the projects are consistent with the RTP. The following is a list of those priority projects.

- ◆ Widening of Segment 1 of the route to mitigate safety concerns between Santa Maria and Guadalupe
- ◆ Operational improvements on the eastern segment of the route to mitigate safety concerns
- ◆ Identify and study alternative route paths to eliminate large truck traffic in Santa Maria
- ◆ Identify solution to the current railroad/Route 166/Route 1 intersection problems in the City of Guadalupe, potentially a grade separation or over/underpass
- ◆ Upgrades to traffic signal systems to improve the efficiency of traffic flow on arterial streets
- ◆ Travelers information system (changeable message signs and/or highway advisory radio) along Route 166 and at intersection/interchanges with Route 1 and Route 101 would provide notification of major incidents, road closures, slides, and weather conditions
- ◆ Dynamic traffic and incident management strategies (ramp meters and freeway/arterial coordination) on Route 166/101 interchange in Santa Maria, to help provide congestion relief (in conjunction with Caltrans)

ULTIMATE TRANSPORTATION CORRIDOR

The Ultimate Transportation Corridor (UTC) is viewed as the maximum development of a state highway corridor, including parallel facilities, beyond the 20-year planning horizon. The UTC is used to identify potential widenings, realignments, future facilities and rights-of-way required to complete the development of each corridor. This information is critical for working with local and regional land use planning agencies to address right-of-way preservation and dedication techniques.

In its current alignment, the Route 166 UTC is segment specific. Several projects are in the planning process that will approach the UTC. Segment **1** is being evaluated for widening which could achieve its "Concept" of a 4-lane conventional highway, with the UTC being a 4-lane expressway.

Sub-segment **2A** lies within the urban area of the City of Santa Maria. Regardless of traffic conditions, opportunities to increase capacity for this sub-segment is limited to the removal of on-street parking and widening of the roadway to 6 lanes. This is unlikely to be supported by the business community.

Sub-segment **2B** is built out at current widths with either 4 or 6 lanes and no on-street parking.

Segment **3** has a pair of operational improvement programs either in the development stage or programmed. The first of these improvement packages are programmed in SLOCOG's 2000 STIP. These improvements include left turn channelizations at 3 locations, a 450-meter passing lane and converting the intersection with Route 33 from a "Y" intersection to a "T" intersection. With these improvements, and the additional operational improvements in development, the route will achieve its "concept" as a 2-lane conventional highway or expressway. To achieve its UTC, the roadway shoulders would have to be widened to current standards for this entire segment.

CONCLUSION

In preparing this report, Caltrans has used traffic forecasts to determine the future Levels of Service on Route 166. Based on these forecasts and a qualitative analysis of alternatives, Caltrans identified the concept and attendant measures required for maintaining acceptable levels of service. The land use patterns and development adjacent to the state facility have a substantial impact on the LOS. Many alternative transportation modes and types of land use are in the hands of the local agencies, and are therefore the agencies' responsibility to implement and monitor.

Caltrans, District 5 will continue to work with the local agencies in planning and programming transportation projects to meet demand for safe and efficient travel through the Route 166 corridor. Additionally, in the interest of preserving the safety and operational integrity of the State Highway, the District's Community Planning/Intergovernmental Review (IGR)/California Environmental Quality Act (CEQA) program will continue to work with local agencies to identify and evaluate transportation issues at an early stage of planning for new development.

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Guadalupe – June 19, 2000 and August 9, 2000

Santa Maria – September 27, 2000

Santa Maria Times newspaper, numerous dates (articles on file).

Santa Barbara News-Press newspaper, numerous dates (articles on file).

DEFINITIONS OF TERMS, ACRONYMS, AND ABBREVIATIONS

AB 69 (1972)	Legislation enacted in 1972 creating the multi-modal California Department of Transportation and requiring State and regional transportation plans.
AB 402 (1977)	Legislation enacted in 1977 which amended and repealed portions of AB 69 (1972), created the California Transportation Commission (CTC) to replace prior boards and commissions and established the State Transportation Improvement Plan (STIP).
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.
ADA	Americans with Disabilities Act – Landmark 1990 civil rights legislation barring discrimination against people with disabilities in all major areas of life. As it relates to provision of transportation services, the ADA requires transportation providers ensure nondiscriminatory, accessible service for disabled individuals, and that public transportation providers operating fixed route bus service provide paratransit service comparable to the fixed routes.
ADT	Average Daily Traffic – The average number of vehicles passing a specific point during a 24-hour period. Similarly, Average Annual Daily Traffic is AADT, where the average is further normalized by averaging an entire year's traffic flows.
Air Basin	An area or territory containing similar meteorological and geographic conditions. In California, the Air Resources Board (ARB) has established nine air basins.
ALUC	Airport Land Use Commission - Agency responsible under state and federal law to protect public health, safety, and welfare by ensuring vacant lands in the vicinity of the airports are planned and zoned for uses compatible with airport operations.
ALUP	Airport Land Use Plan - A plan which provides for the orderly growth of the airports in the region. Local general plans, specific plans, zoning ordinances and other local land use regulations are required by state law to be consistent with the ALUP.
Arterial Highway	A general term denoting a highway primarily used for through traffic usually on a continuous route.
Auxiliary Lane	The portion of the roadway for traffic weaving, truck climbing, speed change, or other purposes supplementary to through traffic movement.
Average Travel Speed (ATS)	One of the performance measures used to estimate level-of-service (LOS) on a highway. The facility length divided by the average travel time of all vehicles traversing the facility, including all stopped delay times.
Blueprint Legislation (Prop 111-1989)	A statewide funding package developed by the California Legislature developed in 1989 and approved by the voters in 1990. The legislation, also known as Proposition 111, raised state gas and diesel taxes by 9 cents per gallon to pay for numerous projects and added requirements for county-level Congestion Management Programs.
CAP	Clean Air Plan – The federal 1990 Amendments to the Clean Air Act require a comprehensive demonstration of attainment of the federal emissions standards by the non-attainment areas.

CEQA	California Environmental Quality Act (1970) - A law requiring governmental decision-makers be provided adequate information about the potentially significant environmental impacts of proposed projects. CEQA also mandates ways to avoid or significantly reduce damage to the environment.
Channelization	The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movement of both vehicles and pedestrians.
CIP	Capital Improvement Program – A list of projects, their estimated costs, and schedules contained within an approved report by the responsible agency.
Clear Recovery Zone	An area clear of fixed objects adjacent to the roadway established to provide a recovery zone for vehicles that have left the traveled roadway. Minimum distances have been established. However, when an object (i.e., a tree) is desired to be retained, guardrails or some other similar structure are used to prevent head-on collisions with those fixed objects.
Climbing Lane	A lane added on an uphill grade for use by trucks, recreational vehicles and other heavy vehicles when their speeds are significantly reduced by the grade.
Concept	A strategy for future improvements that will reduce congestion, improve the mobility of people and goods and/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.
Continuous left-turn lane	A lane that simultaneously serves left turning vehicles traveling in opposite directions.
Conventional Highway	A highway without access control, which may or not be divided by a median. Grade separations at intersections or access controls may be used when justified at spot locations.
CMA	Congestion Management Agency – The county agency responsible for developing, coordinating and monitoring the Congestion Management Program (CMP) required by Section 65088 of the California Government Code.
CMAQ	Congestion Mitigation and Air Quality Program – A program created by the Intermodal Surface Transportation and Efficiency Act (ISTEA) providing funds for transportation plans and programs in areas not currently in attainment with the federal Clean Air Act (CAA) for ozone and/or carbon monoxide.
CMP	Congestion Management Program – A comprehensive program designed to reduce auto-related congestion through roadway improvements, travel demand management (TDM) and coordinated land-use planning among all local jurisdictions. The program is required of every county in the state with an urbanized area of at least 50,000 people and is updated biennially.
CMS	Congestion Management System – A system required of all Transportation Management Areas (TMA). Often adopted as a part of the CMP, the CMS is primarily composed of the principal arterials in the region. - ALSO - Changeable Message Signs – Electronic signs that can change the message it displays and often used along highways to alert and redirect traffic when travel conditions demand or provide “Amber Alert” notifications.
CTC	California Transportation Commission – A body appointed by the governor responsible for the State Transportation Improvement Program (STIP), the development of the Regional Transportation Plan Guidelines, and statewide transportation policy.
CTIS	California Transportation Investment System Tool – A Geographical Information System (GIS) software tool that virtually displays where investments in the transportation system is currently underway (programmed) and where it is planned for the next 20 years.

CTP	California Transportation Plan – A long-range transportation plan for the state required by ISTEPA.
Collector	Surface street providing access and traffic circulation within residential, commercial, and industrial areas to adjacent parcels of land.
Couplet	A pair of parallel one-way roadways running in opposite directions. This offers the potential for increasing capacity within tight city blocks where the existing roadway cannot be widened, and a parallel roadway exists that either can accommodate additional traffic or can be modified to do so.
Design Exception	Written record documenting the engineering decision(s) leading to an exception to a design standard. Exceptions are possible for both mandatory and advisory design standards.
DSMP	District System Management Plan – A document prepared by each Caltrans district. The DSMP identifies Caltrans priorities for highway system improvement and is used by both the Department and external agencies.
Design Speed	A speed selected to establish specific minimum geometric (horizontal, vertical, site distance) design elements for a particular segment of road.
Easement	A right to use or control the property of another for designated purposes.
EIR/EIS	Environmental Impact Report/Environmental Impact Statement – An analysis of the environmental impacts of proposed land development and transportation projects. An EIR is prepared in response to State requirements found in CEQA. An EIS is conducted for federally funded or approved projects per the National Environmental Policy Act (NEPA - 1969). The normal procedure is to circulate a “draft” document to the public and involved agencies for comments.
EPA	Environmental Protection Agency – The United States agency charged with setting policies and guidelines and carrying out mandates for the protection of national interests in environmental resources.
ERM	Emergency Response Management – A component of the ITS system, these systems enable the rapid deployment of emergency vehicles and personnel to the scene of an accident.
Expressway	An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections.
FAA	Federal Aviation Administration – An agency under the U.S. Department of Transportation (US DOT) responsible for all federal aviation programs.
FHWA	Federal Highway Administration - An agency under the U.S. Department of Transportation (US DOT) responsible for all federal highway programs.
FRA	Federal Railroad Administration – An agency of the US Department of Transportation that funds rail planning and deployment projects.
FSTIP	Federal Statewide Transportation Improvement Program – This program is a statewide compilation of projects proposed by the regionally adopted FTIPs and competing for federal transportation funding from TEA 21. The FSTIP is prepared by Caltrans to meet the federal requirements of Title 23 USC.
FTA	Federal Transit Administration - An agency under the U.S. Department of Transportation (US DOT) responsible for all federal programs related to mass transit. This agency was formally known as the Urban Mass Transit Agency (UMTA).
FTIP	Federal Transportation Improvement Program – A multi-year list of transportation projects predominantly funded from federal sources. The FTIP is developed and adopted by the RTPA on a biennial basis. Once adopted, the FTIP is submitted to the CTC and federal funding agencies.
Focus Routes	These routes are a subset of the 34 High Emphasis (HE) IRRS routes. They represent the ten routes or corridors that should be the highest priority for completion to minimum facility standards in order to serve higher volume interregional trip movements.

