



Transportation Concept Report
U.S. 101
District 7
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Disclaimer

The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Transportation Concept Report (TCR) is subject to modifications as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the D7 Office of Transportation Planning makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

TABLE OF CONTENTS

About the Transportation Concept Report	1
Stakeholder Participation	1
Executive Summary	2
Corridor Overview/ Route Segmentation	5
Route Description	7
Route Designation and Characteristics	8-9
Community Characteristics	10
RSA of Cities along U.S. 101	12-15
System Characteristics	16
Ramp Meters Listing	17-21
Active Transportation	22
Transit Facility	23
Freight	24
Good Movements Corridor Map and Environmental Considerations	25
Corridor Performance	26
Key Corridor Issues	27
Corridor Concept/Concept Rationale	28
Planned and Programmed Projects and Strategies	29-33
Conclusion	34-35
Appendix	36-41

ABOUT THE TRANSPORTATION CONCEPT REPORT

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by identifying deficiencies and proposing improvements to the SHS.

The System Planning process is primarily composed of four parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP), and the Transportation System Development Plan (TSDP). The district-wide **DSMP** is a strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system. The **TCR** is a planning document that identifies the existing and future route conditions as well as future needs for each route on the SHS. The **CSMP** is a complex, multi-jurisdictional planning document that identifies future needs within corridors experiencing or expected to experience high levels of congestion. The CSMP serves as a TCR for segments covered by the CSMP. The **TSDP** is a list of planned and partially programmed transportation projects used to recommend projects for funding. These System Planning products are also intended as resources for stakeholders, the public, and partner, regional and local agencies.

TCR Purpose

California's State Highway System needs long range planning documents to guide the logical development of transportation systems as required by law and as necessitated by public, stakeholders, and system users. The purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20-25 year planning horizon. The TCR is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements and travel demand management components of the corridor.

STAKEHOLDER PARTICIPATION

Stakeholder participation was sought throughout the development of the US-101 TCR. Outreach involved internal and external stakeholders.

Both internal and external stakeholders were asked to review the document for comments.. The process of including and working closely with stakeholders adds value to the TCR, allows for outside input and ideas to be reflected in the document, increases credibility and helps strengthen public support and trust.

Executive Summary

US - 101

This Transportation Concept Report for US-101 is divided into several sections. Some of which are the heart of the document. Other sections provide a context for analyzing the United States 101 (US-101) corridor and document the data resources studied. The basic aim of this document is to suggest a configuration for US-101 that will meet projected demands within a framework of common sense and regional policy. As an initial step in the planning process, its observations and conclusions serve as the jumping off point for more complex and specific reports such as Feasibility Studies, Major Investment Studies, and Project Studies.

Historically the freeway system in Southern California is highly congested and this trend will continue into the future. Due to our financial, environmental, right of way and political constraints, it is very difficult for Caltrans to continue to add more lanes to the system. With these limitations, Caltrans D7 office has established LOS F0 as the minimum acceptable level of service on the freeway system (*1996 District System Management Plan*).

The 2035 Concept Facility intent is to show how much additional capacity is needed to achieved the desired LOS.

CONCEPT – 2035 Facility

Segment	Existing Facility (Each Direction)	ADT	Dir Split	Peak Hour	Truck Peak Hour	2035 Baseline RTP (Both Dir)		LOS "D" Attainment (Both Dir)	Concept LOS "F0 Attainment (Both Dir)
1 E. LA I/CI-5 To I-10 EAST	3	173,700	53.60% S B PM Peak	10,800 (6.2%)	300 3.1%	6 MF		8	6
						V/C	LOS		
						0.993	E		
2 I-10 To SR-110	4	297,300	53.30% NB AM Peak	17,400 (6.0%)	500 (2.8%)	8 MF		12	6
						V/C	LOS		
						1.21	F0		
3 SR-110 To SR-2 E	4	306,200	50.00% NB PM Peak	18,600 (6.1%)	600 (3.2%)	8 MF		12	9
						V/C	LOS		
						1.196	F0		
4 SR-2E To SR-2 W	4	291,000	50.30% NB PM Peak	18,300 (6.3%)	500 (2.7%)	8MF		12	9
						V/C	LOS		
						1.18	F1		
5 SR-2 W To SR-170 S	4	281,700	54.9% NB PM Peak	18,900 (6.6%)	500 (2.4%)	8MF		13	10
						V/C	LOS		
						1.289	F1		
6 SR-170 To SR-170/134/101	5	329,600	55.60% NB PM Peak	21,500 (6.5%)	500 (2.4%)	10 MF		15	11
						V/C	LOS		
						1.36	F2		
7 SR-170/134/101 To I-405	5	318,200	50.50% NB PM Peak	21,400 (6.7%)	1200 (5.7%)	10 MF		14	10
						V/C	LOS		
						1.11	F0		
8 I-405 To SR-27	5	335,200	51.90% NB PM Peak	21,600 (6.5%)	1400, (6.3%)	10 MF		14	10
						V/C	LOS		
						1.153	F0		
9 SR-27 To SR-23 S	4	233,500	53.20% NB PM Peak	16,800 (7.1%)	1,100 (6.9%)	8 MF		11	8
						V/C	LOS		
						1.131	F0		

CONCEPT – 2035 Facility

Segment	Existing Facility (Each Direction)	ADT	Dir Split	Peak Hour	Truck Peak Hour	2035 Baseline RTP (Both Dir.)	LOS "D" Attainment (Both Dir.)	Concept LOS "F0" Attainment (Both Dir.)
10 SR-23 To SR-23N	4	205,100	56.6% NB PM Peak	14,800 (7.2%)	1,100 (7.2%)	8 MF V/C LOS 0.952 E	11	9
11 SR-23N To SR-34	3	171,000	55.9% SB AM Peak	12,600 (7.4%)	1,000 (8.2%)	6 MF V/C LOS 0.967 F	8	7
12 SR-34 To SR-232	3	144,100	52.9% NB PM Peak	10,700 (7.4%)	1,000 (7.4%)	6 MF V/C LOS 0.967 E	7	6
13 SR-232 To SR-1	3	130,600	52.2% NB PM Peak	10,100 (7.8%)	1,200 (11.5%)	8 MF V/C LOS 0.677 C	9	9
14 SR-1 To SR-126	3	137,500	50.4% SB PM Peak	10,400 (7.5%)	1,100 (10.9%)	6 MF V/C LOS 0.902 E	7	6
15 SR-126 To SR-33	3	122,800	51.6% SB PM Peak	8,500 (6.9%)	1,000 (11.9%)	6 MF V/C LOS 0.737 C	6	6
16 SR-33 To End Fwy	3	89,200	57.8% SB PM Peak	5,700 (6.4%)	600 (10.2%)	6 MF V/C LOS 0.566 C	6	6
17 End FwyTo SB Co.LN	2	85,800	58.3% SB PM Peak	5,400 (6.3%)	600 (10.7%)	4 MF + 2 HOV V/C LOS 0.488 B	7	7

Source: 2012 – 2035 RTP/SCS

* The number of lanes in the LOS D Attainment column is for both directions. LOS D Attainment indicate how many lanes it would require to achieve LOS D. It is meant show the severity of future conditions and what it will take to achieve LOS D. Caltrans is not suggesting that is is our plan to build the facility to achieve the LOS D.

* The number of lanes in the FOS F0 attainment column is for both directions. The data in the LOS FO attainment column is only meant to show the severity of congestion on our system and what it would require to achieve that level of service. We recognize the difficulty in achieving the desired LOS given the financial, environmental, right of way and political constraints. However, it is Caltrans' goal to provide improved mobility when feasible.

* The 2035 Baseline includes all planned and programmed projects in the 2012-2035 RTP/SCS.

* We used 2008 for existing and 2035 for future to be consistent with the 2012-20035 RTP/SCS.
 *Sometimes the model output implies that there would be aux. lanes (each direction) and aux. lanes (each direction) and aux. lanes are given only half capacity. That is why there are instances where we have odd number of lanes for both directions.

