Transportation Concept Report
Route 118
District 7
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Approvals:

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DISCLAIMER

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 modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 7 Division of Planning, Public Transportation and Local Assistance 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.

California Department of Transportation

MISSION: Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

VISION: A performance-driven, transparent and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation and teamwork.

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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) by identifying deficiencies and proposing improvements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of safety, efficiency, sustainability, system performance and excellence.

The System Planning process is primarily composed of several parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP) and the Priority Listing of Projects (formerly known as the Transportation System Development Plan or 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 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 public/stakeholders, the 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, stewardship and efficiency, sustainability, livability and economy, and system performance.

STAKEHOLDER PARTICIPATION

Stakeholder participation was sought throughout the development of the SR-118 TCR. Outreach involved internal and external stakeholders.

Both internal and external stakeholders were asked to review the document for comments, edits, and for consistency with the intent of existing plans, policies, and procedures. 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 supports and trust.

EXECUTIVE SUMMARY

The main purpose of this TCR is to evaluate current and projected conditions along the route and suggest a configuration for SR-118 that will meet projected demand. Historically the freeway system in Southern California is highly congested and this trend will continue into the future. Due to financial, environmental, right of way and political constraints, it is very difficult for Caltrans to continue to add more lanes to the system. Recognizing these constraints, the planned/programmed projects and strategies in the TCR are within a framework of programming and implementation constraints and regional policy.

In addition to these planned/programmed projects and strategies, the TCR also suggest a configuration for SR-118 that will meet future demand on this route. The suggested configuration is meant only to show the severity of future conditions and what it would take to attain those Level of Service (LOS). It is Caltrans' goal to provide improved mobility whenever possible.

The SR-118 Transportation Concept Report (TCR) is divided into several major sections; three of the sections – the Corridor Performance, System Characteristics and Corridor Concept – are the core of the document. All of the remaining sections provide a context for analyzing the Route 118 corridor and document the data resources.

Concept Summary Table CONCEPT – 2035

FACILITY

Segment	ADT	Dir. Split	Peak Hour	Truck Peak Hour	2035 Baseline RTP		Concept LOS "D" Attainment	Concept LOS "F0" Attainment
1 (Rte 126 to Rte 232)	40,300	60.8%	2,860 7.1%	80 2.7%	5 Conv V/C 1.088	LOS F0	6.0	5.0
2 (Rte 232 to Rte 34)	16,100	53.4%	1,100 6.9%	20 1.8%	3 Conv V/C 0.859	LOS D	3.0	3.0
3 (Rte 34 to Rte 23)	29,550	50.4%	1,940 6.6%	45 2.3%	3 Conv V/C 0.80	LOS D	3.0	3.0
4 (Rte 23 to E. Jct Rte 23)	41,700	58.5%	3,270 7.8%	90 2.7%	6 Conv V/C 0.83	LOS D	6.0	6.0
5 (E. Jct Rte 23 to Madera Rd)	70,900	50.6%	7,250 10.2%	400 5.4%	4 MF V/C 0.90	LOS E	5.0	4.0
6 (Madera Rd to Tapo Cyn Rd)	128,200	51.4%	11,300 8.8%	490 4.4%	6 MF V/C 0.96	LOS E	7.0	6.0
7 (Tapo Cyn Rd to Los Angeles CL)	185,400	55.8%	16,400 8.8%	600 3.7%	9 MF V/C 1.06	LOS F0	11.0	9.0
8 (Los Angeles CL to Rte 27)	209,500	56.8%	18,800 9.0%	650 3.4%	8.0 MF 2 HOV V/C 1.07	LOS F0	12.0	9.0
9 (Rte 27 to Rte 405)	227,900	52.7%	19,600 8.6%	870 4.4%	8.0 MF 2 HOV V/C 0.987	LOS E	13.0	10.0
10 (Jct. Rte 405 to Rte 5)	182,600	50.2%	16,400 9.0%	750 4.6%	10 MF 2 HOV V/C 0.77	LOS D	13.0	11.0
11 (Jct. Rte 5 to Jct. Rte 210)	73,900	59.2%	7,220 9.8%	520 7.3%	8 MF V/C 0.565	LOS C	8.0	8.0
12 (Jct. Rte 210 to Rte 249)	UNCONSTRUCTED							

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 to show the severity of future conditions and what it would take to achieve LOS D. Caltrans is not suggesting that it is our plan to build the facility to achieve the LOS D.*

** The number of lanes in the LOS 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.*

** Sometimes the model output implies that there would be 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 direction.*

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

** For consistency with 2012-2035 RTP/SCS, year 2008 and 2035 were used.*

** 2008 & 2035 data are derived from the 2012-2035 RTP/SCS model. Data in this report is meant to be used for comparision purposes only and are not to be use for specific projects without further analysis.*

Concept Rationale

SR-118 is an east/west corridor that provides scenic, commuter and commercial travel through an urban as well as rural corridor. The portion of the route from Route 126 to Route 405 is a Terminal Access Route (primarily State Routes).

From Route 405 to Route 210, it is part of the National Network (primarily Interstates). Both the Terminal Access Routes and the National Network Routes are part of the STAA truck Network.

STAA - Federal Surface Transportation Assistance Act of 1982.

The route is part of the California Freeway and Expressway System.

Traffic volume is forecasted to increase on SR-118 in 2035 and will require additional lanes to achieve the acceptable concept level of service. Several capacity improvements are planned, programmed, and recommended for this corridor.