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.
F & E System	Freeway and Expressway System – 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.
Freeway capacity	The maximum sustained 15-minute flow rate, expressed in passenger cars per hour per lane (pc/h/ln), that can be accommodated by a uniform freeway segment under prevailing traffic and roadway conditions in one direction of flow.
Frontage 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. These roads also allow for control of access onto the highway system.
Functional Classifications	A grouping of streets and highways sorted as to the character of service they are intended to provide.
GIS	Geographic Information Systems – Computerized data management system designed to capture, store, retrieve, analyze, and report on geographic and demographic information in a visual format, usually in the form of a map.
Goods movement	The general term referring to the flow of commodities, modal good movement systems, and goods movement institutions.
GPS	Global Positioning System - A system that determines the real-time position of vehicles using communications via satellite.
Grade separation	A crossing of two highways or a highway and a railroad at different levels with one bridging the other.
Interchange	A system of interconnecting roadways in conjunction with one or more grade separations providing for the interaction of traffic between two or more roadways on different levels.
HE Routes	High Emphasis Routes - The most critical routes of the Interregional Road System (IRRS), as well as the most critical for interregional travel and the state as a whole.
HCM	Highway Capacity Manual – A manual describing the relationships between roadway capacity and travel/flow characteristics, and containing procedures for calculating the level-of-service (LOS) of a roadway or intersection.
HOV lanes	High Occupancy Vehicle lanes – A travel lane on a roadway segment whose use is restricted to vehicles where a predetermined minimum number of occupants are in the vehicle, usually more than one person.
Initial Study	A preliminary study prepared by the lead agency to determine whether an environmental impact report (EIR) or negative declaration (ND) must be prepared pursuant to CEQA.
IRRS	Interregional Road System – A series of interregional state highway routes, outside the urbanized areas, which provides access to, and links between, the State's economic centers, major recreational centers, and urban and rural areas.
ISTEA	Intermodal Surface Transportation and Efficiency Act – Federal transportation legislation signed into law in 1991 that substantially changed the way transportation funding decisions are made. The Act emphasized diversity, balance of modes, and the preservation of the existing system. It was superseded by TEA 21 in 1998.

Intermodal Transportation	The process of applying a system approach to transportation in which goods and people are transported in a continuous and efficient manner between origin and destination, using two or modes in the most efficient manner.
ITIP	Interregional Transportation Improvement Program – A program prepared biennially by Caltrans that includes interregional highway and intercity rail projects proposed for funding through the STIP. This program represents 25% of the total STIP budget, with the other 75% in the RTIP. Sixty percent of the ITIP funds are programmed and expended for improvements to state highways outside the boundaries of urbanized areas (populations greater than 50,000) and for intercity rail projects. RTPAs/MPOs may propose projects for consideration by Caltrans for inclusion in the ITIP.
ITS	Intelligent Transportation System – This is a general term to describe a range of advanced electronic and information technologies that can be used to improve the safety, operational efficiency, and productivity of the transportation system.
ITSP	Interregional Transportation Strategic Plan – A plan identifying six key objectives for implementing the Interregional Improvement Program (IIP) and strategies and actions to focus improvements and investments. This document also addresses development of the IRRS and intercity rail in California, and defines a strategy that extends beyond the current STIP.
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.
Lane numbering	On a multi-lane roadway, the traffic lanes available for through traffic traveling in the same direction are numbered from the left to the right when facing in the direction of the traffic.
Lead Agency	The public agency that has the principal responsibility for preparing project environmental documents and for carrying out or approving a project which may have a significant effect on the environment.
LAFCO	Local Agency Formation Commission – Commission in each county formed by a State legislative act with the objectives of discouraging urban sprawl and encouraging the orderly formation and development (or dissolution) of local government agencies (e.g., incorporation into cities) and special districts.
LCP	Local Coastal Plan – A guide for the development of land within the coastal areas of California. The zoning ordinances of the jurisdictions within the region implement provision of the LCP.
LOS	Level of Service - Term used to describe the quality of operation of a highway facility. It is a qualitative measure of the effect of such factors as speed and travel time, traffic interruptions, freedom to maneuver, driving comfort, convenience, safety and operation cost. In this report, LOS is based on peak traffic hours. On urban street systems, the quality of flow is most frequently controlled by traffic conditions at signalized intersections. The flow characteristics are defined in six levels of service.
LOS A	Describes a condition of free flow, with low volumes and high speeds. Traffic density is low, with speeds controlled by driver desires, speed limits, and physical roadway conditions.
LOS B	This zone allows stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation.
LOS C	This zone still allows stable flow, but the higher volumes more closely control speeds and maneuverability. Most of the drivers are somewhat restricted in their freedom to select their own speed, change lanes, or pass.

LOS D	This level approaches unstable flow, with tolerable operating speeds being maintained though considerably affected by changes in operating conditions. Fluctuations in volumes and temporary restrictions to flow may cause substantial drops in operating speeds.
LOS E	This level cannot be described by speed alone, but represents operations at even lower operating speeds than in level D, with volumes at or near the capacity of the highway. Flow is unstable, and there may be stoppages for brief periods of time.
LOS F	Describes forced flow operation at low speeds, where volumes are below capacity. These conditions usually result from vehicles backing up from a restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of the downstream congestion. In the extreme, both speed and volume can drop to zero.
LTA	Local Transportation Authority – An agency created to be responsible for implementing and administering special sales tax revenues designated for transportation projects.
LTF	Local Transportation Fund – A county fund derived from an additional sales tax as established by the Transportation Development Act for public transportation. LTF funds are administered and allocated to local governments, transit operators and CTSA's by the RTPA. LTF revenues must be used for transit purposes as a first priority, but may be used for street and road purposes if the RTPA finds there are no unmet, reasonable transit needs. The process of identifying these unmet transit needs involves conducting public hearings. The recommendations following this process are often contentious, as communities struggle to fund both those transit needs and roadway maintenance.
Matching Funds	The share of funds that must be put up by the State or local applicant to supplement the Federal share of funds to finance a Federal project. The match does not imply a 50/50 split in shares.
Median	The portion of a divided highway separating the traveled ways for traffic in opposite directions.
MPO	Metropolitan Planning Organization – The organization designated by the governor as responsible for transportation planning and programming activities, as required under federal law, in an urbanized area. The MPO serves as the forum for cooperative decision making by a regional board made up of local elected officials and city and county staff. The MPO is responsible for development of the federal long-range transportation plan and multi-year funding programs, and the selection and approval of transportation projects using federal funds.
NAAQS	National Ambient Air Quality Standards – Standards set by the federal EPA for the maximum levels of air pollutants that can exist in the outdoor air without unacceptable effects on human health or the public welfare.
NEPA	National Environmental Policy Act (1969) – Federal legislation establishing the requirements and procedures for documenting the environmental impacts of federally funded projects, including transportation improvements.
NHS	National Highway System – Required under Section 1006 for ISTEA, the NHS is a 155,000-mile system comprised of major highways serving interstate and interregional travel, connecting major population centers, ports, airports, public transportation facilities, major travel destinations, international border crossings, and major military installations.
NTN	National Truck Network – This network is comprised of the National System of Interstate and Defense Highways. Sometimes referred to as just National Network (NN). This network is part of the larger Surface Transportation Assistance Act (STAA) network that also includes Terminal Access (TA) and Service Access (SA) routes.

North-South Funding Split	This funding split is a component of the statewide allocation mechanism for transportation funding. The current allocation of funds provides Northern California - 40% and Southern California - 60%.
OWP	Overall Work Program – The document prepared by the RTPA/MPO that describes and details the planning and programming activities to be conducted in a fiscal year. The OWP serves as the documentation for the federal and state planning grants which finance the program.
Park and Ride Lots	Parking lots along highway corridors that allow for drivers to park their car/truck and ride with another individual or use a transit system, reducing the number of vehicles on the road. Some lots may also offer bicycle lockers.
Platoon	A group of vehicles traveling together as a group, either voluntarily or involuntarily because of signal control, geometrics, lack of passing opportunities or other factors.
Programming	The process of scheduling high-priority projects for development and implementation.
PID	Project Initiation Document – A document required for all projects before it can be considered for funding or programming into the STIP or the SHOPP. The PID may be any of a number of documents including a Project Study Report (PSR), Project Study Report/Project Development Support (PSR/PDS), Project Scope and Summary Report (PSSR), or a Noise Barrier Scope and Summary (NBSSR).
PDT	Project Development Team – Usually a multi-agency team of planners, engineers, and local government officials working together to develop a PSR by evaluating the needs and alternatives of a potential transportation deficiency. The alternatives available to the team will nearly always include the “no build” option.
PR	Project Report – A 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.
PSR	Project Study Report – An engineering report documenting the agreement on project scope, schedule, and estimated cost so a project can be considered for future programming in the STIP.
PSR(PDS)	Project Study Report/Project Development Study – A PID document that provides less detail than a standard PSR. The purpose of this study is to focus on cost estimates for the support effort needed to obtain environmental approval and begin design work.
PSSR	Project Scope Summary Report – A report used to define project scope and cost and to approve resurfacing, restoration, and rehabilitation work proposed as structure and pavement rehabilitation projects. There are five types of projects documented by PSSRs including pavement rehabilitation, capital outlay preventative maintenance, structure rehabilitation, seismic retrofit, and urban freeway access.
PTSF	Percent time spent following – A performance measure used to estimate level of service on a two-lane highway. It is the average percentage of the travel time that vehicles must travel in platoons behind slower vehicles due to the inability to pass.
Public Participation	The active and meaningful involvement of the public in the development of transportation plans and programs.
Ramp metering	A traffic management strategy that 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.
Relinquishment	A transfer of the State's rights, title and interest in and to a highway, or portion thereof, to a city or county.