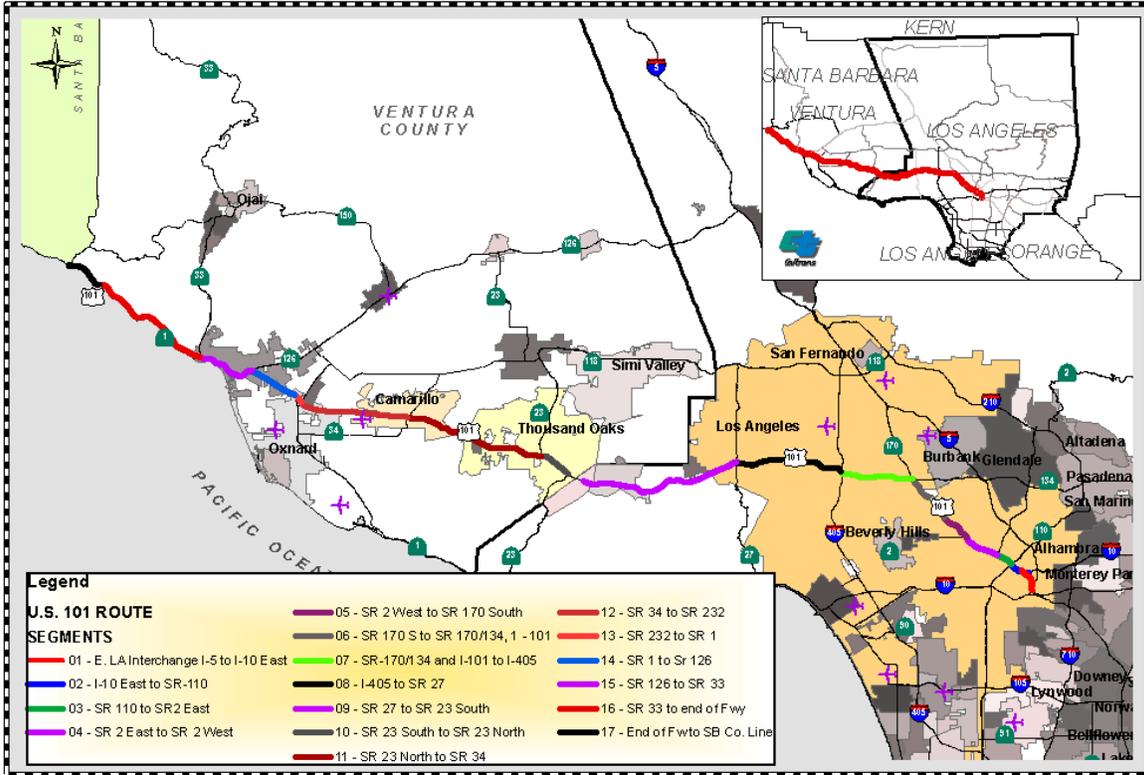
CORRIDOR OVERVIEW

ROUTE SEGMENTATION

Segment	Location Description	Beginning PM	End PM
1	E. LA INTERCHANGE I-5 TO I-10 EAST	S0.00	S1.33
2	I-10 EAST TO SR -110 (IHARBOR FWY)	S1.33	0.00-1.57
3	SR I-110 TO SR-2 E (GLENDALE FWY)	1.57	2.86
4	SR-2 EAST TO SR – 2 WEST	2.86	5.55
5	SR – 2 WEST TO SR- 170 SOUTH	5.55	7.84
6	SR -170 TO SR- 170/134, I -101	7.84	11.75
7	SR-170/ 134, AND I -101 TO I -405	11.75	17.17
8	I – 405 TO SR – 27	17.17	25.34
9	SR – 27 TO SR – 23 SOUTH	LA 25.34	VEN 0.70
10	SR-23 SOUTH TO SR –23 NORTH	0.70	3.11
11	SR – 23 NORTH (MOORPARK) TO SR – 34	3.11	13.85
12	SR – 34 TO SR – 232	13.85	22.00
13	SR -232 TO SR – 1	22.00	22.73
14	SR – 1 TO SR – 126	22.73	26.39
15	SR – 126 TO SR – 33	26.39	30.91
16	SR – 33 TO END FREEWAY	30.91	40.72
17	END FREEWAY TO SANTA BARBARA CO LINE	40.72	R43.62

This TCR analyzes US-101 conditions using the "segment" as the study unit. Segments are generally defined as "freeway interchange to freeway Interchange," "county line to freeway interchange" or "freeway interchanges to end of freeway".

U.S. 101 - SEGMENTS MAP



District 7 - Advance Planning
Map by - Skb, May 2013

ROUTE DESCRIPTION

Pursuant to Statutes relating to the California Department of Transportation, U.S-101 runs from Route 5 near Seventh Street in Los Angeles to Route 80 near Division Street in San Francisco. It passes near Ford Road south of San Jose and runs from Route 80 near Division Street in San Francisco to Route 480 and from a point in Marin County opposite San Francisco to the Oregon State Line via Crescent City. In District 7, U.S-101 extends 83.1 miles. 39.5 miles are in Los Angeles County and 43.6 miles are in Ventura County.

Although the highway has been superseded in overall importance for transport through the state by Interstate 5, U.S-101 continues to be the major coastal north-south route that links the Greater Los Angeles Area, the Central Coast, the San Francisco Bay Area, and the North Coast (Redwood Empire).

US-101's southern terminus is in the Los Angeles Central Business District (CBD) at its junction with Interstate 5 (P.M. LA S0.0). The route proceeds northwesterly traversing the Hollywood Hills into the San Fernando Valley and on to the Los Angeles/Ventura County Line (P.M. LA 38.2-VEN 0.0). The route continues through the Conejo Valley up to a point known as Conejo Summit, then down a 7% grade into Pleasant Valley and across the Oxnard Plain to the City of Ventura. From this point, the route follows the coast crossing the Ventura River north of Route 33 and traverses between the westerly edge of the Santa Ynez Mountains and the coastline to the Ventura/Santa Barbara County Line.

CONCEPT RATIONALE

Several RTP operations and capacity improvements are already under construction in various parts of the route which will help to improve mobility on the corridor.

ROUTE DESIGNATION AND CHARACTERISTICS

Segment No	Strategic Highway Network	Scenic Highway	Interregional Road System Route	High Emphasis Route	Focus Route	Federal Functional Classification	Goods Movement Route
1	Yes	No	Yes	Yes	Yes	Expressways / Other Freeways	Yes
2	Yes	No	Yes	Yes	Yes	Expressways / Other Freeways	Yes
3	Yes	No	Yes	Yes	Yes	Expressways / Other Freeways	Yes
4	Yes	No	Yes	Yes	Yes	Expressways / Other Freeways	Yes
5	Yes	No	Yes	Yes	Yes	Expressways / Other Freeways	Yes
6	Yes	No	Yes	Yes	Yes	Expressways / Other Freeways	Yes
7	Yes	No	Yes	Yes	Yes	Expressways / Other Freeways	Yes
8	Yes	No	Yes	Yes	Yes	Expressways / Other Freeways	Yes
9	Yes	No	Yes	Yes	Yes	Expressways / Other Freeways	Yes
10	Yes	No	Yes	Yes	Yes	Expressways / Other Freeways	Yes
11	Yes	No	Yes	Yes	Yes	Expressways / Other Freeways	Yes
12	Yes	No	Yes	Yes	Yes	Expressways / Other Freeways	Yes
13	Yes	No	Yes	Yes	Yes	Expressways / Other Freeways	Yes
14	Yes	No	Yes	Yes	Yes	Expressways / Other Freeways	Yes
15	Yes	No	Yes	Yes	Yes	Expressways / Other Freeways	Yes
16	Yes	No	Yes	Yes	Yes	Expressways / Other Freeways	Yes
17	Yes	No	Yes	Yes	Yes	Expressways / Other Freeways	Yes

ROUTE DESIGNATION AND CHARACTERISTICS

Segment No	Truck Designation	Rural/Urban/Urbanized	Metropolitan planning Organization	Regional Transportation Planning Agency	Congestion Management Agency	Local Agencies
1	National Network	Urbanized	SCAG	METRO	METRO	METRO
2	National Network	Urbanized	SCAG	METRO	METRO	METRO
3	National Network	Urbanized	SCAG	METRO	METRO	METRO
4	National Network	Urbanized	SCAG	METRO	METRO	METRO
5	National Network	Urbanized	SCAG	METRO	METRO	METRO
6	National Network	Urbanized	SCAG	METRO	METRO	METRO
7	National Network	Urbanized	SCAG	METRO	METRO	METRO
8	National Network	Urbanized	SCAG	METRO	METRO	METRO
9	National Network	Urbanized	SCAG	METRO	METRO	METRO
10	National Network	Urbanized	SCAG	VCTC	VCTC	VCTC
11	National Network	Urbanized	SCAG	VCTC	VCTC	VCTC
12	National Network	Urbanized	SCAG	VCTC	VCTC	VCTC
13	National Network	Urbanized	SCAG	VCTC	VCTC	VCTC
14	National Network	Urbanized	SCAG	VCTC	VCTC	VCTC
15	National Network	Urbanized	SCAG	VCTC	VCTC	VCTC
16	National Network	Urbanized	SCAG	VCTC	VCTC	VCTC
17	National Network	Urbanized	SCAG	VCTC	VCTC	VCTC

COMMUNITY CHARACTERISTICS

US-101 spans nine of the Southern California Association of Government's (SCAG) Regional Statistical Areas (RSA). Growth in these areas between 2008 and 2035 include data on housing, population and employment. The majority of the US-101 corridor is highly developed but with relatively low and characteristically suburban densities. In Los Angeles County, the corridor is primarily a mix of residential and commercial uses with a number of relatively large and intensive trip generators. These major trip generators include: Downtown Los Angeles, Dodger Stadium, Hollywood, Hollywood Bowl, Greek Theater, John Anson Ford Theater, Universal Studios and Warner Center.

The SCAG model projects substantial housing and population growth within the US-101 corridor in Los Angeles County. The growth in the housing stock is expected to be primarily through in-filling and recycling of existing residential land. It is anticipated that this in-filling and recycling will be at higher densities than existing housing.

Housing, population and jobs are projected to grow by much greater percentages in Ventura County, though by smaller actual numbers.

LAND USE

The economic vitality and well being of the Los Angeles region depends upon the safe and timely transport of goods as well as people. Current levels of congestion are detrimental to this vitality, and future projections indicate that this situation will get much worse. Significant actions thus need to be taken to protect the economic well being of the region. These include improved rail service, including more grade separations; additional and improved intermodal transfer facilities; truck lanes on major truck routes; improved access to and enhanced cargo handling capabilities at seaports; and improved air cargo accessibility with separation from passenger activities at airports. Some of the specific conditions affecting Route 101 are as follows:

Truck: US-101 is part of the Surface Transportation Assistance Act (STAA) truck network. The SCAG RTP has also identified the portion of US-101 from Port Hueneme to the Los Angeles CBD as part of the Southwest Passage Multi- Modal Corridor for goods movement between Los Angeles and Houston. Truck volume in 2008 ranges from 4% to 9% of ADT in Los Angeles and Ventura County.