Proposed Projects and Strategies

There are several capacity increasing and mainline improvements planned or programmed for SR-118 throughout the corridor in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

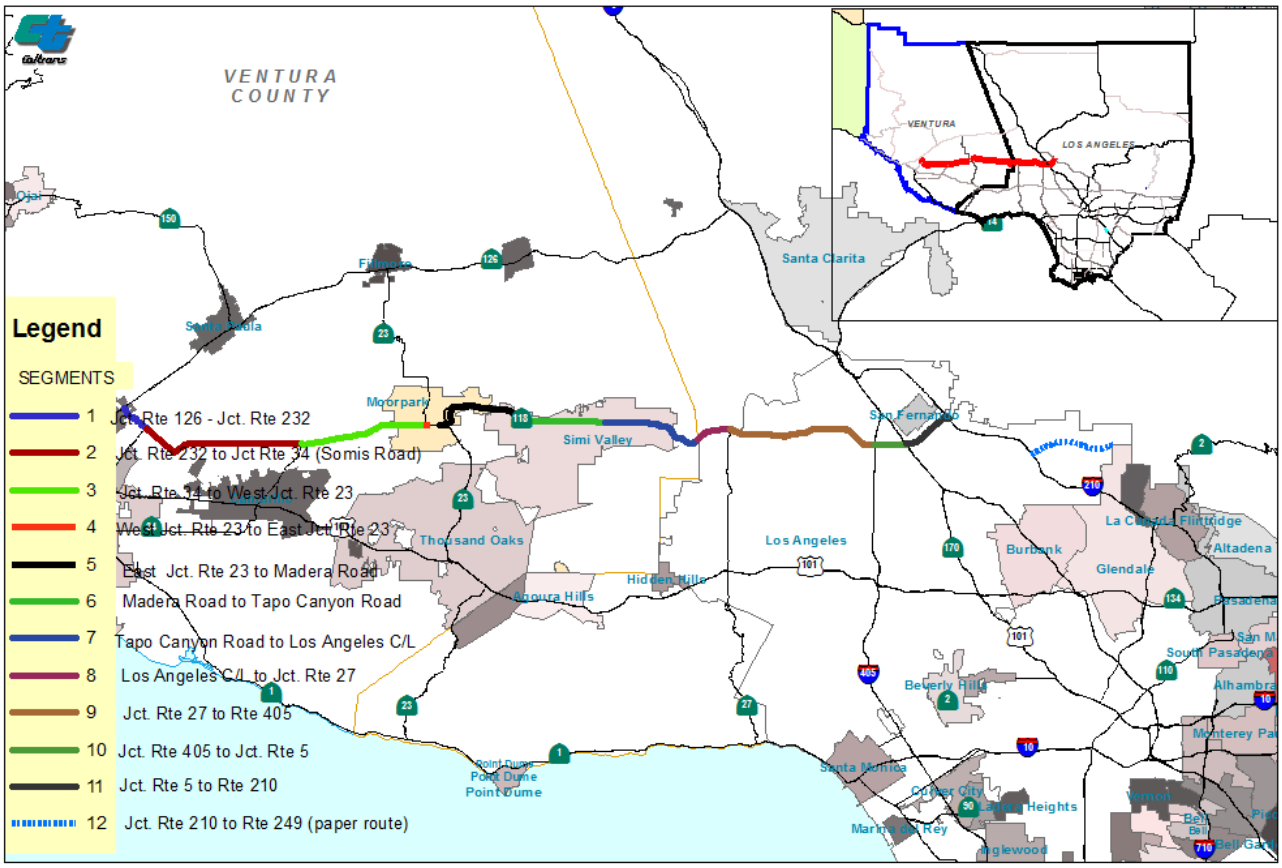
CORRIDOR OVERVIEW

ROUTE SEGMENTATION

SR-118 Segments					
					No. of Lanes
Segments	Begin PM	Ending PM	County	Descriptions	(Each dir.)
1	0.51	2.20	VEN	Jct. Rte 126 to Jct. Rte 232 (Vineyard Ave)	2 Conventional
2	2.20	10.92	VEN	Jct. Rte 232 to Jct. Rte 34 (Somis Rd)	1 Conventional
3	10.92	R 17.49	VEN	Jct. Rte 34 to West Jct. Rte 23	1 Conventional
4	R 17.49	R 17.90	VEN	West Jct. Rte 23 to East Jct. Rte 23	2Conv./3Conv.
5	R17.49	R 23.02	VEN	East Jct. Rte 23 to Madera Rd	2 MF
6	R 23.02	R 27.30	VEN	Madera Rd to Tapo Canyon Rd	3 MF
7	R 27.30	32.60	VEN	Tapo Canyon Rd to Los Angeles C/L	4 MF
8	0.00	1.79	LA	Los Angeles CL to Jct. Rte 27	4 MF + 1 HOV
9	1.79	R 9.80	LA	Jct. Rte 27 to Jct. Rte 405	4 MF + 1 HOV
10	R 9.80	R 11.44	LA	Jct. Rte 405 to Jct. Rte 5	4 MF + 1 HOV
11	R 11.44	R 14.08	LA	Jct. Rte 5 to Jct. Rte 210	4 MF
12	15.30	23.100	LA	Jct. Rte 210 to Rte 249 (paper route)	Unconstructed

This Transportation Concept Report (TCR) analyzes SR 118 conditions using the “segment” as the study unit. Segments are generally defined as “freeway interchange to the end of freeway.”The map on the next page illustrates these segments.

SEGMENTATION MAP - ROUTE 118



District 7 - Advance Planning
Map by - Skb. March 2015

ROUTE DESCRIPTION

Pursuant to the Streets and Highways Code Division 1, Article 3, Section 418, SR-118 extends from Route 126 near the community of Saticoy to Route 210 near the city of San Fernando; and from Route 210 near the community of Sunland to Route 249 north of the city of La Canada Flintridge, this portion is a paper route. Common names for SR-118 include the Ronald Reagan Freeway, the Simi Valley Freeway and the San Fernando Freeway. SR-118 is considered a conventional highway from Route 126 near the community of Saticoy to the intersection of New Los Angeles Avenue and Spring Road in the city of Moorpark. New Los Angeles Avenue between Spring Road and the east junction of SR-23 within the city of Moorpark is a break in route for SR-118. Then SR-118 transfigures into a freeway from the east junction at SR-23 and ends at Route 210 in San Fernando.