RIP	Regional Improvement Plan – One of the two broad programs making up the STIP. The RTIP is funded from 75% of new STIP funds and further subdivided by formula into county shares. RTPAs/MPOs program RIP funds to projects through the RTIP process.
RSTP	Regional Surface Transportation Program – The portion of the federal Surface Transportation Program (STP) that is directly allocated to the regions. RSTP funds are programmed by the RTPA/MPO in the FTIP.
RTIP	Regional Transportation Improvement Program – The RTIP is prepared and adopted biennially by the RTPA/MPO. The RTIP includes projects from the Regional Transportation Plan (RTP) Action Element nominated for state highway, transit and rail funds. The adopted RTIP is submitted to the CTC for inclusion in the State Transportation Improvement plan (STIP).
RTP	Regional Transportation Plan – the RTP is a long-range plan (20-year horizon) to improve a region's state highways; local streets, roads and bikeways; airport and marine facilities; transit, paratransit, and passenger rail services. As a guide for the development of these facilities, the RTP describes the priorities for making investments in a region's transportation system.
RTPA	Regional Transportation Planning Agency – The county level, or multi-county level, agency responsible under state law for the preparation of RTPs and allocation of funds. RTPAs can be local transportation commissions, Councils of Governments, MPOs, or statutorily created agencies.
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.).
Roadbed	Those portions of the roadway extending from curb line to curb line or shoulder line to shoulder line. Divided highways are considered to have two roadbeds.
Roadway Characteristics	The geometric characteristics of the roadway segment under study, including the number and width of lanes, right-shoulder lateral clearance, interchange/intersection spacing, vertical alignment, and lane configurations.
RWIS	Road Weather Information System – This ITS system collects pavement temperature, visibility, wind speed and direction, and precipitation data and presents the data in a usable format to transportation system operators, for the public.
Rural	An area with a population under 5000.
Rural Local	Roadways that provide access to adjacent lands and provide service to travel over relatively short distances as compared to collectors or other highway systems.
Rural Major Collector	Roadways that provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance, nearby larger towns or cities, or with routes of higher classification. These roads frequently serve the more important intra-county travel corridors.
Rural Minor Arterial	Roadways that link cities and larger towns with major traffic generators that may attract travel over similarly long distances and form an integrated network of interstate and inter-county service. These roads are to be spaced at such intervals, consistent with population density, so that all developed areas of the state are within a reasonable distance of an arterial highway. They are also to provide service to corridors with trip lengths and travel density greater than those predominantly served by rural collector or local systems. These routes should be expected to provide for relatively high overall travel speeds, with minimum interference to through movement.

Rural Minor Collector	Roadways spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. These roads are also to provide service to the remaining smaller communities and link the locally important traffic generators with their rural hinterland.
Rural Other Principal Arterial	All non-Interstate Principal Arterials which will serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel. These roadways will also serve all urban areas of 50,000 and over population and a large majority of those with population of 25,000 and over. They should also provide an integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise.
SAFE	Service Authority for Freeway Emergencies – State legislation (SB-1199), enacted in 1985, authorized the establishment of local SAFEs for the purposes of installing, maintaining, and operating a network of motorist-aid call boxes. The program is funded by a \$1 per year fee on all registered motor vehicles within the county.
Scenic Corridor	A band of land that is visible from and generally adjacent to, but outside of, the highway right-of-way having scenic, historical, or other aesthetics 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.
Scoping	An activity of the lead agency in the environmental process ensuring the inclusion of all significant issues and maximum participation for the development of the EIR/EIS.
Segment	A portion of the highway identified for analysis that is homogenous in nature.
SB-45 (1997)	Senate Bill 45 of the 1997 California State Legislature – State legislation enacted in 1997 that substantially changed the process for allocating state and federal transportation funds through the STIP. The major changes include consolidation of several prior STIP funding programs into two broad programs, increased programming flexibility, authority, and accountability for regional agencies and full accounting of all project costs in the STIP. SB-45 initially shortened the STIP period from 7 to 4 years. However, a five-year program was established with the 2002 STIP under Assembly Bill (AB) 2928.
Shoulder	The portion of the roadway contiguous with the traveled way for accommodating stopped vehicles, for emergency use, and for lateral support of the roadbed base and surface courses.
SHOPP	State Highway Operation and Protection Plan – A program of projects adopted by Caltrans to preserve and protect the state highway system and provides for its safe operation. SHOPP projects include traffic safety, pavement and bridge rehabilitation, seismic retrofit, earthquake and storm damage repair and traffic operational improvements. These projects are maintained on a four-year list that is updated every two years.
SIP	State Implementation Plan – A document prepared by each State, with input from local Air Pollution Control Districts (APCDs) describing the existing air quality conditions and measures that will be taken to attain and maintain national ambient air quality standards (NAAQS). In California, the California Air Resources Board (CARB or ARB) prepares the SIP.
SR	State Route – State highways within the State, other than Interstate and US routes, which serve interstate and intrastate travel. These highways can be freeways, expressways or conventional highways depending on their access control.
SRTP	Short-Range Transit Plan – The SRTP is a five-year comprehensive plan required of all transit operators, usually within urban areas, by federal and regional transportation funding agencies.

STA	State Transit Assistance – Funds allocated to the county and administered by the RTPA/MPO pursuant to the Transportation Development Act (TDA) that are designated for transportation planning and mass transportation purposes specified by the legislature.
STAA Network	Surface Transportation Assistance Act Network – This network was created by federal legislation in 1982 and is made up of the National Network (NN), Terminal Access (TA) and Service Access (SA) routes. This legislation requires states to allow large trucks on these specific routes.
STIP	State Transportation Improvement Program – A statewide program of transportation projects adopted biennially by the CTC that governs the expenditure of state revenues for transportation. The STIP consists of transportation projects proposed in the RTIPs and ITIP, and approved by the CTC.
STP	Surface Transportation Program – A flexible funding program established under ISTEA and continued under TEA-21, which maybe used for a broad range of transportation improvements.
STRAHNET	Strategic Highway Network - a federal designation for the system of highways providing access to major U.S. military installations.
TA Route	Terminal Access Route – Portions of State routes and local roads that can accommodate STAA trucks. TA routes allow STAA trucks to (1) travel between NTN routes, (2) reach a truck's operating facility, or (3) reach a facility where freight originates, terminates, or is handled in the transportation process.
TASAS	Traffic Accident Surveillance and Analysis System – A system providing a detailed list or summary of accidents occurring on highways, ramps, or intersections in the State Highway System. Accident histories can be accessed by location, highway characteristics, accident data codes or any combination of these by State safety engineers for evaluation and recommendations.
TAZ	Traffic Analysis Zone – a geographical area delineated for the purpose of transportation modeling. TAZs are the major unit of transportation modeling analysis and are delimited on the basis of socio-economic, topographic, political, and transportation facilities information.
TCM	Transportation Control Measure – Any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions.
TDA	Transportation Development Act – As contained in Section 99200 of the Public Utilities Code, the TDA provides two major sources of funding for public transportation through regional planning and programming agencies: the county Local Transportation Fund (LTF), which is derived from ¼ cent of the retail sales tax collected statewide and the State Transit Assistance (STA) funds which are for transportation planning purposes as specified by the legislature.
TDM	Transportation Demand Management – The implementation of measures that encourage people to change their mode of travel, travel during off-peak periods, or not make the trip alone at all, e.g., ridesharing, telecommuting, pricing incentives and parking management.
TDP	Transit Development Program – Federal Transit Administration (FTA) requires a TDP be prepared for all areas applying for TDP capital or operating grants. The required TDP should provide for the planning and coordination of all public transit systems in an area, and should cover a planning period of five years. The TDP must be consistent with the RTP and the RTIP. TDPs are typically prepared for rural areas, while SRTPs are prepared for individual transit operations in urban areas.
TE	Transportation Enhancements – A program under ISTEA and TEA-21 which sets aside a portion of Surface Transportation Program (STP) funds for several categories of projects whose purpose is to enhance the transportation system. Enhancement funds can be used for bicycle and pedestrian facilities, landscaping and scenic highway programs, restoration of historic rail stations, and various other purposes.

TEA-21	Transportation Equity Act for the 21st Century – Federal legislation enacted June 9, 1998, as Public Law 105-178. TEA-21 authorizes the Federal Surface Transportation Programs (FSTP) for highways, highway safety, and transit for the 6-year period from 1998-2003. This legislation superseded the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), but maintained its basic structure and built on its key initiatives.
TIP	Transportation Improvement Program – Any of a number of programs such as RTIP, STIP, FTIP, etc.
TMA	Transportation Management Area – A region which is subject to certain planning requirements under ISTEA. Any urbanized area with a population of more than 200,000 is automatically a TMA. Other urbanized areas may request designation as a TMA.
TMC	Traffic Management Center – A building, or portion of a building, that serves as a focal point to monitor traffic and road conditions, as well as train and transit schedules, and airport and shipping advisories. From this point, information about accidents, road closures and emergency notifications is relayed to the public.
Transportation Stakeholders	In transportation, stakeholders include FHWA, CTC, RTPA/MPO(s), transportation departments and commissions, cities and counties, Native American Tribal Governments, economic development and business interests, resource agencies, interest groups, the public, the Legislature, and the Governor.
TSDP	Transportation System Development System – A TSDP identifies a reasonable, comprehensive and effective range of transportation improvements on State highways. It is Caltrans statement of priorities for improvements after negotiating and joint planning efforts with regional agencies.
TSM	Transportation System Management – TSM is (1) a process orientated approach to solving transportation problems considering both long and short-range implications, and (2) a services and operations process, in which low capital, environmentally-responsive, efficiency-maximizing improvements are implemented on existing facilities.
TTAC	Technical Transportation Advisory Committee - A regional advisory committee that serves as a communication link between a RTPA/MPO and all other transportation agencies within a county or specified area. TTACs review and make policy recommendations on fiscal matters, fund allocations, special studies, and planning documents for submittal to the appropriate board(s). The committee will usually consist of representatives from the cities, county, transit agencies, APCD, RTPA/MPO, and Caltrans.
TPAC	Technical Planning Advisory Committee – TPACs are often regional planning advisory committees comprised of planning directors from the county and cities and act as a communication link between the planning agencies and the RTPA/MPO.
Urban	A population concentration between 5000 to 50,000.
Urbanized Area	A population concentration of at least 50,000 inhabitants, generally consisting of a central city and the surrounding, closely settled contiguous territory (suburbs).
Urban Collector	The collector street system provides land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. It differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. In the central business district, and in other areas of like development and traffic density, the collector system may include the street grid, which forms a logical entity for traffic circulation.