Rail: Southern Pacific/Union Pacific freight lines generally serve the same areas as US-101. Available facilities include an intermodal terminal in Los Angeles, a major classification yard in East Los Angeles, and major truck-train transfer and Warehouse facilities in Glendale and Los Angeles). Service improvements could include enhancements to and/or additional transfer facilities, additional track and more grade separations.

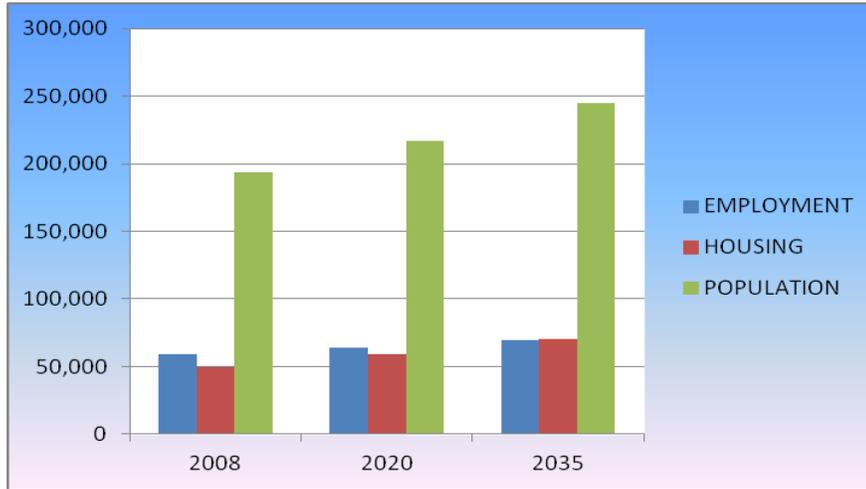
Airports: Burbank-Glendale-Pasadena Airport in Burbank is not far from US- 101, which is a major east-west access route to the airport via either Route 134 or Barham Blvd. Passenger travel at the airport is expected to double by 2020. There is also air cargo activity, which is expected to triple regionally by 2020 (SCAG RTP). Major expansion plans for the airport are currently being debated, and could have a major impact on the surrounding area.

Seaports: Port Hueneme in Ventura County is near Route 101. It is expected that most port cargo going less than 800 miles will be transported by truck. This port has also been expanding, now includes the U. S. Naval Civil Engineering Laboratory acreage, and has become a prime facility for handling automotive and agricultural cargo (see SCAG RTP).

The next few pages have projected socioeconomic growths in the major cities along US-101 Corridor per the SCAG 2012-2035 RTP/SCS GROWTH FORECAST.

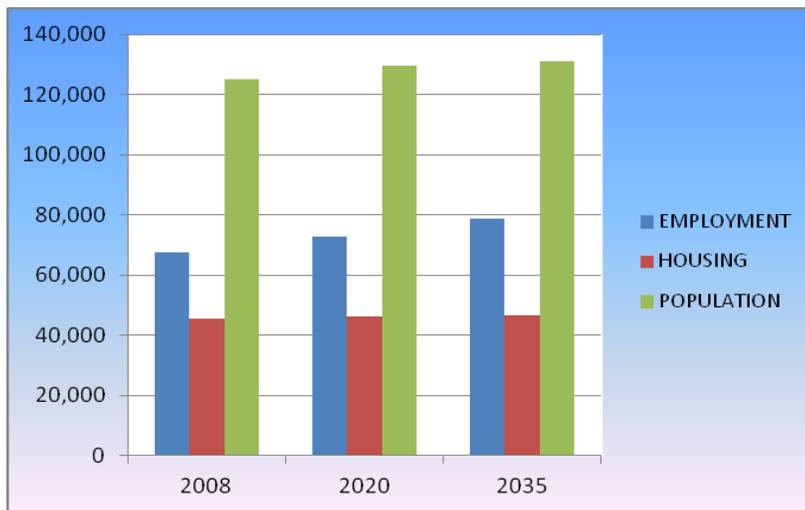
CITY OF OXNARD

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
EMPLOYMENT	59,000	64,000	69,800	8.47%	18.31%
HOUSING	49,100	58,800	70,600	19.76%	43.79%
POPULATION	193,900	216,700	244,500	11.76%	26.10%



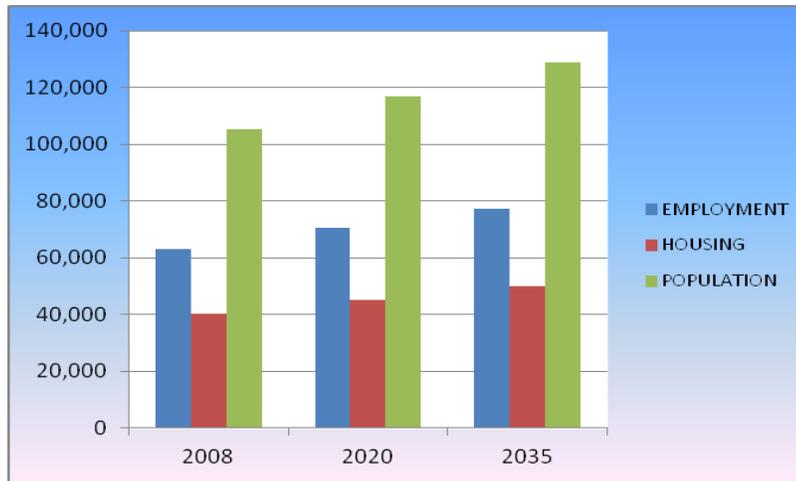
CITY OF THOUSAND OAKS

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
EMPLOYMENT	67,600	72,700	78,700	7.54%	16.42%
HOUSING	45,600	46,100	46,600	1.10%	2.19%
POPULATION	125,200	129,700	130,900	3.59%	4.55%



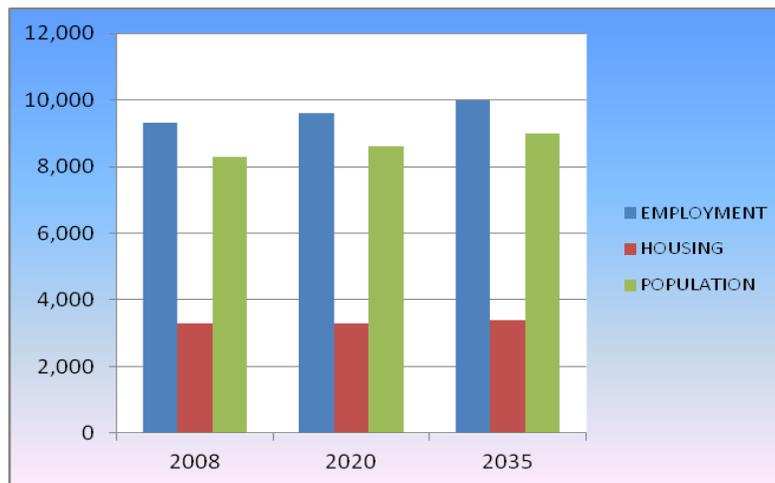
CITY OF VENTURA

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
EMPLOYMENT	63,100	70,500	77,400	11.73%	22.66%
HOUSING	40,300	45,200	50,100	12.16%	24.32%
POPULATION	105,300	116,900	128,800	11.02%	22.32%



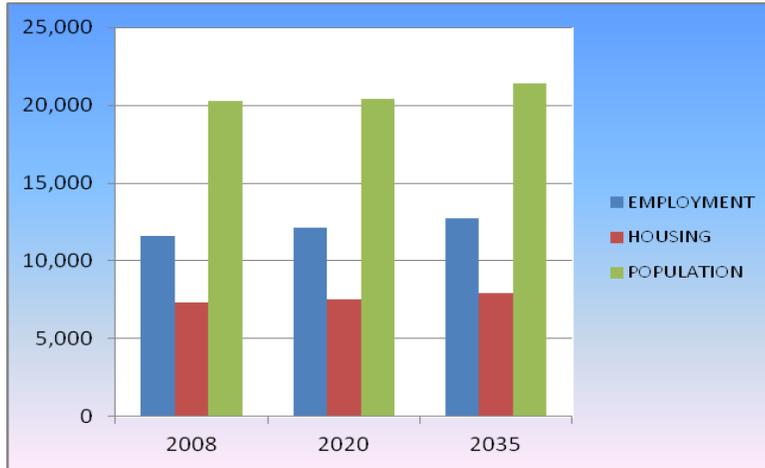
CITY OF WESTLAKE

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
EMPLOYMENT	9,300	9,600	10,000	3.23%	7.53%
HOUSING	3,300	3,300	3,400	0.00%	3.03%
POPULATION	8,300	8,600	9,000	3.61%	8.43%