For the purpose of this analysis, the route has been divided into 12 segments based on traffic volume, connections to local streets or State Highways, freeway interchanges, and the county boundary.

Route Designation and Characteristics

A portion of SR-118 is listed in the State of California's Highway System. Division 1, Article 2.5, Section 263. Under these provisions the section of SR-118 between Route 23 and Desoto Avenue near Browns Canyon is eligible for designation as a state scenic highway. The legislative intent in indentifying or designating portions or the entire highway as scenic was primarily to protect the social and economic values of the scenic beauty of California.

Seg	Freeway and Expressway System	National Highway System	Strategic Highway Network	Scenic Highway	Interregional Road System Route	High Emphasis Route	Focus Route	Federal Functional Classification	Goods Movement Route	Truck Designation
1	Yes	Yes	No	No	No	No	No	Other Principal Arterial	No	STAA/Terminal Access Route
2	Yes	Yes	No	No	No	No	No	Other Principal Arterial/Minor Arterial	No	STAA/Terminal Access Route
3	Yes	Yes	No	No	No	No	No	Other Principal Arterial/Minor Arterial	No	STAA/Terminal Access Route
4	Yes	Yes	No	Eligible	No	No	No	Other Fwy or Expressway	No	STAA/Terminal Access Route
5	Yes	Yes	No	Eligible	No	No	No	Other Fwy or Expressway	No	STAA/Terminal Access Route
6	Yes	Yes	No	Eligible	No	No	No	Other Fwy or Expressway	No	STAA/Terminal Access Route
7	Yes	Yes	No	Eligible	No	No	No	Other Fwy or Expressway/Other Principal Arterial	No	STAA/Terminal Access Route
8	Yes	Yes	No	Eligible	No	No	No	Other Fwy or Expressway/Other Principal Arterial	No	STAA/Terminal Access Route
9	Yes	Yes	No	Eligible	No	No	No	Other Fwy or Expressway	No	STAA/Terminal Access Route
10	Yes	Yes	No	No	No	No	No	Other Fwy or Expressway	No	National Truck Route
11	Yes	Yes	No	No	No	No	No	Other Fwy or Expressway	No	National Truck Route
12	UNCONSTRUCTED									

Seg	Rural/ Urban/ Urbanized	Primary/ Secondary System	Metropolitan Planning Organization	Transporation Planning Agency	Congestion Management Agency	Local Agencies	Tribes	Air District	Terrain
1	Urban/Rural	Primary	SCAG	Metro	VCTC	VCTC	N/A	VCAPCD	Mntn/Rolling
2	Urbanized	Primary	SCAG	Metro	VCTC	VCTC	N/A	VCAPCD	Flat
3	Urbanized	Primary	SCAG	Metro	VCTC	VCTC	N/A	VCAPCD	Flat
4	Urban/Rural	Primary	SCAG	Metro	VCTC	VCTC	N/A	VCAPCD	Flat
5	Urban	Primary	SCAG	Metro	VCTC	VCTC	N/A	VCAPCD	Flat
6	Urban	Primary	SCAG	Metro	VCTC	VCTC	N/A	VCAPCD	Flat
7	Urban	Primary	SCAG	Metro	VCTC	VCTC	N/A	VCAPCD	Flat
8	Urban	Primary	SCAG	Metro	Metro	Metro	N/A	SCAQMD	Flat
9	Urban	Primary	SCAG	Metro	Metro	Metro	N/A	SCAQMD	Flat
10	Urban	Primary	SCAG	Metro	Metro	Metro	N/A	SCAQMD	Flat
11	Urban	Primary	SCAG	Metro	Metro	Metro	N/A	SCAQMD	Flat
12	UNCONSTRUCTED								

COMMUNITY CHARACTERISTICS

SR-118 is a state conventional highway type/freeway divided facility, and is a subset of the National Highway System. The route is divided into 12 segments based on traffic volume, connections to local streets or state highways, freeway interchanges, grade and terrain. The Functional Classification for the segments of SR-118 is shown in the table above:

LAND-USE

SR-118 corridor is congested in certain areas, highly developed and land use varies from residential, commercial, industrial and agricultural. Moorpark Plaza