Urban Local	Comprised of all facilities not on one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher order systems. It offers the lowest level of mobility and usually contains no bus routes. Service to through traffic movement usually is deliberately discouraged.
Urban Minor Arterial	Interconnects with and augments the urban principal arterial system and provides service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system. The minor arterial street system includes all arterials not classified as a principal and contains facilities that place more emphasis on land access than the higher system, and offers a lower level of traffic mobility. Such facilities may carry local bus routes and provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods. This system should include urban connections to rural collector roads where such connections have not been classified as urban principal arterials.
Urban Other Principal Arterial	This system consists of all non-Interstate principal arterials.
Urban Principal Arterial – Interstate	The interstate system consists of all Interstate principal arterials.
Urban Principal Arterial – Other Fwys/Expwys	Connecting links of non-Interstate rural principal arterials. Connecting links of rural minor arterials.
US DOT	United States Department of Transportation – The principal direct funding Federal agency for transportation facilities and programs. Includes the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Federal Railroad Administration (FRA), and other agencies.
US Route	A network of highways of statewide and national importance. These highways can be freeways, expressways, or conventional highways.

DEFINITION OF TERMS SPECIFIC TO “DATA SHEETS” IN APPENDIX

Description:	Provides start and finish points for the segment (e.g., streets, routes or other description).
Functional Classification:	1992 Functional Classification Maps developed by DOT in cooperation with U.S. DOT, FHA and counties.
Interregional Route System:	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.
National Highway System:	Included are all Interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.
Type of Facility:	C = Conventional, E = Expressway, F = Freeway, X = Unconstructed State Highway.
Type of Terrain:	Terrain describes the adjacent topography as to its effect on construction cost. M = Mountainous, F = Flat, R = Rolling.
Number of Lanes:	The total number of lanes moving in both directions.
Lane Width, Shoulder Width, R/W Width, Median Width:	The width in feet of all lanes, shoulders, right-of-way and median.
ADT (present):	<i>Average Daily Traffic</i> – The average 24 hour volume, being the total number during a stated period divided by the # of days in that period.
Growth Factor:	The 20-year Growth Rate expressed as a percentage of current AADT.
ADT (current year)	ADT of current traffic on highway facility.
ADT (Future 2025):	ADT based on current highway facility to the projected year in the future.
Peak Hour Volume:	The number of vehicles passing a given point during a specified period of time at Peak Hour.
Directional Split:	Directional distribution of traffic at peak hour (e.g., 60/40, where 60% of the traffic at a specific time is in one direction and 40% from the other direction).
Hours Delay:	The time lost while traffic is impeded by some element over which the driver has no control.
Peak Hour % Trucks:	The percentage of truck traffic as part of the ADT at peak hour.
Signalized Intersections:	An intersection that includes a power operated traffic control device by which traffic is regulated, warned, or alternately directed to take specific actions.
3-Year Accident Rate:	The latest 3-year accident rate. Rate includes the number of fatal, injury, and property damage only for a segment.
Statewide Accident Rate:	Statewide Average accident rate for the same type of facility in comparable terrain.
FAT Rate:	Rate of fatalities per million vehicle miles traveled.
F & I:	Rate of fatal and injury accidents per million miles traveled.
V/C Ratio:	Ratio of highway volume to capacity.
LOS:	Level of Service is a measure of the speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort, convenience, and operating cost.

Proposed Route Concept (2025):	Most likely facility for the route given future financial, environmental, planning and engineering factors at the proposed timeline.
Projected Peak LOS:	The peak LOS projected after the proposed future route concept is given.

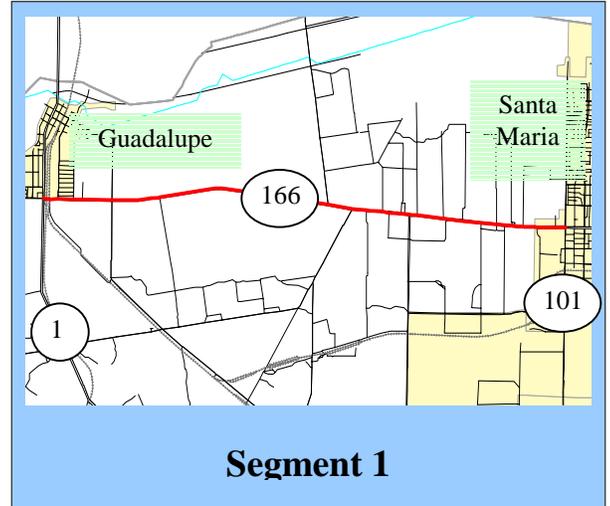
STATE ROUTE 166 - SEGMENT 1
SANTA BARBARA COUNTY

SEGMENT SPECIFICATIONS

Segment	Begin	End	Description
1	0.00	6.87	Intersection of Routes 1/166 in Guadalupe to Blosser Road - Santa Maria City limits

LEVEL OF SERVICE

Present LOS	C
20-Year LOS without Improvements	C
20-Year Concept with Improvements	C or better



SEGMENT FEATURES

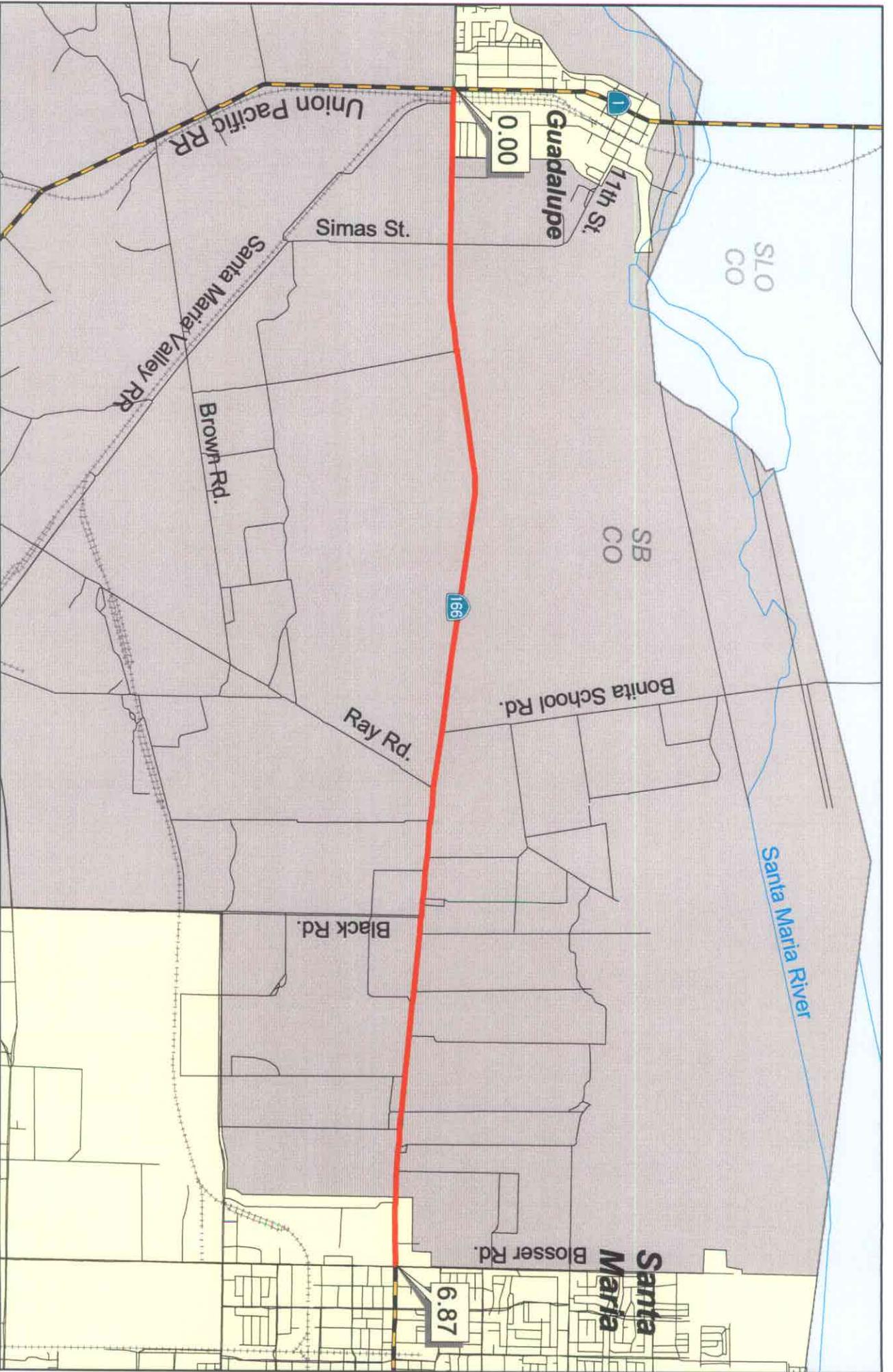
Environmental Constraints:	<ul style="list-style-type: none"> ▪ Prime Agricultural Land ▪ Cultural Resources ▪ Air Quality ▪ Threatened and Endangered Species and Habitat ▪ Flooding/Erosion/Road side culverts
Multimodal Facilities:	<ul style="list-style-type: none"> ▪ Bicycle Facilities ▪ Guadalupe Flyer Public Transit System ▪ Santa Maria Airport ▪ Guadalupe Train Station
Land Uses along Corridor:	<ul style="list-style-type: none"> ▪ Extensive agriculture ▪ Rural residential ▪ Light Commercial
Major Traffic Generators:	<ul style="list-style-type: none"> ▪ Access to Guadalupe-Nipomo Dunes Reserves ▪ Farming activities including large farm equipment and truck traffic ▪ Commuter traffic to and from Guadalupe and Santa Maria ▪ Guadalupe Train Station ▪ Access to State Route 1

IDENTIFIED DEFICIENCIES – EXISTING AND FUTURE

- Segment 1 is presently operating at LOS C and is projected to maintain LOS C by the year 2020 without the potential widening improvements. Depending on which of the widening projects is chosen and, the segment would achieve LOS A/B.