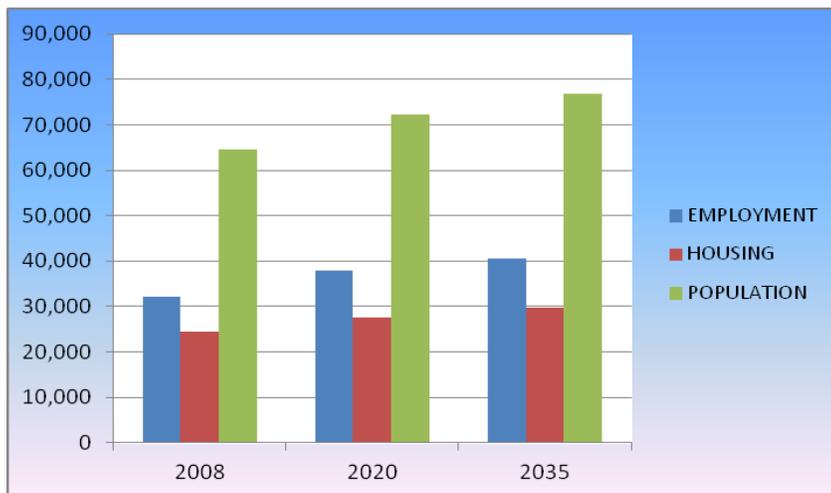
CITY OF AGOURA HILLS

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
EMPLOYMENT	11,600	12,100	12,700	4.31%	9.48%
HOUSING	7,300	7,500	7,900	2.74%	8.22%
POPULATION	20,300	20,400	21,400	0.49%	5.42%



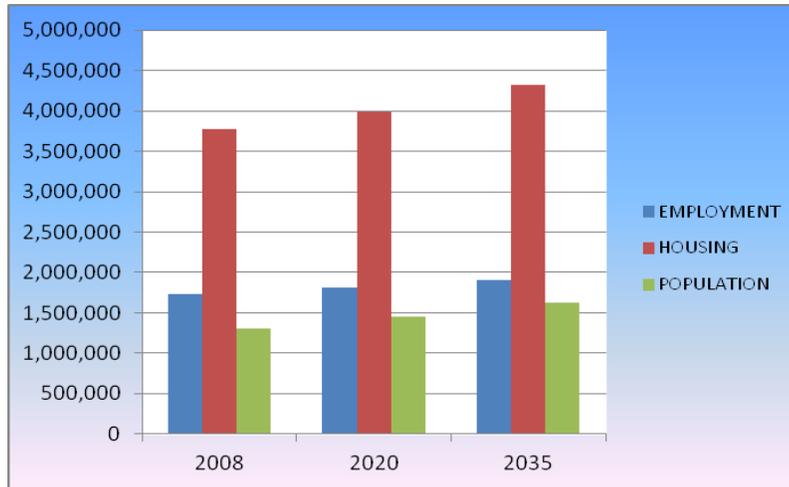
CITY OF CAMARRILLO

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
EMPLOYMENT	32,200	37,800	40,600	17.39%	26.09%
HOUSING	24,400	27,500	29,700	12.70%	21.72%
POPULATION	64,500	72,200	76,700	11.94%	18.91%



CITY OF LOS ANGELES

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
EMPLOYMENT	1,735,200	1,817,700	1,906,800	4.75%	9.89%
HOUSING	3,770,500	3,991,700	4,320,600	5.87%	14.59%
POPULATION	1,309,900	1,455,700	1,626,600	11.13%	24.18%



SYSTEM CHARACTERISTICS

Existing Facility					
Segment	Facility Type	Mixed-Flow Lanes (each way)	HOV Lanes (each way)	Centerline Miles	Lane Miles
1 E LA I/C I-5 TO I-10 E	Freeway	3 MF		1.33	3.99
2 I-10E To SR-110	Freeway	4MF		1.6	6.4
3 SR 110 To SR -2 E	Freeway	4MF		1.29	5.16
4 SR-2 E To SR-2 W	Freeway	4MF		2.69	10.76
5 SR 2 W To SR 170S	Freeway	4MF		2.29	9.16
6 SR 170 S To SR 170/134/101	Freeway	5MF		3.91	19.55
7 SR 170/134/101 To I-405	Freeway	5MF		5.42	27.1
8 I-405 To SR – 27	Freeway	5MF		8.17	40.85
9 SR-27 To SR-23 S	Freeway	4MF		6.55	32.75
10 SR-23 S To SR–23N	Freeway	4 MF		2.41	9.64
11 SR-23 N To SR-34	Freeway	3MF		10.74	32.22
12 SR -34 To SR-232	Freeway	3 MF		8.15	24.45
13 SR-232 To SR – 1	Freeway	3 MF		0.73	2.19
14 SR – 1 To SR -126	Freeway	3MF		3.66	10.98
15 SR-126 To SR – 33	Freeway	3MF		4.52	13.56
16 SR – 33 To End FY	Freeway	3MF		9.81	29.43
17 End FY To SB CoLn	Freeway	2MF		2.9	5.8

RAMP METERS ON RTE 101			
POSTMILES	DIRECTION	LOCATION	COMMENT
SEGMENT 1. (S 0.00 - S1.33)			
0.19	NB	Mission Rd	Operational
0.48	SB	Garey St	Operational
0.64	SB	Los Angeles St	Operational
SEGMENT 2. (S1.33 - 0.00 / 1.57)			
NONE	NONE	NONE	NONE
SEGMENT 3. (1.57- 2.86)			
2.42	NB	Glendale	Operational
2.54	SB	Glendale	Operational
2.86	SB	Alvarado	Operational
SEGMENT 4. (2.86 - 5.55)			
2.86	SB	Alvarado	Operational
2.97	NB	Alvarado	Operational
3.24	SB	Rampart	Operational
3.31	NB	Rampart	Operational
3.68	SB	Silver lake	Operational
3.86	NB	Silver lake	Operational
4.14	SB	Vermont Ave	Operational
4.53	NB	Vermont	Operational
4.73	SB	Melrose	Operational
5.11	NB	Normandie	Operational
5.45	SB	Santa Monica	Operational
SEGMENT 5. (5.55 - 7.84)			
5.95	NB	Western	Operational
6.1	SB	Sunset	Operational
6.38	SB	Hollywood	Operational
6.58	NB	Hollywood	Operational
6.99	SB	Argyle Ave	Operational
7.2	NB	Argyle/Franklin	Operational
7.27	SB	Cahuenga	Operational
7.39	NB	Cahuenga	Operational
7.75	SB	Highland Ave	Operational
SEGMENT 6. (7.84 - 11.75)			
9.75	NB	Universal Center Dr EB	Operational
9.85	NB	Universal Center Dr WB	Operational
9.95	SB	Lankershim	Operational
10.48	SB	Ventura	Operational
10.53	NB	Lankershim	Operational
11.15	SB	Vineland	Operational
11.53	NB	Moorpark	Operational

POSTMILES	DIRECTION	LOCATION	COMMENT
SEGMENT 7. (11.75 - 17.17)			
12	NB	Tujunga	Operational
12.75	SB	Laurel Canyon Bl	Operational
12.9	NB	<i>Laurel Canyon Blvd</i>	<i>Operational</i>
13.8	SB	Coldwater Canyon	Operational
13.98	NB	Coldwater Canyon	Operational
14.7	SB	Woodman Ave	Operational
15	NB	Woodman Ave	Operational
15.81	SB	Van Nuys Bl	Operational
16.01	NB	Van Nuys Bl	Operational
16.7	SB	Sepulveda Bl	Operational
17.17	NB	HASKELL	Operational
SEGMENT 8. (17.17 - 25.34)			
17.17	NB	HASKELL	Operational
17.59	NB	Haskell	Operational
18.4	SB	Hayvenhurst	Operational
19	SB	Balboa	Operational
19.4	NB	Balboa	Operational
20.15	SB	White Oak	Operational
20.34	NB	White Oak	Operational
20.96	SB	Burbank/ Reseda	Operational
21.4	NB	Reseda	Operational
22.07	SB	VanAlden	Operational
22.36	NB	Tampa	Operational
23.22	SB	Winnetka	Operational
23.4	NB	Winnetka	Operational
24.23	SB	De Soto	Operational
24.45	NB	De Soto	Operational
24.76	SB	Canoga	Operational
25.26	SB	Topanga NB	Operational
25.34	SB	Topanga SB	Operational
SEGMENT 9. (LA 25.24 - VEN 0.70)			
25.34	SB	Topanga SB	Operational
25.39	SB	Topanga SB	Operational
25.47	NB	Topanga Cyn	Operational
25.67	SB	Ventura/Shoop	Operational
26.9	NB	Woodlake	Operational
27.26	SB	Mulholland	Operational
27.38	SB	Valley Circle	Operational
27.73	NB	Valley Circle(Long Valley)	Operational
28.2	SB	Pkwy.Calabasas NB	Operational
28.4	NB	Calabasas Pkwy EB	Non Op
28.42	SB	Calabasas Pkwy SB	Operational

POSTMILES	DIRECTION	LOCATION	COMMENT
28.5	NB	Calabasas Pkwy WB	Non Op
31.02	SB	Los Virgenes EB	Non Op
31.1	NB	Los Virgenes	Non Op
31.25	SB	Los Virgenes WB	Non Op
31.83	SB	Lost Hills Rd	Non Op
32.07	NB	Lost Hills Rd	Non Op
32.55	SB	Liberty Cyn	Non Op
32.91	NB	Liberty Cyn	Non Op
33.76	SB	Palo Comado Cyn	Non Op
33.8	NB	Palo Comado Cyn	Non Op
34.95	SB	Kanan Rd EB	Non Op
35.03	SB	Kanan Rd WB	Non Op
35.03	NB	Kanan Rd EB	Non Op
35.18	NB	Kanan Rd WB	Non Op
36.07	SB	Reyes Adobe	Non Op
36.3	NB	Reyes Adobe	Non Op
37.35	SB	Lindero Cyn EB	Non Op
37.5	NB	Lindero Cyn EB	Non Op
37.58	SB	Lindero Cyn WB	Non Op
37.71	NB	Lindero Cyn WB	Non Op