Tapo Oaks Center

Simi Valley Town Center

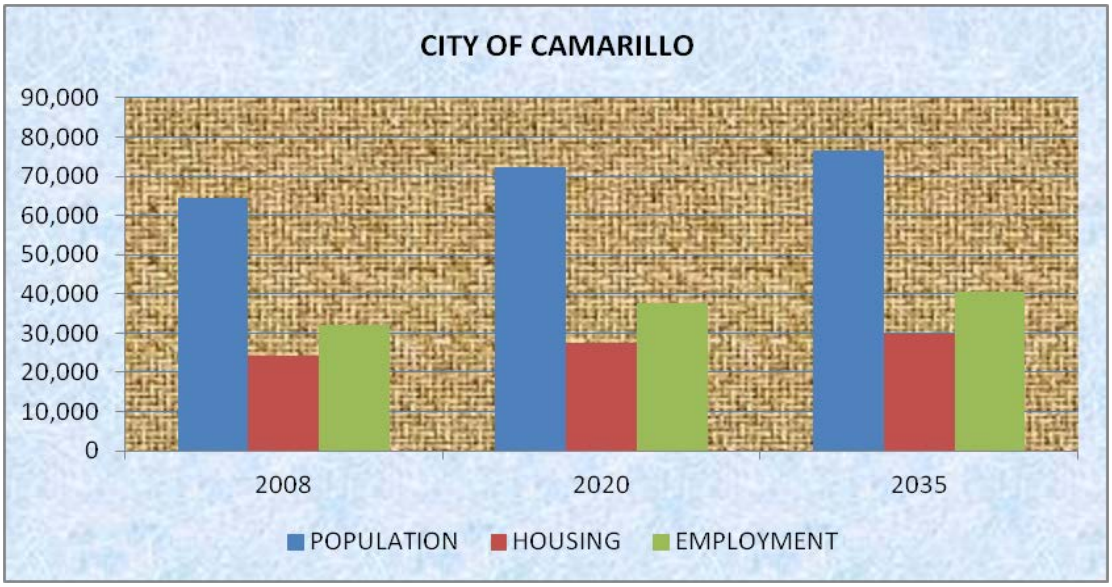
Northridge Fashion Center

Whiteman Airpark

Moorpark College

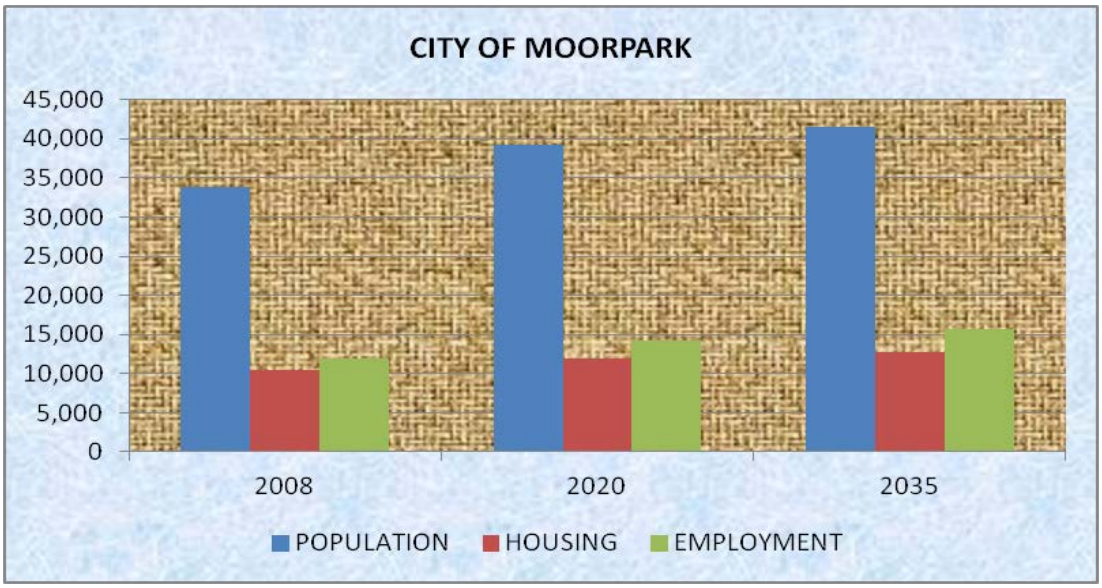
Sycamore Square

Significant growth in housing, population, and employment are generally projected throughout SR-118 corridor area. The growth is expected to occur through in fill and recycling of existing land uses. The following graphs show projected socioeconomic growths in the cities along the SR-118 Corridor per the SCAG 2012 -2035 RTP/SCS GROWTH FORECAST.

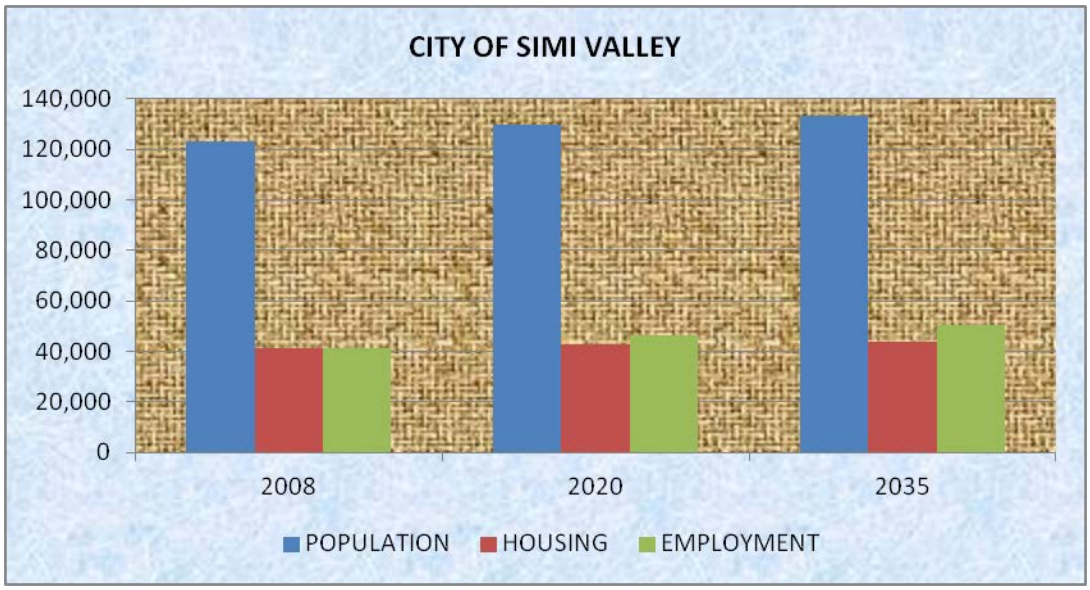


CITY OF CAMARILLO				2008 - 2020	2008- 2035
	2008	2020	2035	CHANGE	CHANGE
POPULATION	64,500	72,200	76,700	11.94%	18.91%
HOUSING	24,400	27,500	29,700	12.70%	21.72%
EMPLOYMENT	32,200	37,800	40,600	17.39%	26.09%