RECOMMENDED ACTIONS

- Implement Intelligent Transportation System components from the Central Coast Deployment Plan
- Reduce demand by encouraging and improving alternative modes such as transit, vanpools and ridesharing; evaluate potential park and ride lots
- Construct system-wide operational improvements including widening shoulders
- Enhance intermodal facilities and services to improve interconnectivity
- Widen to 4-lanes with continuous channelizations to improve safety
- Develop alternatives for railroad crossing at or near intersection of Route 1 and 166

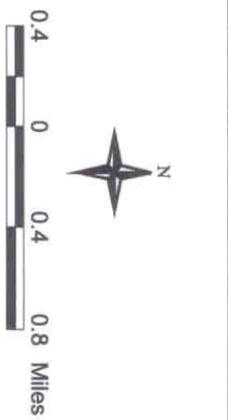




Caltrans
District 5
System
Planning

Functional Classification: Rural Minor Arterial
 National Highway System: No
 No. of Lanes: Two
 R/W: 100' to 150' Median Width: N/A
 Lane Width: 12'
 Shoulder Width: 2' to 15'

 Urban Boundary
 County Boundary
 Rail
 State Highway
 Segment



Route 166
Transportation
Concept
Report

Creation Date: July 23, 2001
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State Route 166
Segment #1
PM: 0.00 - 6.87

DISTRICT 5 SEGMENTATION DATA SHEET

COUNTY: Santa Barbara

ROUTE: 166

SEGMENT: 1

SUB-SEGMENT LOCATION

PM Begin	PM End	Length (miles)	Description
0.00	6.87	6.87	Junction Routes 1/166 to Blosser Road

Length reflects actual distance which may differ from the difference between PM End and PM Begin

EXISTING ROADBED INFORMATION

Number of Lanes:	Two	Lane Width:	12 ft.
Terrain:	Flat	ROW Width:	100 ft.
Signalzd. Intersections:	1	Shoulder Width:	8 to 10 ft.
Bike Lanes:	Class III	Median Width:	0 ft.

EXISTING ROUTE DESIGNATIONS

Functional Classification:	Principal Arterial		
Facility Type:	Conventional Highway		
Trucking Designations:	None		
National Highway System:	No	Interregional Road System:	No

OPERATING CHARACTERISTICS

Segment

	ADT		V/C Ratio		LOS	
	2000	2020	2000	2020	2000	2020
	8,030	9,693	0.34	0.41	C	C
ADT Annual Growth (2000-2020):	0.86%		Peak Hour Volume (2000):		866	
Directional Split:	60%		Peak Hour Truck:		6.8%	

ACCIDENT DATA

	Sub-segment	Statewide	3-Year Period
Total Collision Rate:	1.31	1.03	Rates are incidents per million vehicle miles for the 3-year period 6/1/97 - 5/31/00 .
Fatality Collision Rate:	0.017	0.036	
Fatality + Injury Collision Rate:	0.68	0.49	

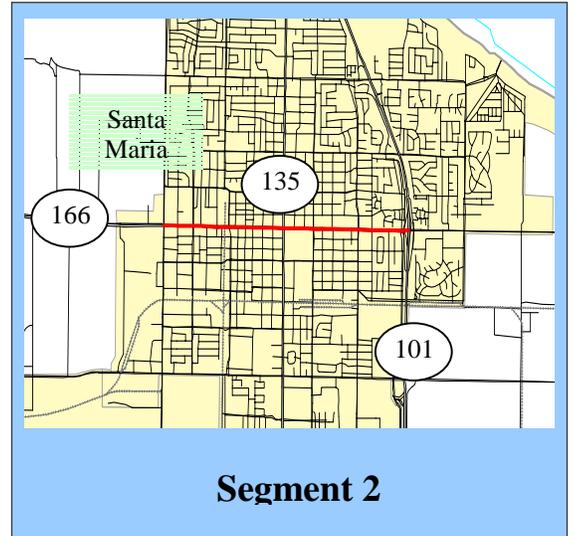
Statewide is comparable statewide facility

PROPOSED CONCEPT

Proposed Transportation Concept (Future):	4-lane Conv. Highway
Projected Peak LOS (w/Facility Modifications):	A

**STATE ROUTE 166 - SEGMENT 2
SANTA BARBARA COUNTY**

SEGMENT SPECIFICATIONS			
Segment	Begin	End	Description
2	6.87	8.93	Blosser Road - Santa Maria City limits to Junction Route 101



INTERSECTION LEVEL OF SERVICE RANGES	
Present LOS	A to D
20-Year LOS without Improvements	B to E
20-Year Concept with Improvements	B to E

SEGMENT FEATURES	
Environmental Constraints:	<ul style="list-style-type: none"> ▪ Air Quality ▪ Street flooding ▪ Segment corridor at full build-out in city
Multimodal Facilities:	<ul style="list-style-type: none"> ▪ Bicycle Facilities ▪ Santa Maria Area Transit (SMAT) ▪ SMAT Town Center Transit Center ▪ Santa Maria Organization of Transportation Helpers (SMOOTH) ▪ Greyhound Bus Lines (Inter-city travel) ▪ Santa Maria Airport
Land Uses along Corridor:	<ul style="list-style-type: none"> ▪ Urban residential ▪ Light commercial ▪ Retail sales
Major Traffic Generators:	<ul style="list-style-type: none"> ▪ Access to Guadalupe-Nipomo Dunes Reserves ▪ Large truck traffic from agriculture producers ▪ Commuter traffic to and from Guadalupe and Santa Maria ▪ La Joya Plaza shopping center ▪ Access to State Route 101

IDENTIFIED DEFICIENCIES – EXISTING AND FUTURE
<ul style="list-style-type: none"> ▪ Segment 2 is presently 4 to 6 lanes wide with the western sub-segment offering on street parking. The LOS at the intersections will continue to deteriorate because widening the segment is not possible due to buildout.

RECOMMENDED ACTIONS
<ul style="list-style-type: none"> ▪ Implement Intelligent Transportation System components from the Central Coast Deployment Plan ▪ Reduce demand by encouraging and improving alternative modes such as transit, vanpools and ridesharing; evaluate potential park and ride lots ▪ Evaluate alternative route for opportunities to redirect truck traffic ▪ Enhance intermodal facilities and services to improve interconnectivity ▪ Maximize signalization timing

SB
CO

Donovan Rd.

Alvin Ave.

Western Ave.

Blosser Rd.

Depot St.

Pine St.

N. Broadway

Town Center Dr.
Miller St.

College Dr.

Bradley Rd.

Cook St.

Stowell Rd.

Bettaravia Rd.

6.87

7.88

8.93

Main St.



Caltrans
District 5
System
Planning



Functional Classification: Rural Minor Arterial
National Highway System: No
No. of Lanes: Two
RW: 100' to 150' Median Width: N/A
Lane Width: 12'
Shoulder Width: 2' to 15'

Urban Boundary
County Boundary
Rail
State Highway
Segment

Signalized Intersections

Subsegment A - B
2A - PM 6.87 to 7.88
2B - PM 7.88 to 8.93

Route 166
Transportation
Concept
Report



Creation Date: July 23, 2001
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State Route 166
Segment #2
PM: 6.87 - 8.93

DISTRICT 5 SEGMENTATION DATA SHEET

COUNTY: Santa Barbara

ROUTE: 166

SUBSEGMENT: 2 A

SUB-SEGMENT LOCATION

PM Begin	PM End	Length (miles)	Description
6.87	7.88	1.01	Blosser Road to Junction Route 135 (Broadway)

Length reflects actual distance which may differ from the difference between PM End and PM Begin

EXISTING ROADBED INFORMATION

Number of Lanes:	Four	Lane Width:	12 ft.
Terrain:	Flat	ROW Width:	150 ft.
Signalzd.Intersections:	4	Shoulder Width:	2 to 16 ft.
Bike Lanes:	Class III	Median Width:	12 to 20 ft.

EXISTING ROUTE DESIGNATIONS

Functional Classification:	Ext. of Minor Arterial into Urban Area		
Facility Type:	Conventional Highway		
Trucking Designations:	None		
National Highway System:	No	Interregional Road System:	No

OPERATING CHARACTERISTICS

Segment

	ADT		V/C Ratio		LOS	
	2000	2020	2000	2020	2000	2020
	16,900	20,834			See below	
ADT Annual Growth (2000-2020):			0.96%		Peak Hour Volume (2000):	1,825
Directional Split:			60%		Peak Hour Truck:	4.0%

ACCIDENT DATA

	Sub-segment	Statewide	3-Year Period
Total Collision Rate:	4.49	2.10	Rates are incidents per million vehicle miles for the 3-year period 6/1/97 - 5/31/00 .
Fatality Collision Rate:	0.053	0.015	
Fatality + Injury Collision Rate:	1.66	0.93	

Statewide is comparable statewide facility

PROPOSED CONCEPT

Proposed Transportation Concept (Future):	4-lane Conv. Highway
Projected Peak LOS (w/Facility Modifications):	

DISTRICT 5 SEGMENTATION DATA SHEET

COUNTY: Santa Barbara

ROUTE: 166

SUBSEGMENT: 2 B

SUB-SEGMENT LOCATION

PM Begin	PM End	Length (miles)	Description
7.88	8.93	1.05	Jct.Route 135 (Broadway) to Jct. U.S. Route 101

Length reflects actual distance which may differ from the difference between PM End and PM Begin

EXISTING ROADBED INFORMATION

Number of Lanes:	Four to Six	Lane Width:	12 ft.
Terrain:	Flat	ROW Width:	150 ft.
Signalzd.Intersections:	4	Shoulder Width:	2 to 16 ft.
Bike Lanes:	Class III	Median Width:	12 to 20 ft.