VEN 0.46	SB	Westlake	Non Op
VEN 0.63	SB	Westlake	Non Op
VEN 0.68	NB	Westlake	Non Op
VEN 0.70	NB	Westlake WB	Non Op
SEGMENT 10 (VEN 0.70 – 3.11)			
VEN 0.70	NB	Westlake WB	Non Op
VEN 1.49	SB	Hampshire	Non Op
VEN 1.78	NB	Hampshire	Non Op
VEN 3.06	SB	Rancho RD	Non Op
VEN 3.11	NB	Rancho	Non Op
SEGMENT 11 (VEN 3.11 – 13.85)			
VEN 3.11	NB	Rancho	Non Op
VEN 3.91	SB	Moorpark	Planned
VEN 4.28	NB	Moorpark	Planned
VEN 4.84	SB	Lynn RD	Planned
VEN 5.01	SB	Lynn RD	Planned
VEN 5.17	NB	Lynn RD	Planned
VEN 6.06	SB	Ventu PK	Planned
VEN 6.19	NB	Ventu PK Rd.	Planned
VEN 6.22	SB	Ventu PK .	Planned
VEN 6.31	NB	Ventu PK Rd.	Planned

POSTMILES	DIRECTION	LOCATION	COMMENT
VEN 6.89	SB	Borchard/ R. Cornejo	Planned
VEN 7.23	NB	Borchard	Planned
VEN 7.7	SB	Wendy	Planned
VEN 7.86	NB	Wendy	Planned
VEN 8.07	NB	Wendy	Planned
VEN 10.81	NB	Camarillo Spring	Planned
VEN 10.9	SB	Camarillo Spring	Planned
VEN 12.25	SB	Pleasant Valley	Planned
VEN 12.28	NB	Pleasant Valley	Planned
VEN 12.31	SB	Pleasant Valley	Planned
VEN 12.4	NB	Pleasant Valley	Planned
VEN 13.23	NB	Flynn Rd	Planned
VEN 13.56	SB	Dawson DR	Planned
VEN 13.69	NB	Dawson	Planned
VEN 13.85	SB	Fulton/Somis	Planned
SEGMENT 12 (VEN 13.85 – 22.00)			
VEN 13.85	SB	Fulton/Somis	Planned
VEN 14.66	SB	Carmen	Planned
VEN 14.87	NB	Carmen	Planned
VEN 15.8	SB	Los Posas WB	Planned
VEN 15.86	NB	Los Posas WB	Planned
VEN 15.93	SB	Los Posas EB	Planned
VEN 15.99	NB	Los Posas EB	Planned
VEN 17.59	SB	Central	Planned
VEN 17.9	NB	Central	Planned
VEN 19.02	SB	Del Norte	Planned
VEN 19.32	NB	Del Norte	Planned
VEN 20.03	SB	Rice	Planned
VEN 20.05	NB	Rice	Planned
VEN 20.54	NB	Rose EB	Planned
VEN 20.8	SB	Rose WB	Planned
VEN 20.97	SB	Rose EB	Planned
VEN 21.06	NB	Rose WB	Planned
VEN 21.78	SB	Vineyard WB	Planned
VEN 21.97	NB	Vineyard EB	Planned
VEN 22.00	SB	Vineyard EB	Planned

POSTMILES	DIRECTION	LOCATION	COMMENT
SEGMENT 13 (VEN 22.00 – 22.73)			
VEN 22.00	SB	Vineyard EB	Planned
VEN 22.18	NB	Vineyard WB	Planned
VEN 22.48	SB	Oxnard Blvd	Non Op
VEN 22.73	NB	Oxnard Blvd	Non Op
SEGMENT 14 (VEN 22.73 – 26.39)			
VEN 22.73	NB	Oxnard Blvd	Non Op
VEN 23.46	SB	Johnson Dr.	Non Op
VEN 23.71	NB	Johnson	Non Op
VEN 24.01	SB	Victoria EB	Planned
VEN 24.51	SB	Victoria WB	Planned
VEN 24.8	NB	Victoria AVE	Planned
VEN 25.86	SB	Telephone Rd	Planned
VEN 26.39	NB	Rte. 126	Planned
SEGMENT 15 (VEN 26.39 – 30.91)			
VEN 26.39	NB	Rte. 126	Planned
SEGMENT 16 (VEN 30.91 – 40.72)			
NONE	NONE	NONE	NONE
SEGMENT 17 (40.72 – R43.62)			
NONE	NONE	NONE	NONE

SOURCE – 2011 RMDP

TRANSIT FACILITY

The transit component for US 101 embodies a multi-modal system including carpooling, transit service, interregional and intra-regional travel and shipping route.

Metro and Metrolinks are two separate regional commuter rail systems serving Southern California. Within the corridor, the Metro Expo Line, Gold, Purple, Red, Orange, Silver and Metrolink Ventura lines connect Los Angeles and many cities along the US 101 corridor in Los Angeles and Ventura county. Metrolink is comprised of member agencies, including VCTC which also participates in LOSSAN to improve rail service.

The Ventura County Transportation Commission (VCTC) is working with Caltrans to improve passenger rail service along the corridor that is technically and financially feasible. Greyhound Bus lines operates several buses everyday in both directions between cities along US 101 corridor.

VISTA inter-city bus service provides connections between the cities of Ventura County and neighboring Santa Barbara and Los Angeles Counties. Vista services also extend to the neighboring cities along US 101. Vista service extend to Santa Barbara, Carpinteria, and Coastal Express – serving Ventura, Oxnard, Carpinteria, Santa Barbara, Goleta, and UCSB. The Coastal Express serves Ventura, Oxnard, Carpinteria, Santa Barbara, Goleta, and UCSB. There is also a week day commute that serves Ventura and Carpinteria.

Ventura, Oxnard and Camarillo and Thousand Oaks are served by the High 101 and Conejo Transit Connection. There are other Transit services that connect highway 126 that serve Ventura, Santa Paula, Fillmore, and Peru. East County serves Thousand Oaks, Westlake, Moorpark, and Semi Valley. Dial-A-Ride serves the city of Santa Paula plus the Santa Paula Commuter Bus. There is a bus service between CSUCI and Camarillo. VISTA is a main transportation service for the county of Ventura while other inter cities buses connect to Vista network at different locations. (source: <http://www.goventura.org>)

FREIGHT

U.S 101 is California’s major north-south coastal route between Los Angeles and San Francisco, and is a vital asset to the nation, state and local economies. Its close proximity to two of the nation’s largest cities make it an essential route for national and international goods movement, commerce, trade, tourism, and other important industrial activities. In addition, U.S-101 is a strategic corridor for Vandenberg Air Force Bases military transport, spaceport and national defense operations.

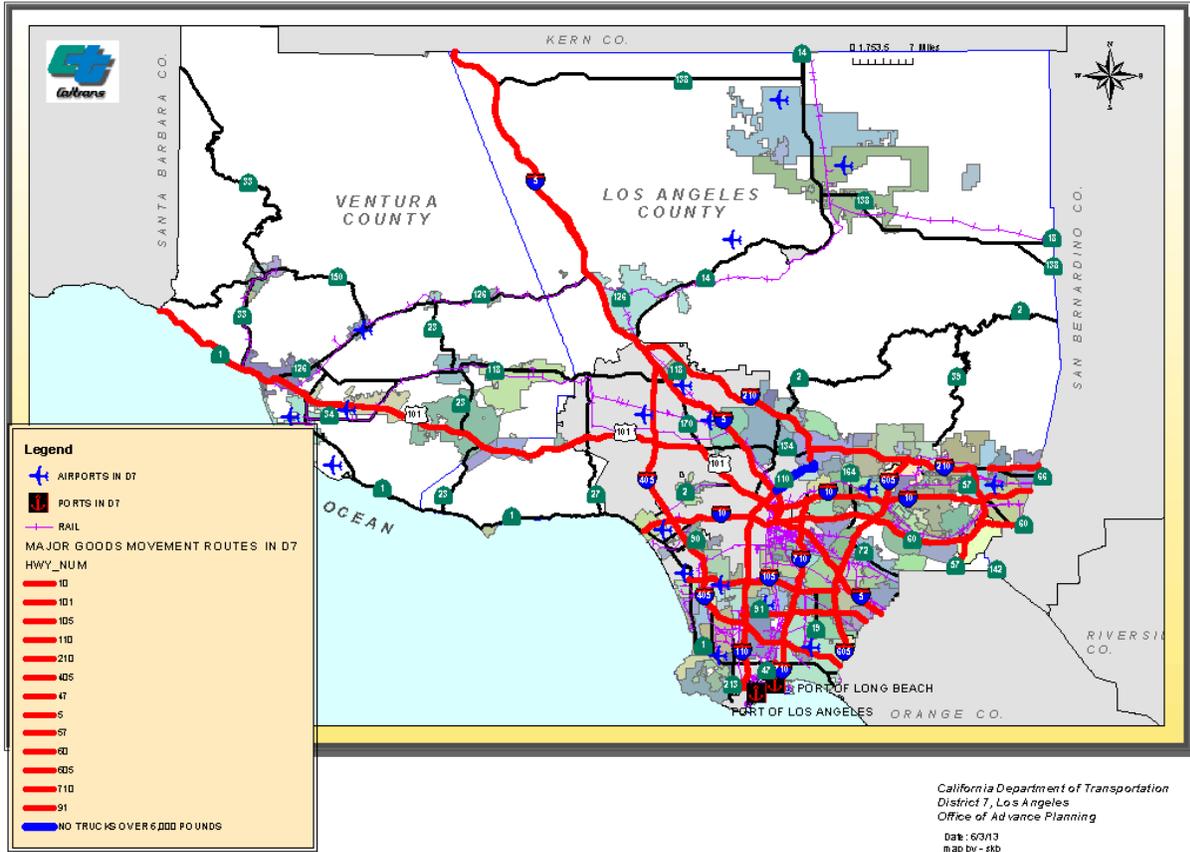
Goods movement along the U.S-101 corridor is comprised of truck traffic between port of Long Beach and Port of Los Angeles. Freight traffic also serves distribution centers in all the cities along the route. Trucks from Ports use I-710 to I-5 going to inland empire, or going out of state uses all the different freeways that cross U.S-101 freeway. Truck traffic on many key corridors is anticipated to grow substantially.