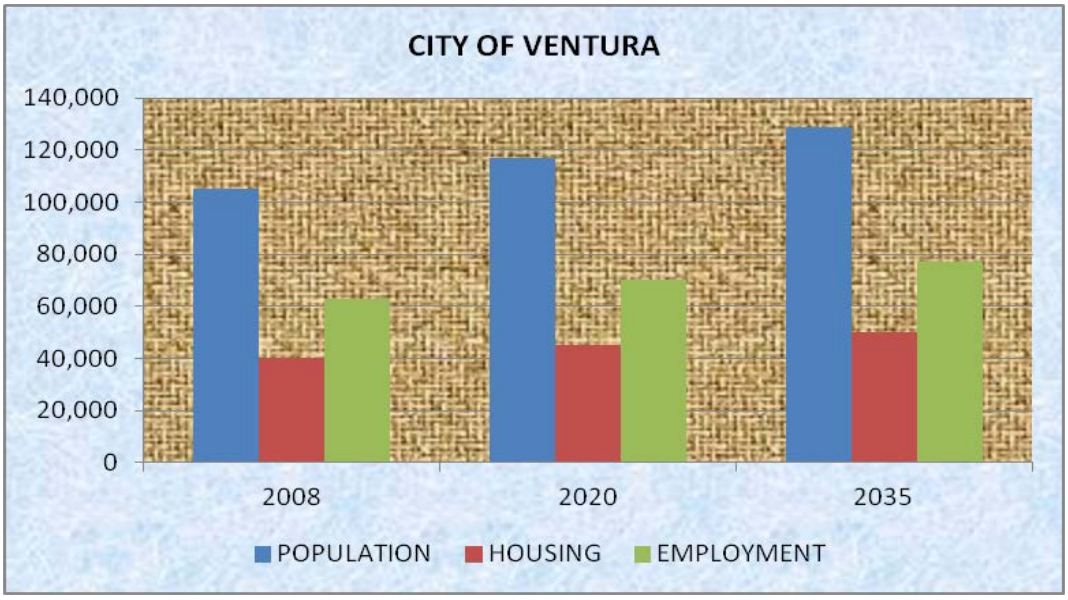
CITY OF LOS ANGELES				2008 - 2020	2008- 2035
	2008	2020	2035	CHANGE	CHANGE
POPULATION	3,770,500	3,991,700	4,320,600	5.87%	14.59%
HOUSING	1,309,900	1,455,700	1,626,600	11.13%	24.18%
EMPLOYMENT	1,735,200	1,817,700	1,906,800	4.75%	9.89%



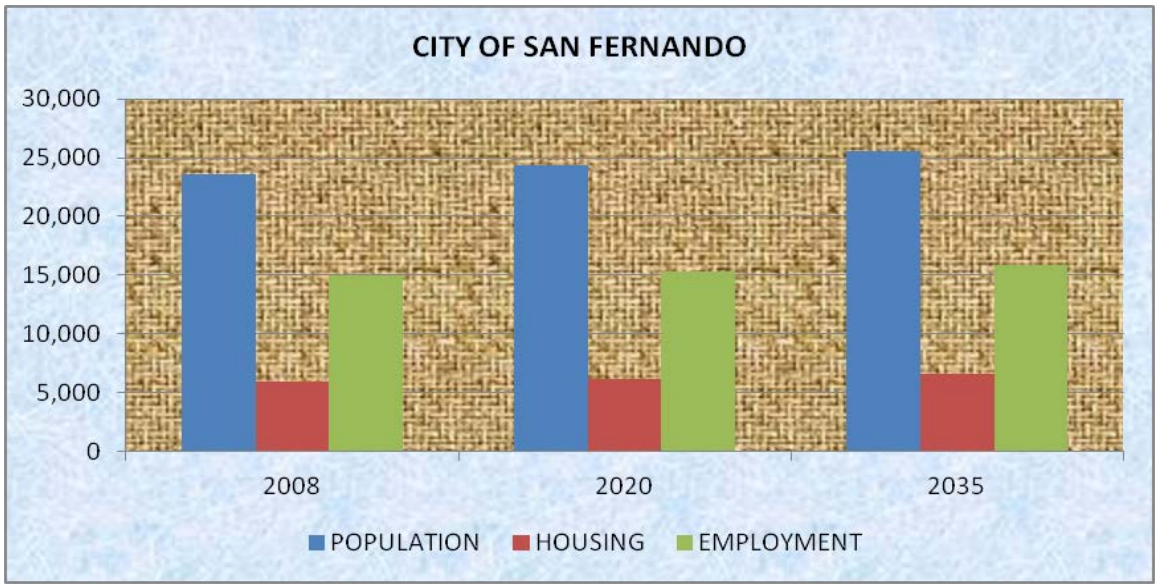
CITY OF MOORPARK				2008 - 2020	2008- 2035
	2008	2020	2035	CHANGE	CHANGE
POPULATION	33,900	39,300	41,500	15.93%	22.42%
HOUSING	10,400	12,000	12,700	15.38%	22.12%
EMPLOYMENT	12,000	14,200	15,700	18.33%	30.83%



CITY OF SIMI VALLEY				2008 - 2020	2008- 2035
	2008	2020	2035	CHANGE	CHANGE
POPULATION	123,200	129,700	133,200	5.28%	8.12%
HOUSING	41,200	42,800	44,000	3.88%	6.80%
EMPLOYMENT	41,400	46,200	50,700	11.59%	22.46%



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



CITY OF SAN FERNANDO				2008 - 2020	2008- 2035
	2008	2020	2035	CHANGE	CHANGE
POPULATION	23,600	24,400	25,500	3.39%	8.05%
HOUSING	5,900	6,200	6,600	5.08%	11.86%
EMPLOYMENT	15,000	15,300	15,900	2.00%	6.00%

SYSTEM CHARACTERISTICS

For the purpose of analysis, the SR-118 is divided into 12 segments based on logical termini including intersections, jurisdiction and changes in land use.