EXISTING ROUTE DESIGNATIONS

Functional Classification:	Ext. of Minor Arterial into Urban Area		
Facility Type:	Conventional Highway		
Trucking Designations:	None		
National Highway System:	No	Interregional Road System:	No

OPERATING CHARACTERISTICS

Segment

	ADT		V/C Ratio		LOS	
	2000	2020	2000	2020	2000	2020
	16,500	18,208			See below	
ADT Annual Growth (2000-2020):			0.45%		Peak Hour Volume (2000):	1,782
Directional Split:			60%		Peak Hour Truck:	4.0%

ACCIDENT DATA

	Sub-segment	Statewide	3-Year Period
Total Collision Rate:	5.33	2.17	Rates are incidents per million vehicle miles for the 3-year period 6/1/97 - 5/31/00 .
Fatality Collision Rate:	0.052	0.015	
Fatality + Injury Collision Rate:	2.07	0.98	

Statewide is comparable statewide facility

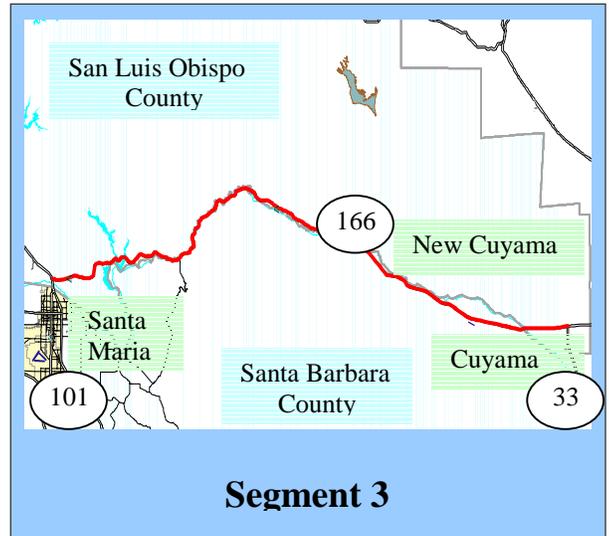
PROPOSED CONCEPT

Proposed Transportation Concept (Future):	4/6-lane Conv. Highway
Projected Peak LOS (w/Facility Modifications):	

STATE ROUTE 166 - SEGMENT 3

SANTA BARBARA AND SAN LUIS OBISPO COUNTIES

SEGMENT SPECIFICATIONS			
Segment	Begin	End	Description
3	8.93	74.72	Intersection of Routes 101/166 in San Luis Obispo County to Intersection of Route 166/33 in Santa Barbara County

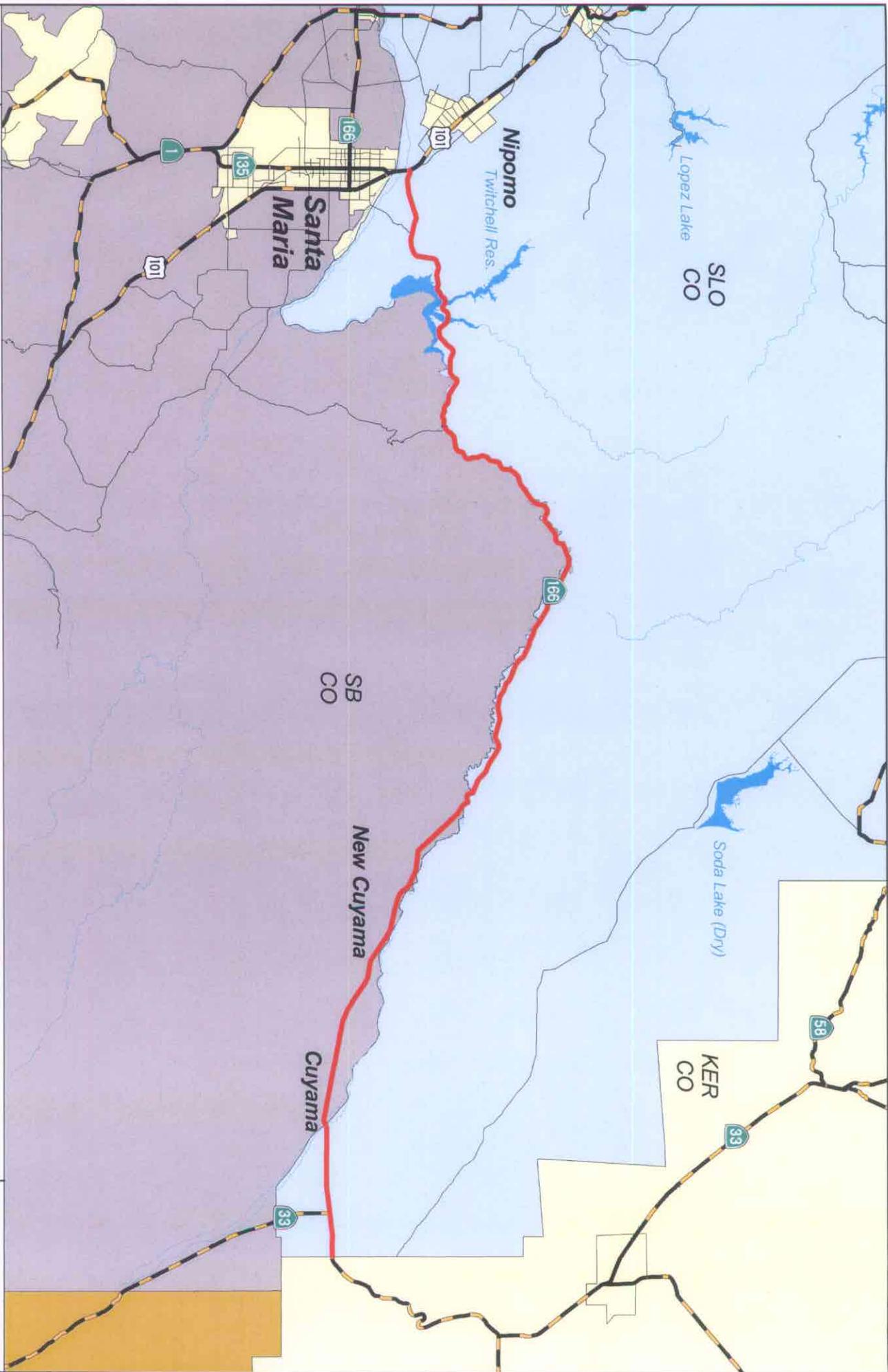


LEVEL OF SERVICE	
Present LOS	C
20-Year LOS without Improvements	D
20-Year Concept with Improvements	See explanation below in "Identified Deficiencies" section

SEGMENT FEATURES	
Environmental Constraints:	<ul style="list-style-type: none"> ▪ Prime Agricultural Land and Santa Maria River ▪ Cultural Resources ▪ Air Quality ▪ Threatened and Endangered Species and Habitat ▪ Flooding/Erosion/Road side culverts
Multimodal Facilities:	<ul style="list-style-type: none"> ▪ Cuyama Valley Transit System
Land Uses along Corridor:	<ul style="list-style-type: none"> ▪ Extensive agriculture and cattle grazing ▪ Rural residential ▪ Light Commercial
Major Traffic Generators:	<ul style="list-style-type: none"> ▪ Access to and from the Central Valley including Routes 33, 99, and 5 ▪ Farming activities including large farm equipment ▪ High volume of interregional truck traffic ▪ Access to Routes 101 ▪ Elementary schools in Cuyama Valley

IDENTIFIED DEFICIENCIES – EXISTING AND FUTURE
<ul style="list-style-type: none"> ▪ Segment 3 is presently operating at LOS C which is projected fall to an LOS D by the year 2020 without the potential operational improvements currently under study or in planning stages. The future effect of these operational improvements cannot be determined until the extents of the projects are programmed.

RECOMMENDED ACTIONS
<ul style="list-style-type: none"> ▪ Implement Intelligent Transportation System components from the Central Coast Deployment Plan ▪ Construct segment operational improvements including passing lanes, turnouts and intersection changes ▪ Widen roadway shoulders to standard width entire length of route



Caltrans
District 5
System
Planning

Functional Classification: Rural Minor Arterial
 National Highway System: No
 No. of Lanes: Two
 R/W: 100' to 150' Median Width: N/A
 Lane Width: 12'
 Shoulder Width: 2' to 15'

- Urban Boundary
- County Boundary
- Rail
- State Highway
- Segment

Route 166
Transportation
Concept
Report



Creation Date: July 23, 2007
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State Route 166
Segment #3
PM: 8.93 - 74.72

DISTRICT 5 SEGMENTATION DATA SHEET

COUNTY: Santa Barbara/
San Luis Obispo

ROUTE: 166

SEGMENT: 3

SUB-SEGMENT LOCATION

PM Begin	PM End	Length (miles)	Description
8.93	74.72	61.57	Junction U.S. Route 101 to Junction Route 33

Length reflects actual distance which may differ from the difference between PM End and PM Begin

EXISTING ROADBED INFORMATION

Number of Lanes:	Two	Lane Width:	10 to 12ft.
Terrain:	Rolling	ROW Width:	100 to 150 ft.
Signalzd.Intersections:	None	Shoulder Width:	2 to 15 ft.
Bike Lanes:	Class III	Median Width:	0 ft.