Freight Facility Table			
Facility Type / Freight Generator	Location	Mode	Name
Los Angeles Transportation Center (LATC)	Los Angeles	Train	Union Pacific
East Los Angeles (ELA)	Los Angeles	Trucks	various
Goods	Port Huemene	Air cargo plane	various

Airports: Several airports within or near the US 101 corridor in Los Angeles and Ventura County area. The Oxnard Airport is in the southern portion of the corridor in Ventura County. It is classified as a non-hub commercial service airport, with commuter flights currently serving numerous destinations through Los Angeles International Airport. The Camarillo Airport is adjacent to US 101 in Ventura County.

Ports: The Port of Hueneme is in Ventura County in the City of Port Hueneme. It is the only deep-water harbor between Los Angeles and San Francisco and plays a significant role in the local economy. The Port serves as the western U.S. distribution point for many imported vehicles.

D7 GOODS MOVEMENT CORRIDOR MAP



ENVIRONMENTAL CONSIDERATION

California is known for traffic congestion and its impacts. Pollution of various types is typical in this region. Air quality, noise and water pollution are common. Below is the latest attainment/nonattainment status of SR-91 Corridor which falls in the South Coast Air Basin.

POLLUTANTS	STATE DESIGNATION
Ozone (1hr)	Nonattainment
Ozone (8hr)	Nonattainment
CO (8hr)	Attainment
PM10 (24 hr.)	Nonattainment
PM2.5 (24 hr.)	Nonattainment
NO2 (Annual)	Nonattainment
SO2 (1 hr)	Attainment
Lead	Nonattainment

CORRIDOR PERFORMANCE

Basic System Operations							
Segment	AADT 2008	AADT 2035	LOS 2008	LOS 2035	LOS Concept	VMT 2008	VMT 2035
1	176800	173700	F0	E	E	224300	219700
2	296000	297300	F1	F0	F0	302500	311000
3	262500	306200	F0	F0	F0	249400	242000
4	288100	291000	F0	F0	F0	626700	633500
5	276700	281700	F2	F1	F0	441500	449800
6	323100	329700	F2	F2	F0	1015101	1032700
7	317500	318200	F0	F0	F0	1458800	1461500
8	326500	325200	F0	F0	F0	2493000	2569900
9	216500	233500	F0	F0	F0	2876700	3102300
10	187300	236100	F0	E	E	245400	268600
11	154300	171000	F0	E	E	1595100	1773300
12	129000	144100	F0	E	E	974500	1086760
13	114400	130600	C	C	C	1 9100	21800
14	199000	137500	E	D	D	346000	393100
15	104900	122800	D	D	D	396400	462500
16	72500	89200	C	C	C	578300	711800
17	69300	85800	C	B	B	285300	351900
Truck Traffic							
Segment	Total Average Annual Daily Truck Traffic (AADT) 2008		Total Trucks (% of AADT) 2008	Heavy Duty Annual Daily Truck Traffic (AADT) 2008	Heavy Duty Trucks (% of AADTT) 2008		
1	5900		4.6	1700	29.6		
2	8400		3.9	2100	25.0		
3	10600		3.8	2600	25.8		
4	10600		4.4	2800	26.9		
5	9400		4.4	2600	28.1		
6	16600		6.4	4900	29.6		
7	16200		6.5	6800	35.6		
8	15400		6.0	5000	32.6		
9	8200		4.3	3300	40.7		
10	6700		4.7	3200	47.3		
11	7300		5.2	2300	31.1		
12	6700		4.8	1900	28.9		
13	6100		4.0	1600	26.32		
14	6000		5.8	2100	34.5		
15	5800		8.5	2800	47.7		
16	5800		8.5	2800	47.7		
17	5700		8.9	2600	46.1		

KEY CORRIDOR ISSUES

Concept Rationale of US-101 is a major east-west route that is used for interstate, Interregional travel and shipping. Additionally, it is used as a commuter route. Functional Classification of the route is classified as Urban Primary International, Interstate, Interregional, MPAH Designation: State Freeway Intraregional Travel (commute and Other Systems: NHS, STAA, IRRS, Lifeline, SSH non-commute) and Goods Movements. It is not a rural freeway with farm land in some of the cities that it passes through, rather it's an urbanized freeway that is for commute and goods movement. The purpose of US-101 is shown in the following tables.

Hollywood Freeway

SEGMENT	PM	DESCRIPTION	RTE PURPOSE	FACILITY TYPE
1-9	0.00-38.19	East L.A. Interchange to L.A. County Line	Interstate/Interregional/Intraregional and Commute travel	Freeway

Ventura Freeway

SEGMENT	PM	DESCRIPTION	RTE PURPOSE	FACILITY TYPE
10-17	0.00-R43.62	L.A. County Line To Santa Barbara County Line	Interregional travel	Freeway

CORRIDOR CONCEPTS

CONCEPT RATIONALE

Currently, there are several major operations/capacity improvements projects that are under construction on the corridor on US-101.

Over the next four years, Caltrans and its partners will construct a six mile carpool lane in each direction for vehicles with two or more passengers, along US 101 from Mobil Pier Road in Ventura County to Casitas Pass Road in Santa Barbara County. Additional improvements include: a pedestrian undercrossing in La Conchita, concrete barriers, southbound bike lane, median landscaping, reconstruction of existing drainage, closing existing median openings and installing intelligent transportation system elements such as underground vehicle detectors and Close Circuit TV cameras. These 100+ million dollar projects began construction in 2012 and will be completed in late 2015.

Despite all these improvements, traffic congestion on most of US-101 is expected to increase. In order to combat this increasing congestion, several projects and strategies are also being recommended by Caltrans and SCAG 2012 – 2035 RTP/SCS.

PLANNED AND PROGRAMMED PROJECTS (2012 RTP/SCS AND 2013 FTIP)

CO	RTP ID	RTE #	RTE NAME	From	To	Description	Project Completion By
LA	1M0802	101	US-101	AT UNIVERSAL TERRACE PARKWAY		US-101/UNIVERSAL TERRACE PARKWAY (CAMPO DE CAHUENGA WAY) INTERCHANGE IMPROVEMENTS	2014
LA	LA0D31	101				Route 101: CONSTRUCT ONE ADDITIONAL LANE FOR BOTH NORTH AND SOUTH BOUND OFF-RAMPS AT VAN NUYS BLVD. (RIP 1 M, IIP 8 M) (EA # 199630) (PPNO 2789) (DEMO= NAT. CORRIDOR PLANNING AND BORDER DEV.)	2015
LA	LA0G208	101				Project will replace existing 2 lane bridge with 4 lane bridge and one turn lane at Lost Hills Road/US 101 interchange. This will bring bridge to current lane configuration of Lost Hills Road on either side of bridge.	2014
LA	LA0G598	101				Design and construction of a Park and Ride facility with 375 parking spaces at the proposed community recreational facility will construction of an access road, retaining walls to the park and ride facility, bus stop shelter for waiting passengers, necessary drainage, utility and landscaping and irrigation improvements.	2018
LA	LA960142	101	Lindero Canyon Road			Rte 101/Lindero Canyon Road Interchange Improvement Project. Lindero Cyn Rd btw Via Colinas and Agoura Rd widened from 2 to 3 lanes in each direction. Ramp G-6 widened to 2 lanes to provide for 2 free RT lanes for eastbound Via Colinas traffic at Lindero	2013
LA	LAE1955	0	Winnetka/Van Nuys Blvd			TRAFFIC SIGNAL UPGRADES ALONG THE US-101 FREEWAY RAMPS BETWEEN WINNETKA AVE AND VAN NUYS BLVD.	2013
LA	1AL04 (FTIP LA0G230)	101				U.S. 101 FREEWAY AND PALO COMADO CANYON ROAD BRIDGE-AT CHESEBRO ROAD (PM 33.0/34.4). Widening of bridge from 2-lanes to 4-lanes, construction of sidewalks and bike lanes (bike lanes - 0.63 miles), modification of on/off ramps, and modification of various intersections.	2018