Existing Facility					
Segment/PM	Facility Type	Mixed -Flow Lanes (each direction)	HOV Lanes (each direction)	Centerline Miles	Lane Miles (each direction)
1. Rte 126 to Rte 232 (0.51 to 2.20)	Coventional Hwy	2	0	1.69	3.38
2. Rte 232 to Rte 34 (2.20 to 10.92)	Coventional Hwy	1	0	8.72	8.72
3. Rte 34 to Rte 23 (10.92 to R 17.49)	Coventional Hwy	1	0	6.57	6.57
4. W. Jct. Rte 23 to E. Jct. Rte 23 (R 17.49 to R 17.90)	Coventional Hwy	3	0	0.41	1.23
5. E. Jct. Rte 23 to Madera Rd (R 17.90 to R 23.02)	Freeway/Scenic Hwy	2	0	5.12	10.24
6. Madera Rd to Tapo Cyn Rd (R 23.02 to R 27.30)	Freeway	3	0	4.28	12.84
7. Tapo Cyn Rd to Los Angeles C/L to Rte 27 (R 27.30 to 32.60)	Freeway	4	0	5.3	21.2
8. Los Angeles C/L to Rte 27 (R 0.00 to 1.79)	Freeway	4	1	1.79	8.95
9. Rte 27 to Jct. Rte 405 (1.79 to R 9.80)	Freeway	4	1	8.01	40.05
10. Jct Rte 405 to Jct Rte 5 (R 9.80 to R 11.44)	Freeway	4	1	1.64	8.2
11. Jct Rte 5 to Jct Rte 210 (R 11.44 to R 14.08)	Freeway	4	0	2.64	10.56
12. Jct Rte 210 to Rte 249 (15.30 to 23.10)	(UNCONSTRUCTED)				

RAMP METERS ON SR 118				
COUNTY	POST MILE	DIRECTION	LOCATION	COMMENTS
SEGMENT 1 (VEN 0.51 – VEN 2.20)				
NONE				
SEGMENT 2 (VEN 2.20 – 10.92)				
NONE				
SEGMENT 3 (VEN 10.92 - VEN R17.49)				
NONE				
SEGMENT 4 (VEN R17.49- VEN R17.90)				
NONE				
SEGMENT 5 (VEN R17.90 - VEN R23.02)				
VEN	19.6	E	Princeton Ave	OPERATIONAL
VEN	19.75	W	Princeton Ave	OPERATIONAL
VEN	19.87	W	Collins Dr.	OPERATIONAL
VEN	20.6	E	Collins Dr.	OPERATIONAL
VEN	22.86	W	Madera Rd.	OPERATIONAL
VEN	22.9	E	Madera Rd. SB	OPERATIONAL
VEN	23.2	E	Madera Rd. NB	OPERATIONAL
SEGMENT 6 (VEN R23.02 - VEN R27.30)				
VEN	23.63	W	First St. NB	OPERATIONAL
VEN	23.78	E	First St. SB	OPERATIONAL
VEN	23.97	E	First St. NB	OPERATIONAL
VEN	24.78	E	Erringer Rd. SB	OPERATIONAL
VEN	24.8	W	Erringer Rd. NB	OPERATIONAL
VEN	24.93	W	Erringer Rd. SB	OPERATIONAL
VEN	24.97	E	Erringer Rd. NB	OPERATIONAL
VEN	25.78	E	Sycamore Dr. SB	OPERATIONAL
VEN	25.83	W	Sycamore Dr. NB	OPERATIONAL
VEN	25.89	E	Sycamore Dr. NB	OPERATIONAL
VEN	27.2	E	Tapo Cyn. SB	OPERATIONAL
VEN	27.3	W	Tapo Cyn. NB	OPERATIONAL
SEGMENT 7 (VEN R27.30 – VEN 32.60)				
VEN	27.4	E	Tapo Cyn. NB	OPERATIONAL
VEN	28.7	E	Stearns St. SB	OPERATIONAL
VEN	28.8	W	Stearns St. NB	OPERATIONAL
VEN	28.86	W	Stearns St. SB	OPERATIONAL
VEN	28.9	E	Stearns St. NB	OPERATIONAL
VEN	29.5	W	Yosemite Ave. NB	OPERATIONAL
VEN	29.53	E	Yosemite Ave. SB	OPERATIONAL
VEN	29.73	E	Yosemite Ave. NB	OPERATIONAL
VEN	30.38	W	Kuehner Dr.	OPERATIONAL
VEN	30.82	E	Kuehner Dr.	OPERATIONAL
VEN	32.48	W	Rockey Peak Rd.	OPERATIONAL
VEN	32.53	E	Rockey Peak Rd.	OPERATIONAL
SEGMENT 8 (LA 0.00 – LA 1.79)				
LA	1.65	W	Topanga Cyn.	OPERATIONAL

SEGMENT 9 (LA R 1.79 - LA 9.80)				
LA	1.95	E	Topanga Cyn.	OPERATIONAL
LA	2.72	W	De Soto Ave.	OPERATIONAL
LA	2.86	E	De Soto Ave.	OPERATIONAL
LA	3.8	E	Porter Ranch Dr.	OPERATIONAL
LA	3.86	W	Porter Ranch Dr.	OPERATIONAL
LA	4.46	W	Tampa Ave.	OPERATIONAL
LA	4.79	E	Tampa Ave.	OPERATIONAL
LA	5.65	W	Reseda Blvd.	OPERATIONAL
LA	5.97	E	Reseda Blvd.	OPERATIONAL
LA	7.61	E	Balboa Bl. SB	OPERATIONAL
LA	7.8	W	Balboa Blvd.	OPERATIONAL
LA	7.99	E	Balboa Bl. NB	OPERATIONAL
LA	8.58	E	Hayvenhurst Ave	OPERATIONAL
LA	8.85	W	Woodley Ave.	OPERATIONAL
LA	9.6	E	Sepulveda	X
SEGMENT 10 (LA R 9.80 to LA R 11.44)				
LA	9.96	W	Sepulveda	X
LA	11.44	W	Laurel Cyn.	X
SEGMENT 11 (LA R 11.44 to LA R 14.08)				
LA	11.44	W	Laurel Cyn.	PLANNED
LA	12.3	W	San Fernando	PLANNED
LA	12.31	E	San Fernando	PLANNED
SEGMENT 12 (LA 15.30 to LA 23.10)				
UNCONSTRUCTED				

Source: 2013 RMDP

TSM&O (TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS

As congestion spreads and intensifies and the level of incidents, delays, and disruptions increase, the level of service and reliability of the roadway systems in many areas continues to deteriorate. It is very important to operate the existing network to its fullest service potential.