EXISTING ROUTE DESIGNATIONS

Functional Classification:	Minor Arterial		
Facility Type:	Conventional Highway and Expressway		
Trucking Designations:	None		
National Highway System:	No	Interregional Road System:	No

OPERATING CHARACTERISTICS

Segment

	ADT		V/C Ratio		LOS	
	2000	2020	2000	2020	2000	2020
	2,191	4,273	0.22	0.42	C	D
ADT Annual Growth (2000-2020):	3.08%		Peak Hour Volume (2000):		305	
Directional Split:	60%		Peak Hour Truck:		16.0%	

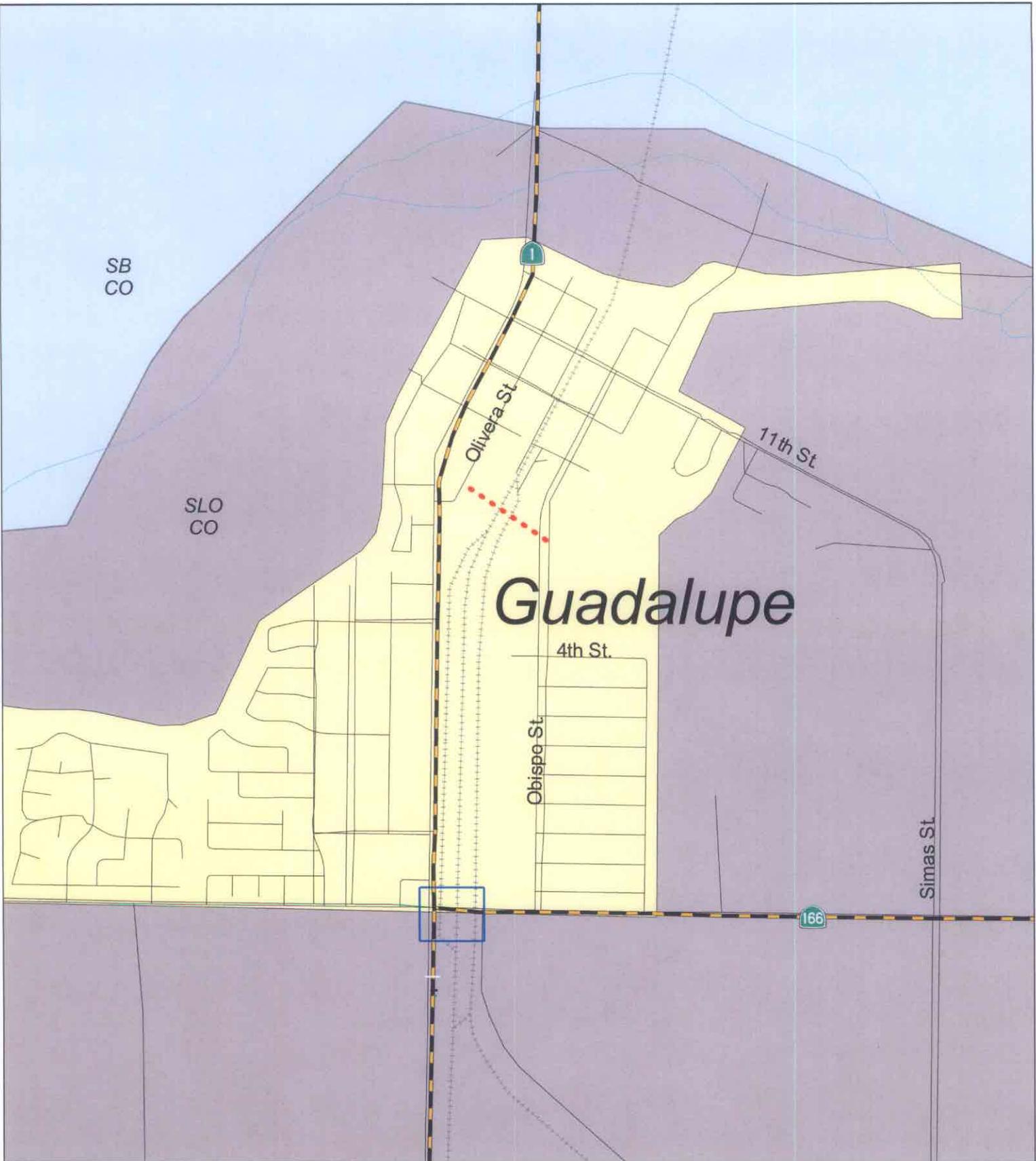
ACCIDENT DATA

	Sub-segment	Statewide	3-Year Period
Total Collision Rate:	0.86	0.97	Rates are incidents per million vehicle miles for the 3-year period 6/1/97 - 5/31/00 .
Fatality Collision Rate:	0.059	0.032	
Fatality + Injury Collision Rate:	0.40	0.46	

Statewide is comparable statewide facility

PROPOSED CONCEPT

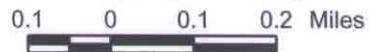
Proposed Transportation Concept (Future):	2-lane Conv. Highway
Projected Peak LOS (w/Facility Modifications):	D



Caltrans
District 5
System
Planning

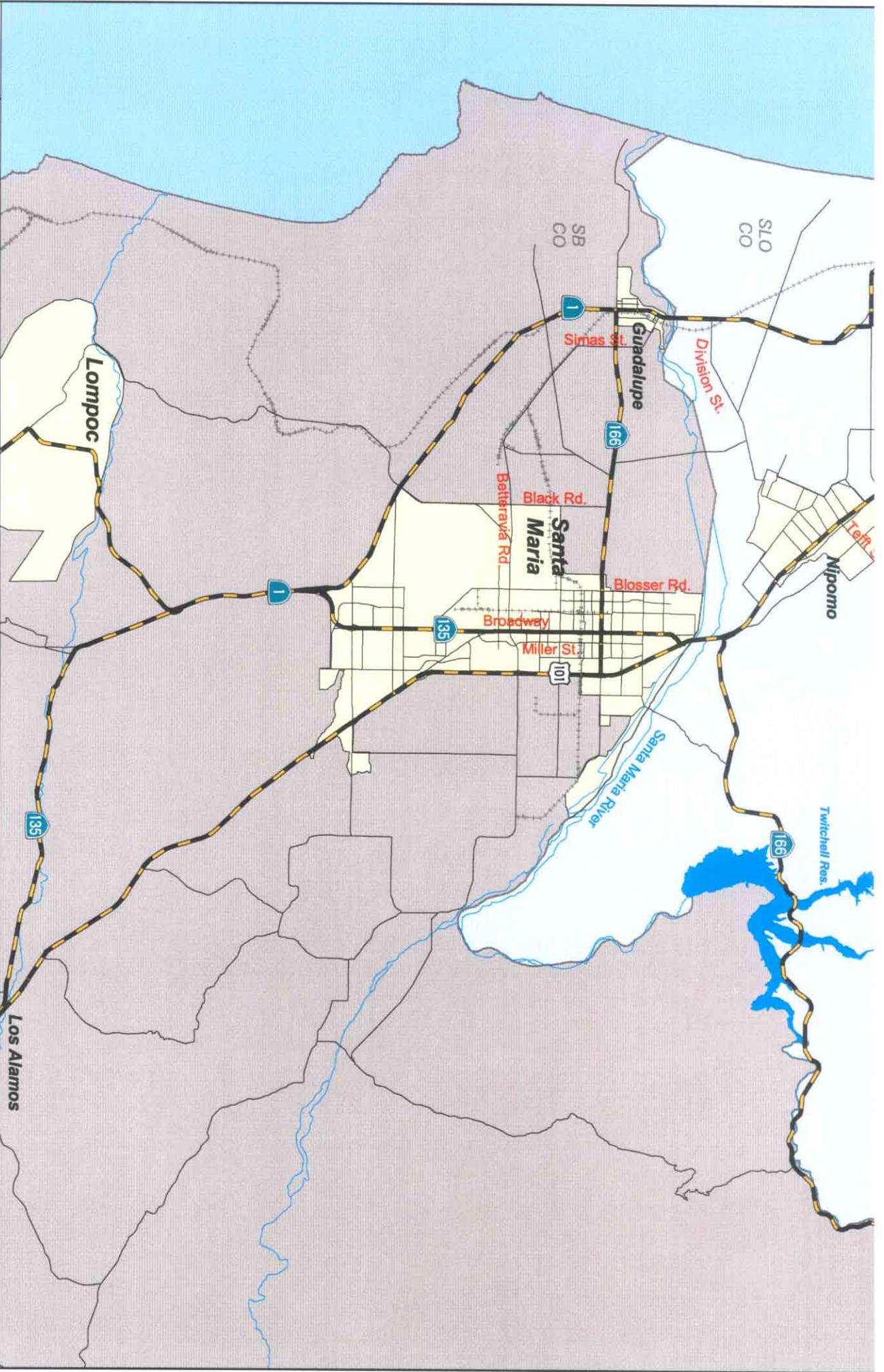
City of Guadalupe Overpass Options

- Connector From Olivera St.
To Route 1
- Area for Grade Separation for
Highway 1 Railway

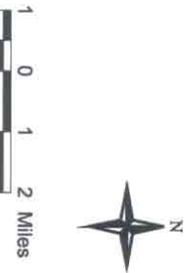


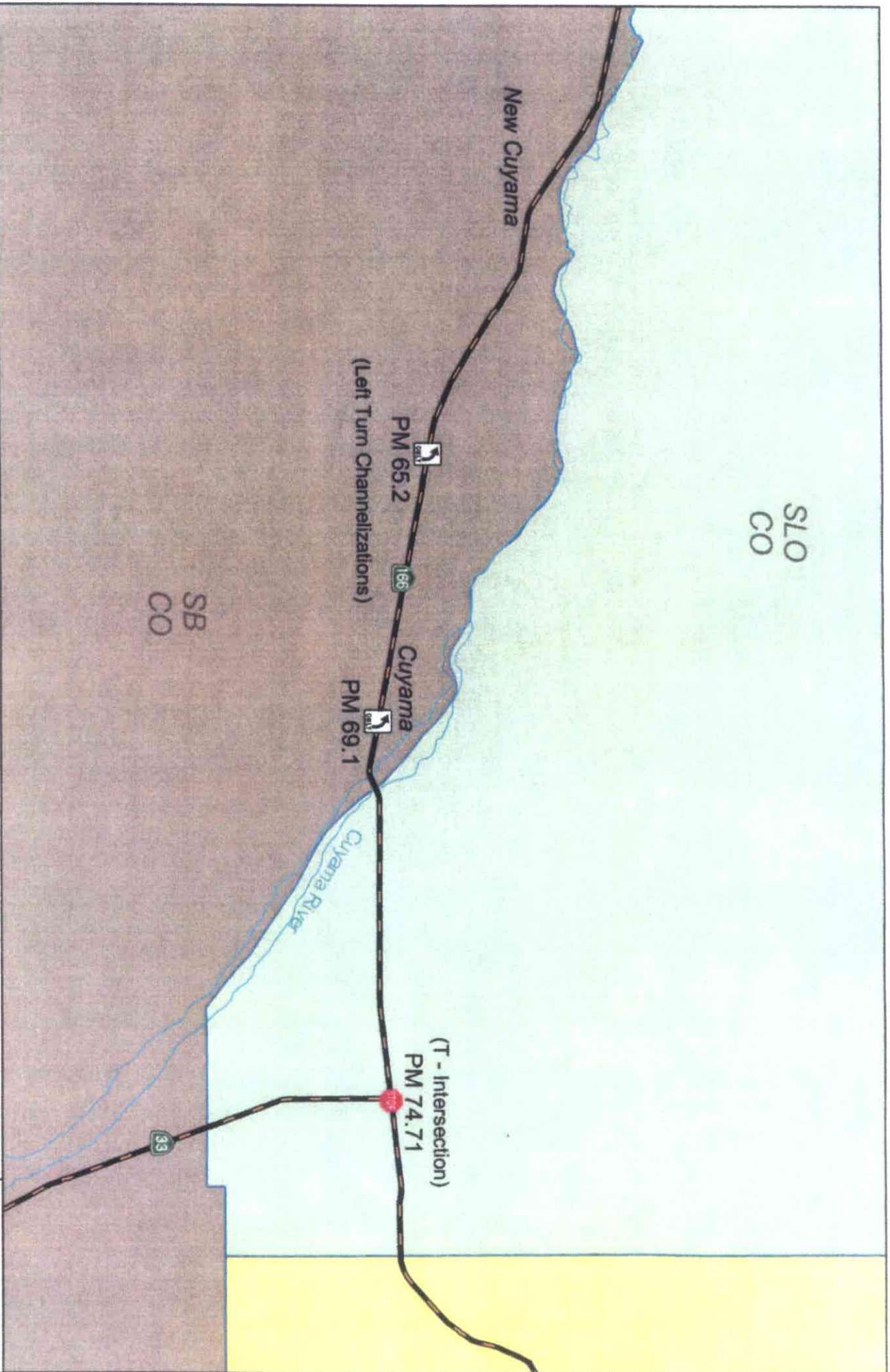
Creation Date: July 23, 2001
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**Route 166
Transportation
Concept
Report**