CO	RTP ID	RTE #	RTE NAME	From	To	Description	Project Completion By
Ventura	343-343	101				IN OXNARD AT RICE AVE (SANTA CLARA) RECONSTRUCT INTERCHANGE (T21-#664) (SAFETEA-LU #1565) (SAFETEA-LU #2639 AND 'TIP') (TCSP - 2010 APPROP EARMARK)	2012
Ventura	5M0104	101	SR-101	at La Conchita		Extend acceleration and deceleration lanes; and close three median crossings near La Conchita.	2014
Ventura	VEN010202	101				RECONFIGURE N/B CALIFORNIA ST OFFRAMP (RECONFIGURE RAMP TO TERMINATE AT OAKS ST INSTEAD OF THE CURRENT CALIFORNIA ST LOCATION)	2015
Ventura	VEN011205- VEN011205	101				IN T.O. IMPROVEMENTS AT VAR LOCATIONS LA CNTY LINE-MOORPARK RD: CONV AUX LANES TO MF LANES, ADD 1 LANE EACH DIRECTION BY SHIFTING CL NORTHWARDS & WIDENING ON NB SIDE, REALIGN & WIDEN RAMPS, CONSTR SOUNDWALLS (EA 19521, 19522), WIDEN 3 BRIDGES ON NORTHSIDE	2018
Ventura	VEN011205- VEN120102	101				IN THOUSAND OAKS - ROUTE 101 IMPROVEMENTS FROM L.A. COUNTY LINE TO MOORPARK ROAD - ADVANCE CONSTRUCTION CONVERSION, TOLL CREDIT OF \$2,180.	2017
Ventura	VEN031226- VEN031226	101				IN CAMARILLO ROUTE 101 AT PLEASANT VALLEY ROAD IMPROVE INTERSECTION WITH SOUTHBOUND RAMPS - WIDEN ONRAMP ENTRANCE FROM 1 TO 2 LANES AND ADD TURN LANES	2018
Ventura	VEN050404	101				AT CENTRAL AVENUE - LANDSCAPING ENHANCEMENTS	2015
Ventura	VEN051006- VEN051006	101				IN OXNARD AT DEL NORTE BOULEVARD - IMPROVE INTERCHANGE, WIDEN DEL NORTE BRIDGE OVER 101 (FROM VENTURA BLVD TO RTE 101 SB RAMPS) FROM 2 TO 4 LANES PLUS LEFT-TURN LANE. ADD NB LOOP ONRAMPS AND REALIGN AND IMPROVE OTHER RAMPS.	2018
Ventura	VEN051210	101				IN CAMARILLO RECONFIGURE CENTRAL AVENUE / ROUTE 101 INTERCHANGE (includes Central Ave bridge widening from 1 to 2 lanes each direction)	2018

CO	RTP ID	RTE #	RTE NAME	From	To	Description	Project Completion By
Ventura	VEN056406- VEN056406	101				ROUTE 101 AT WENDY INTERCHANGE IMPROVEMENTS PHASE I INCLUDING WENDY DRIV BRIDGE NB WIDENING ACROSS ROUTE 101; NB RAMP IMPROVEMENTS; INTERSECTION IMPROVEMENTS; SIGNAL MOD (OTHER PHASES SPLIT TO VEN110301 & VEN110302.) TOLL CREDIT = \$77 FOR CON	2014
Ventura	VEN056406- VEN110301	101				ROUTE 101 AT WENDY INTERCHANGE IMPROVEMENTS PH 2 INCLUDING WENDY DRIVE BRIDGE SOUTHBOUND WIDENING ACROSS ROUTE 101; SB OFF-RAMP IMPROVEMENT TO WIDEN FROM 1 TO 2 LANES AT WENDY DRIVE INTERSECTION TO PROVIDE TURN LANE (RAMP TO REMAIN 1 LANE EXITING FREEWAY)	2014
Ventura	VEN070201- VEN070201	101				NEAR MUSSEL SHOALS ADD 1 HOV LANE EACH DIR FROM MOBIL PIER ROAD UC TO S/O CASITAS PASS RD IN SANTA BARBARA CO. (PM R 39.8 TO 2.2). HOV LANES ARE PROPOSED TO BE PART-TIME (AM & PM PEAK PERIODS) ONLY. EXTEND ON/OFF-LANES AT MUSSEL SHOALS & LA CONCHITA FOR	2018
Ventura	VEN54020- VEN54020	101				IN CAMARILLO CONSTRUCT AIRPORT NORTH (SPRINGVILLE) INTERCHANGE (CONNECTING FUTURE EXTENSIONS OF VERDULERA ST & PONDEROSA DR) INTERSECTING US 101	2012
Ventura	VEN990319	0				CALIFORNIA ST BRIDGE OVER RT 101 PEDESTRIAN ENHANCEMENTS	2013
Ventura	5O0701 (FTIP VEN120601)					AT RICE/101 INTERCHANGE, LANDSCAPING AND IRRIGATION IMPROVEMENTS. LIMITS ARE AUTO CENTER DR, SANTA CLARA AVE, AND VENTURA BLVD.	2013

No.	Co.	From	To	Description	Completion By
METRO 2009 LRTP LISTING (UNFUNDED AND PARTIALLY FUNDED PROJECTS)					
1	LA	SR-27	SR-2	Add carpool lane in each direction between SR-27 to SR-2 in downtown LA	
2	LA	SR-27	Ventura Co. Line	Re-stripe for mixed flow lane in each direction between SR-27 and Ventura Co. Line	
3	LA			US 101/SR-170/SR-134 Interchange	
4	LA			US-101/SR-170 Interchange	
5	LA			Widen Edgeware bridge on US 101 between Glendale Bl. On-ramps and US 101/I-110 Interchange to provide Auxiliary Lane	
6	LA			Construct new NB on-ramp at Cahuenga BL.	
7	LA			Add lanes NB and SB between the Ventura Bl. Exit and the SR-134 Interchange	
8	LA			Add new WB on-ramp and EB off-ramp at Canoga Avenue	
9	LA			Improve US 101 and I-405 Interchange	
10	LA			Improve US 101/SR-134/SR-170 Interchange, including new connector from NB US 101 to EB SR-134	
11	LA			Improve US 101 and I-110 Interchange	
12	LA	Glendale Blvd.	Cahuenga ST.	Add NB and SB Aux. lanes from Glendale Blvd. to Cahuenga St.	
13	LA			Add NB and SB Aux. lanes between Laurel Cyn Bl and Sepulveda Blvd.	
14	LA	SR-170	I-110	ADD HOV lanes in both direction between SR-170 and I-110	
14	LA	Topanga Blvd. Cyn.	City Boundary	Add HOV lanes in both direction between Topanga Canyon Bl and City Boundary	
15	LA			Improve I/C at Agoura Rd/Chesebro Rd, Kanan Rd, Las Virgenes Rd, Lindero Cyn Rd, Los Hills Rd, Reyes Adobe Rd.	

Demonstration Projects from Compass Blueprint (Compass Blueprint is a new way to look at how Southern California grows. It is driven by Mobility, Livability, Prosperity and Sustainability.)

Los Angeles Urban Design Studio Park 101 Phase 1 and 2 – Vision Plan and Implementation road map for capping subterranean stretches of US-101 from N Vignes Street to northwest of Grand Ave – Significant engineering and operational impacts including increased density.

Los Angeles Mayor’s Office Sustainable Transit Communities – identifies and prioritizes rail transit stations by redevelopment potential. Gold Line Little Tokyo & Union Station ranked 1st and 4th respectively. Both stations located less than 1/3 mile from US 101 and Alameda Street.

Los Angeles Downtown Neighbor Council (DLANC) Vision Downtown – Currently underway. Vision Strategy for cohesive identity and governance for downtown.

Los Angeles Hollywood Chamber of Commerce Hollywood Freeway Central Park – Vision Plan and Implementation road map for capping subterranean stretches of US-101 from Santa Monica Blvd/SR-2 to northwest of Hollywood Blvd (Bronson Ave overpass) – Significant engineering and operational impacts including increased density.

Los Angeles County METRO Orange Line Corridor Plan – Analysis of 13 stations within ½ miles north of US-101 Reseda onramps, increasing development, walkability, and transit access – some increases in density, offset by strategies for increasing reduction of VMT.

Agoura Hills Kanan Road & Thousand Oaks Blvd Study – Walking and Biking improvements to a traditional suburban arterial intersection located roughly .7 miles north of US-101 and the Kanan Road onramps.

Ventura 101 Freeway Cap Phase 1 and 2 – Vision Plan and implementation road map for capping subterranean stretches of US -101 from southeast of Ash Street to S California Street – Significant engineering and operational impacts including increased density.

CONCLUSION

Traffic volume is forecasted to increase on U.S-101 due to growth in population, housing and employment along this route and throughout the region. Growth in the region will continue to create mobility challenges and put additional stresses on our transportation system. US -101 in both Los Angeles and Ventura County are at or near capacity during some part of the peak commute periods according to the Corridor System Management Plan (CSMP) done on the route in 2010. Peak periods for the CSMP model is defined as 6:00 to 9:00 for the AM and 3:00 to 6:00 for the PM. Congestion and delays are expected at various locations along the route where the existing roadway characteristics cannot accommodate the volume of traffic or the complex weaving and merging patterns of the traffic. Because of the scenic beauty in some part of the corridor and the attraction of the corridor beaches, the traffic on the weekends, during the summer or for special events can be much more congested. Even with added capacity, congestion is expected to remain.