The era of new roadway construction has largely ended in most of the country. In addition, the practice of widening existing freeways is also falling out of favor due to high costs, the built out nature of many urbanized areas and community desires for more multi-modal streets. There's growing momentum for making more efficient use of the existing transportation system.

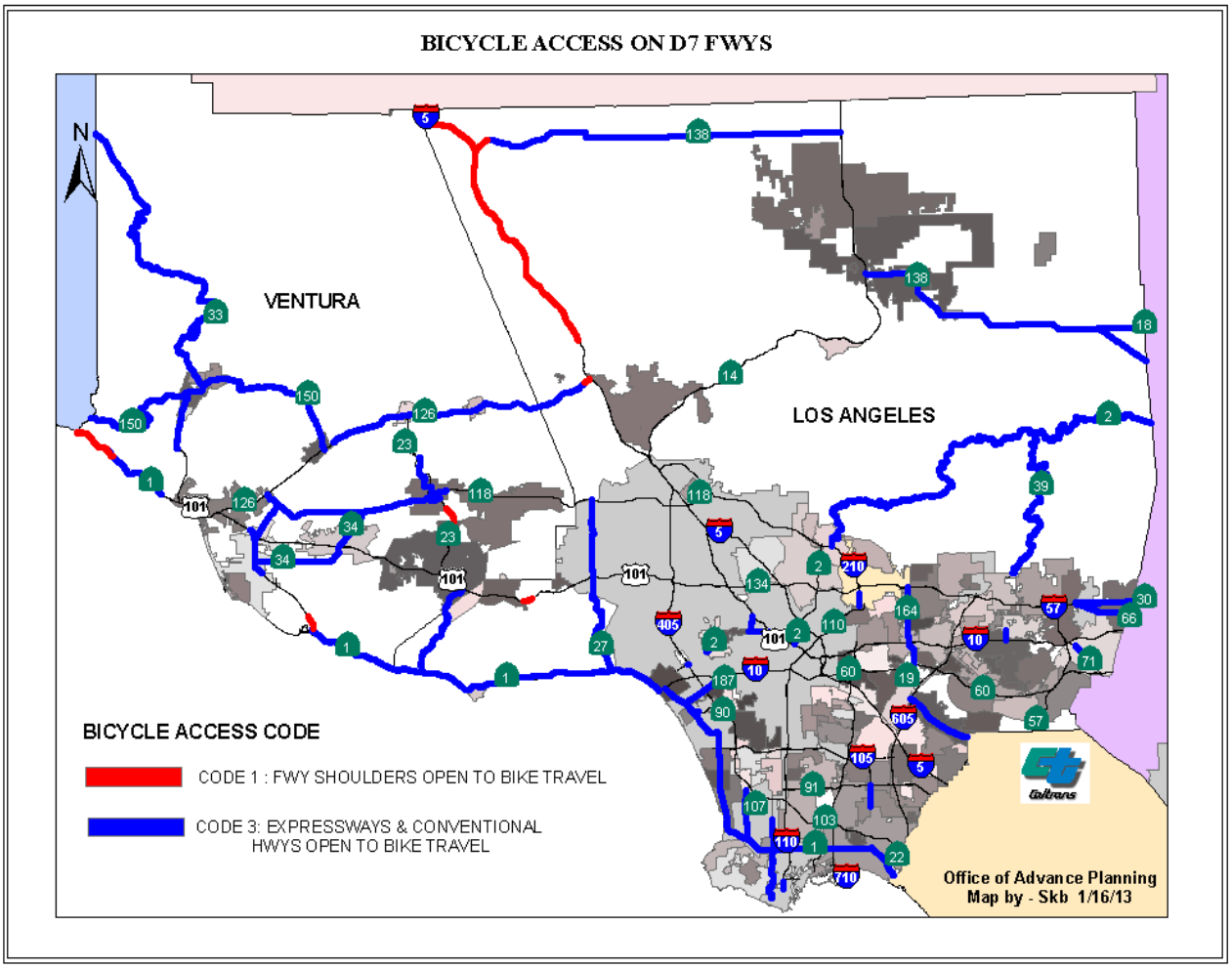
MAP-21 defines transportation system management and operations (TSM&O) as integrated strategies to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, cross-jurisdictional systems, services and projects designed to preserve capacity and improve security, safety and reliability of the transportation system. TSM&O activities focus on a set of well known strategies such as incident management, traffic signal timing, ramp metering, road weather management, Active Traffic and Demand Management (ATDM) strategies, ITS technologies, and others.

Incorporating TSM&O into the Planning and Programming process will provide a more robust understanding of the statewide/regional transportation system and a toolbox of strategies that go beyond capacity expansion to include operations and demand management solutions.

Caltrans have incorporated System Performance as one of the Caltrans Strategic Plan Goals which is a five year implementation – and seeks to implement TSM&O on our most congested corridors through integrated Corridor Management or ICM which optimizes the use of existing infrastructure assets and leverages unused capacity. TSM&O will be an integral part to Caltrans' new mission to 'PROVIDE A SAFE, SUSTAINABLE, INTEGRATED AND EFFICIENT TRANSPORTATION SYSTEM TO ENHANCE CALIFORNIA'S ECONOMY AND LIVABILITY'.

ACTIVE TRANSPORTATION FACILITY

The following map shows the Bicycle Access on District 7 freeways. Access Code 1 (red) represents Freeway shoulders open to bike travel and Access Code 3 (blue) showing Expressways & Conventional highways open to Bicycle travel in District 7. The followings show the importance of Active Transportation for the department;



In addition to Senate Bill No. 99 (SB-99) of September 26, 2013 pertaining to Active Transportation funding, California Department of Transportation Deputy Directive (DD-64-R1 of October 2, 2008) views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system. Bicycle, pedestrian and transit travel is facilitated by creating “complete streets” beginning early in System Planning and continuing through project delivery, maintenance and operations.