Realignment Options Santa Maria Revitalization Project





Projects in Development
For Cuyama Valley



**District 5
Work Plan
2000/2001**

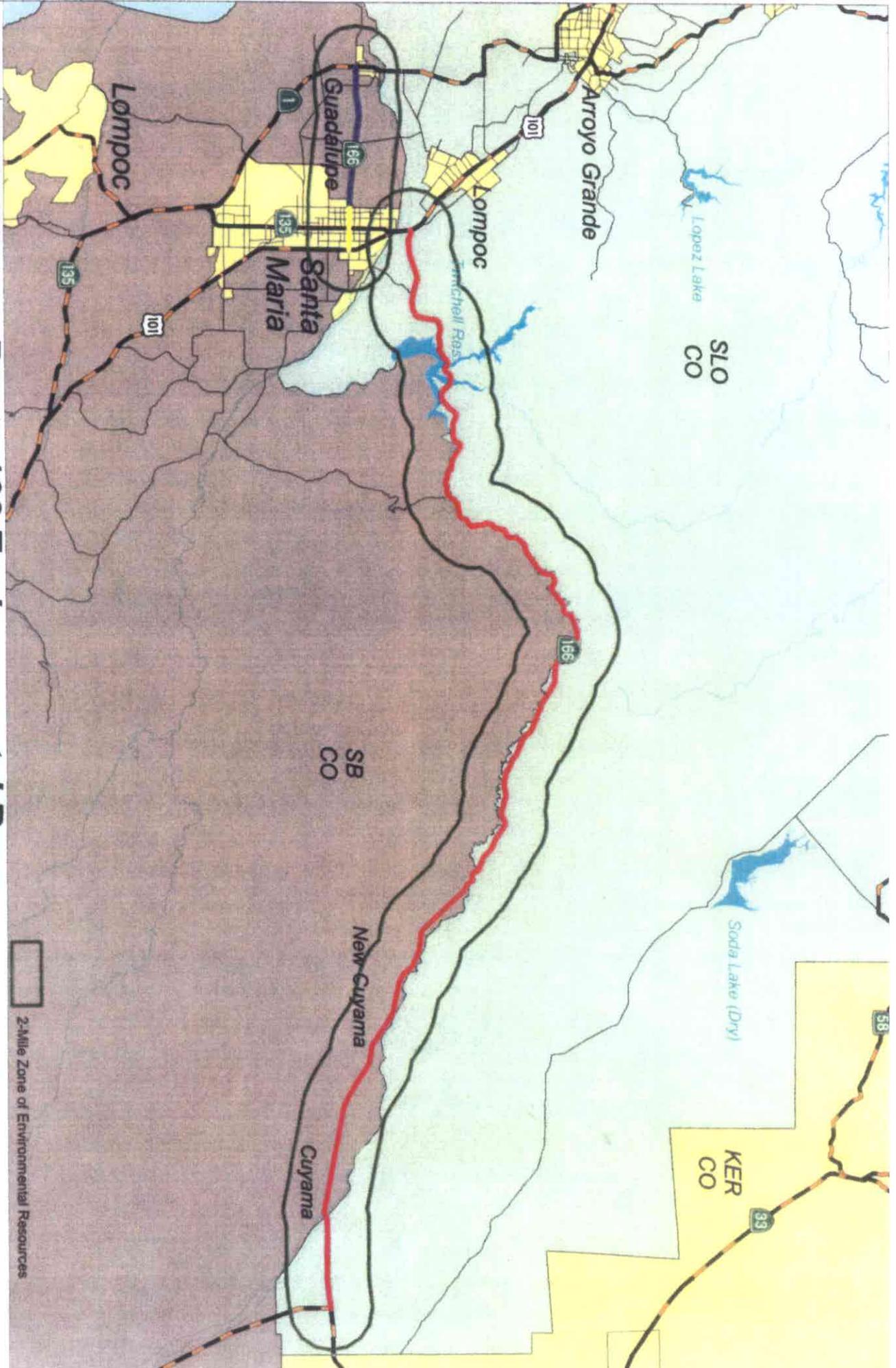
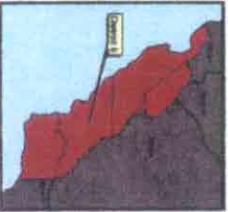
**State Route
166**

STIP Project Initiation Documents (PSR/MIS) Proposed and/or in Progress for the 2000/2002 STIP (ITIP/RTIP Candidates Includes Feasibility Studies Technical Portions of MIS)

District	County	Route	Begin Postmile	End Postmile	Improvement Description (Type of Work)	Location (Place Name)	Estimated Total PY Cost for PID	Estimated PY Cost for PID Durring 2000/01	Level of Scale Estimate Project Cost (\$M)	PPNO	K-phase EA	Est. PSR Completion Date (Month/Year)	District Director Approved (Month/Day/Year)	% Complete	Last WBS Milestone Completed (150.05/ 150.10/ 150.15/ 150.20/ 150.25)	Project Study Report/ PSR-Project Development Support/ Special Study/ Noise Barrier Scope Summary Report/ Major Investment Study (PSR/PSR-PDS/SS/NBSSR/MIS/)	District Priority	ITIP Funding	RTIP Funding	IRRS Route	High Emphasis Route	Focus Route	Gateway Route	Transportation System Development Plan	Regional Transportation Plan	Congestion Management Program	Urbanized (BPM/EPM) Non-Urbanized use NU	Project Manager	Comments
05	SB	166	0.0	6.9	2C to 4C or 2C with TWLTL	Guadalupe to Santa Maria	1.60	0.80	25.0	620	0C620K	06/01		50	150.10	PSR-PDS	9	N	Y	N	N	N	N	Y	Y	N	NU	J. Andris	Guadalupe to Santa Maria - High accident /Goods Movement Corridor. Carryover Project
05	SLO	166	9.5	74.7	Op Improvements	East of Santa Maria along Rte 166	0.50	0.00	3.0	6600	0C660K	07/00	7/24/00	100	150.25	PSR	20	N	Y	N	N	N	Y	Y	N/A	NU	J. Andris	Left turn channelization, turn-outs, intersection improvements. SLOCOG requested project for the 2000 STIP "5 Operational Improvement Locations" PSR Complete	
05	SLO/SB	166	27.0	69.1	Op Improvements	East of Santa Maria along Rte 166	1.00	0.50	15.0	920	0E920K	06/01		60	150.10	PSR-PDS	21	N	Y	N	N	N	Y	Y	N/A	NU	J. Andris	Passing lanes, pull-out, left-turn channelization. One Location in SLO County. Passing lanes at PM 44.3/47.8. Cooperative effort between SLOCOG and SRCAG. Project currently scoped as a PSR-PDS but may change to a full PSR pending further studies by Environmental. RTPA requested Carryover Project	

SHOPP 00/01 PID 1st Quarter Report

District	County	Route	Begin Postmile	End Postmile	Old Program Code (HA21, HB1, etc.)	Program Code (20.xx.xxx.xxx)	SHOPP Program Category (Safety, Roadway, Roadside,	PPNO	K-Phase EA	PSR/ PSSR/NBSSR	Estimated Completion Date (Month/Year)	District Director Approved (Month/Day/Year)	% Complete	Current 150 WBS Milestone Completed	Improvement Description (Type of Work)	Location	Proposed SHOPP Document Year (2000-MID, 2002, etc.)	Proposed Program Year (01/02; 02/03; etc.)	Included in 10 year SHOPP Plan? (Y/N)	Estimated Total PY Cost for PID	Estimated PY Cost for PID During FY 2000/01	Project Cost w/out Support (\$M)	Project Manager	Comments
5	SLO	166	42.0	45.0	HB1	20.10.201.010	Safety	0550	0A550K	PSR	10/00		90%	150.25	Realign Horizontal Curves	Near Cuyama	2000-MID LL	07/08	Y	0.10	0.10	\$3.75	JWolman	Longlead - EIR/EIS - Carry Over



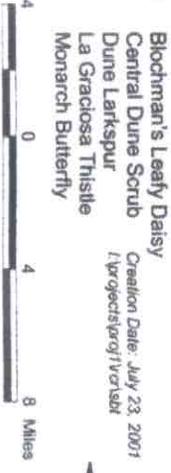
Route 166 Environmental Resources

- Blunt-Nosed Leopard Lizard
- California Jewel-Flower
- Giant Kangaroo Rat
- Monarch Butterfly
- Murz's Tidy-Tips
- Pale-Yellow Lays
- Prairie Falcon

- San Joaquin Antelope Squirrel
- San Joaquin Kit Fox
- San Joaquin Woollythreads
- Showy Madia
- Southwestern Pond Turtle
- Tricolored Blackbird
- Two-Striped Garter Snake

- Blochman's Leafy Daisy
- Central Dune Scrub
- Dune Larkspur
- La Graciosa Thistle
- Monarch Butterfly

Creation Date: July 23, 2001
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2-Mile Zone of Environmental Resources

Route 166 Segments

- No. 1 - PM 0.00 to 6:87
- No. 2 - PM 6:87 to 8.93
- No. 3 - PM 8.93 to 74.72