Southern California is not only an important component of California's economy but it is also vital to the United States and world's economy as a whole. It is critical that mobility be maintained and improved in order to sustain the economic growth that is expected. In addition to sustaining the economic vitality of the region, mobility is also an important component in enhancing the quality of life for the residents in this region. U.S-101 is only one component of the transportation infrastructure but it plays a critical role in providing mobility for the region. In order to improve mobility, additional capacity will be required beyond those planned and programmed in the 2012 RTP to maintain an acceptable level of service through 2035.

District 7 Office employs a variety of strategies to address current congestion challenges including:

- High Occupancy Vehicle Lane (HOV)
- Ramp Metering
- Congestion Pricing (Toll Lanes)
- Changeable Message Signs (CMS)

Several regional freeway capacity expansion projects are in the planning process, under development or under construction which will assist in decreasing congestion.

Constructing an HOV or Managed Lane system continues to be a priority.

The highway system is only one component of the transportation infrastructure; but it plays a very important role in providing mobility for the region. To achieve the desired minimum acceptable level of service, additional lanes will be needed beyond those planned and programmed in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

In addition to the projects on our system, Caltrans supports programs such as Transit Oriented Development (TOD). TOD is a moderate to higher density development, located within easy

walk of major a transit stop. Generally with a mix of residential, employment and shopping opportunities designed for pedestrians. Research have shown that these types of development increase the number of trips made by transit, walking and cycling thus reducing the number of car trips and reducing tailpipe emissions.

SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) identifies High Quality Transit Areas (HQTAs) meeting definitions established in SB 375. These areas are intended to direct and prioritize future growth, and further, establish eligibility for certain types of projects to access CEQA streamlining. Note, however, that residential and other types of development along freeways can be associated with increased health risk due to emissions exposure. Future projects should refer to available information resources, including but not limited to SCAG's 2012-2035 RTP/SCS Environmental Justice Appendix and Environmental Impact Report.

APPENDIX GLOSSARY OF TERMS AND ACRONYMS

Acronyms

AADT- Annual Average Daily Traffic
ADT- Average Daily Traffic
CALTRANS - California Department of Transportation
CMA - Congestion Management Agencies
CSS - Context Sensitive Solutions
FHWA - Federal Highway Administration
GHG - Green House Gas
HCP - Habitat Conservation Plan
HCS - Highway Capacity Software
ITS - Intelligent Transportation System
LOS - Level of Service
MPO - Metropolitan Planning Organizations
NOA - Naturally Occurring Asbestos
NCCP - Natural Community Conservation Plan
PID - Project Initiation Document
PSR - Project Study Report
RTP - Regional Transportation Plan
RTIP - Regional Transportation Improvement Program
RTPA - Regional Transportation Planning Agencies
SCS - Sustainable Community Strategies
SHOPP - State Highway Operation Protection Program
STIP - State Transportation Improvement Program
TDM - Transportation Demand Management
TMS - Transportation Management System
TSN - Transportation System Network
VMT - Vehicle Miles Traveled

Definitions

AADT – Annual Average Daily Traffic is the total volume for the year divided by 365 days. The traffic count year is from October 1st through September 30th. Traffic Counting is generally performed by electronic counting instruments moved from location throughout the State in a program of continuous traffic count sampling. The resulting counts are adjusted to an estimate of annual average daily traffic by compensating for seasonal influence, weekly variation and other variables which may be present. Annual ADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways and other purposes.

Base year – The year that the most current data is available to the Districts

Bikeway Class I (Bike Path) – Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow by motorists minimized.

Bikeway Class II (Bike Lane) – Provides a striped lane for one-way bike travel on a street or highway.

Bikeway Class III (Bike Route) – Provides for shared use with pedestrian or motor vehicle traffic.

Capacity – The maximum sustainable hourly flow rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic, and control conditions.

Capital Facility Concept – The 20-25 year vision of future development on the route to the capital facility. The capital facility can include capacity increasing, State Highway, bicycle facility, pedestrian facility, transit facility (Intercity Passenger rail, Mass Transit Guideway etc.), grade separation, and new managed lanes.

Concept LOS – The minimum acceptable LOS over the next 20-25 years

Conceptual Project – A conceptual improvement or action is a project that is needed to maintain mobility or serve multimodal users, but is not currently included in a financially constrained plan and is not currently programmed. It could be included in a General Plan or in the unconstrained section of a long-term plan.

Corridor – A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, bicycle, pedestrian, and transit route alignments. Off system facilities are included as informational purposes and not analyzed in the TCR.

Facility Type – The facility type describes the state highway facility type. The facility could be freeway, expressway, conventional, or one-way city street.

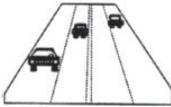
Freight Generator – Any facility, business, manufacturing plant, distribution center, industrial development, or other location (convergence of commodity and transportation system) that produces significant commodity flow, measured in tonnage, weight, carload, or truck volume.

Headway – The time between two successive vehicles as they pass a point on the roadway, measured from the same common feature of both vehicles.

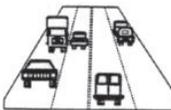
Horizon Year – The year that the future (20-25 years) data is based on.

ITS – Intelligent Transportation System improves transportation safety and mobility and enhances productivity through the integration of advanced communications technologies into the transportation infrastructure and in vehicles. Intelligent transportation systems encompass a broad range of wireless and wire line communications-based information and electronics technologies to collect information, process it, and take appropriate actions.

LOS – Level of Service is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Six levels of LOS can generally be categorized as follows:



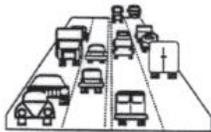
LOS A describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.



LOS B is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.



LOS C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.



LOS D demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.



LOS E reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.



LOS F a stop and go, low speed conditions with little or poor maneuverability. Speed and traffic flow may drop to zero and considerable delays occur. For intersections, LOS F describes operations with delay in excess of 60 seconds per vehicle. This level, considered by most drivers unacceptable often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection.

Multimodal – The availability of transportation options using different modes within a system or corridor, such as automobile, subway, bus, rail, or air.

Peak Hour – The hour of the day in which the maximum volume occurs across a point on the highway.

Peak Hour Volume – The hourly volume during the highest hour traffic volume of the day traversing a point on a highway segment. It is generally between 6 percent and 10 percent of the ADT. The lower values are generally found on roadways with low volumes.

Planned Project – A planned improvement or action is a project in a financially constrained section of a long-term plan, such as an approved Regional or Metropolitan Transportation Plan (RTP or MTP), Capital Improvement Plan, or measure.

Post Mile – A post mile is an identified point on the State Highway System. The milepost values increase from the beginning of a route within a county to the next county line. The milepost values start over again at each county line. Milepost values usually increase from south to north or west to east depending upon the general direction the route follows within the state. The milepost at a given location will remain the same year after year. When a section of road is relocated, new milepost (usually noted by an alphabetical prefix such as "R" or "M") are established for it. If relocation results in a change in length, "milepost equations" are introduced at the end of each relocated portion so that mileposts on the remainder of the route within the county will remain unchanged.

Programmed Project – A programmed improvement or action is a project in a near-term programming document identifying funding amounts by year, such as the State Transportation Improvement Program or the State Highway Operations and Protection Program.

Route Designation – A route's designation is adopted through legislation and identifies what system the route is associated with on the State Highway System. A designation denotes what design standards should apply during project development and design. Typical designations include but not limited to National Highway System (NHS), Interregional Route System (IRRS), and Scenic Highway System.

Rural – Fewer than 5,000 in population designates a rural area. Limits are based upon population density as determined by the U.S. Census Bureau.

Segment – A portion of a facility between two points.

TDM – Transportation Demand Management programs designed to reduce or shift demand for transportation through various means, such as the use of public transportation, carpooling, telework, and alternative work hours. Transportation Demand Management strategies can be used to manage congestion during peak periods and mitigate environmental impacts.

TMS – Transportation Management System is the business processes and associated tools, field elements and communications systems that help maximize the productivity of the transportation system. TMS includes, but is not limited to, advanced operational hardware, software, communications systems and infrastructure, for integrated Advanced Transportation Management Systems and Information Systems, and for Electronic Toll Collection System.

Urban – 5,000 to 49,999 in population designates an urban area. Limits are based upon population density as determined by the U.S. Census Bureau.

Urbanized – Over 50,000 in population designates an urbanized area. Limits are based upon population density as determined by the U.S. Census Bureau.

VMT – Is the total number of miles traveled by motor vehicles on a road or highway segments.

RESOURCES

Air Quality Management Plan, South Coast Air Quality Management District, December, 2012

Congestion Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, October, 2010

District System Management Plan, California Department of Transportation, District 7, August 16, 1996

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) (P.L. 102-240) December 1991

Long-Range Transportation Plan. Los Angeles County Metropolitan Transportation Authority, 2009

SAFETEA (Re-Authorization of the Intermodal Surface Transportation Efficiency Act of 1991) (ISTEA) (P.L. 102-240), December 1991

2012-2035 Regional Transportation Plan, (Adopted), Southern California Association of Governments, April 2012

Route 101 Route Concept Report, District 7 Transportation Planning, 1999

Ramp Meter Development Plan - December 2011

DRAFT Ventura County Comprehensive Transportation Plan – **February 2013**

Draft Interregional Transportation Strategic Plan – **Dec. 2012**

U.S. 101 Corridor System Management Plan – **Caltrans District 5 and 7 – Sept. 2010**

2008 Annual Average Daily Truck Traffic on the California State Highway System

2008 Traffic Volumes on California State Highways