In addition, the Complete Streets Act of 2008 (AB. No. 1358 of September 30, 2008) requires cities and counties to incorporate the concept of Complete Streets into their General Plan Updates to ensure that

transportation plans meet the needs of all users of our roadway system. Also, California Vehicle Code and Streets and Highway Code Section 888 states that the department shall not construct a state highway as a freeway that will result in the severance or destruction of an existing major route for non-motorized transportation traffic and light motorcycles, unless it provides a reasonable, safe, and convenient alternate route or such a route exists. (Revised 10/4/2013. Page 7 of 11)

SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) invests $6.7 billion towards increasing bikeways, bringing sidewalks into compliance with Americans with Disabilities Act, safety improvements and other Active Transportation Strategies.

Also, the United States Department of Transportation (US DOT) Policy Statement on bicycle and pedestrian accommodation (March 11, 2010) states that US DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate.

SB-99, the listed Caltrans Deputy Directive, California Vehicle and Highway Code, SCAG's 2012 RTP/SCS and US DOT Policy Statements all support Complete Streets including bicycle and pedestrian facilities for SR-118.

FREIGHT

Current levels of congestion are detrimental to this vitality, and future projections indicate that this situation will get much worse. Southern California's aging transportation system is at capacity, serving a population in Los Angeles County of approximately ten million people. District 7 has five of the ten worst truck bottlenecks in the U.S. Truck vehicle miles traveled (VMT) is expected to increase by 2030. 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 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 SR-118 are as follows:

Truck: SR-118 is a part of the Federal Surface Transportation Assistance Act (STAA) route network for oversized trucks. Truck volumes in 2008 range from 2.91% to 18.6 % of AADT. Regionally, truck traffic is expected to increase significantly by 2030, with virtually no capacity available to handle this added volume.

SR-118 PARK 'N RIDE LOTS			
NO	CITY/COMMUNITY	LOCATION	SPACES
SANTA CLARITA			
1	Oak Creek	Oak Creek, 23610 San Fernando Rd.	130
2	Golden Valley (3 Sections)	SR-14 and Golden Valley Rd.	131
3	Newhall-East Lot	20100 W San Fernando Rd	32
4	Newhall-West Lot	20516 W San Fernando Rd	50
5	Newhall-Metrolink	24300 Railroad Ave	324
6	Sand Canyon	20600 Sand Canyon Rd.	47
7	Santa Clarita-Metrolink	22122 Soledad Canyon Rd.	473
8	Via Princessa-Metrolink	19201 Via Princessa	521
SIMI VALLEY			
1	Erringer	SR 118 and Erringer Rd.	69
2	Simi Valley Metrolink Station	5050 Los Angeles Avenue	400
3	St. Peter Claver Catholic Church	5649 E. Pittman St.	25
4	Swank's Chevron	2449 Stearns St.	33
5	Sycamore Dr.	2599 Sycamore Dr.	75
6	Tapo Canyon	SR 118 and Tapo Canyon Dr.	74
LOS ANGELES			
1	Sun Valley-Metrolink	8360 San Fernando Rd.	320
2	Sylmar/San Fernando-Metrolink	12219 Frank Modugno Dr.	375
3	Reseda-Orange Line (3Sections)	6064 & 6065 N Reseda Blvd, Tarzana	522

TRANSIT FACILITY

The transit component for state Route 118 embodies a multi-modal system including carpooling, Express Transit Service, Municipal Transit, Commuter Rail (Metrolink), and Intercity Rail (Amtrak). These provide limited community-based service. These agencies operate along this route, providing Inter-city and commuter services (see below)

SR 118 - TCR TRANSIT INFORMATION - DISTRICT 7

Source: Office of Mass Transportation and Transit Operators

EXISTING SERVICE ON SR 118

Route	From/To	Operator	Rt #	Name/Description	Service Type	Service Span	Notes
118	East Ventura-Chatsworth	Metrolink	Ventura County Line	Los Angeles-East Ventura	Commuter Rail	Weekdays Peak-Hour	10 trains
118	Ventura-Chatsworth	Amtrak	Pacific Surfliner	San Luis Obispo-Los Angeles-	Intercity Rail	7 Days	5 trains
118	SR 126-Telephone Rd	Gold Coast Trans	10	Pacific View Mall-Telephone-	Local	7 Days	60 min. Frequency
118	SR 126-Telephone Rd	Gold Coast Trans	11	Pacific View Mall-Telephone-	Local	7 Days	20-40 min. Frequency
118	Gabbert Rd-SR23	Moorpark Transit	1,2,Saturday	N/A	Local	Monday-Saturday	60-90 min. Frequency
118	Moorpark Station-Simi Valle	VISTA	East County	Thousand Oaks-Simi Valley	Local	Monday-Saturday	1-2 hr. Frequency
118	Kuehner Dr-Topanga Cyn	Simi Valley Trans	Route C	Simi Valley-Chatsworth Statio	Local	Monday-Saturday	70 min. Frequency
118	De Soto-I-405	Santa Clarita Tra	791,796	Chatsworth-Canoga Park-Warr	Express	Weekdays Peak-Hour	30-60 min. Frequency
118	Reseda Blvd-I-405	AVTA	787	Lancaster/Palmdale-West SFV	Express	Weekdays Peak-Hour	20 min. Frequency
118	Speulvda Blvd-I5	LADOT	419	Chatsworth-Downtown L.A.	Commuter Express	Weekdays Peak-Hour	15-20 min. Frequency
118	I-605-Brea Cyn. Rd.	Foothill Transit	495	Industry P&R-Downtown L.A.	Express	Weekdays Peak-Hour	30 min. Frequency
118	I-605-SR 71	Foothill Transit	497	Chino P&R-Industry P&R-DT	Express	Weekdays Peak-Hour	15 min. Frequency

COMMENTS

Metro Orange Line operates frequent transitway service between Chatsworth Station, Warner Center and North Hollywood Metro Station

Metro Local 158 operates on Devonshire St. and Woodman Ave. from Chatsworth Station to Sherman Oaks

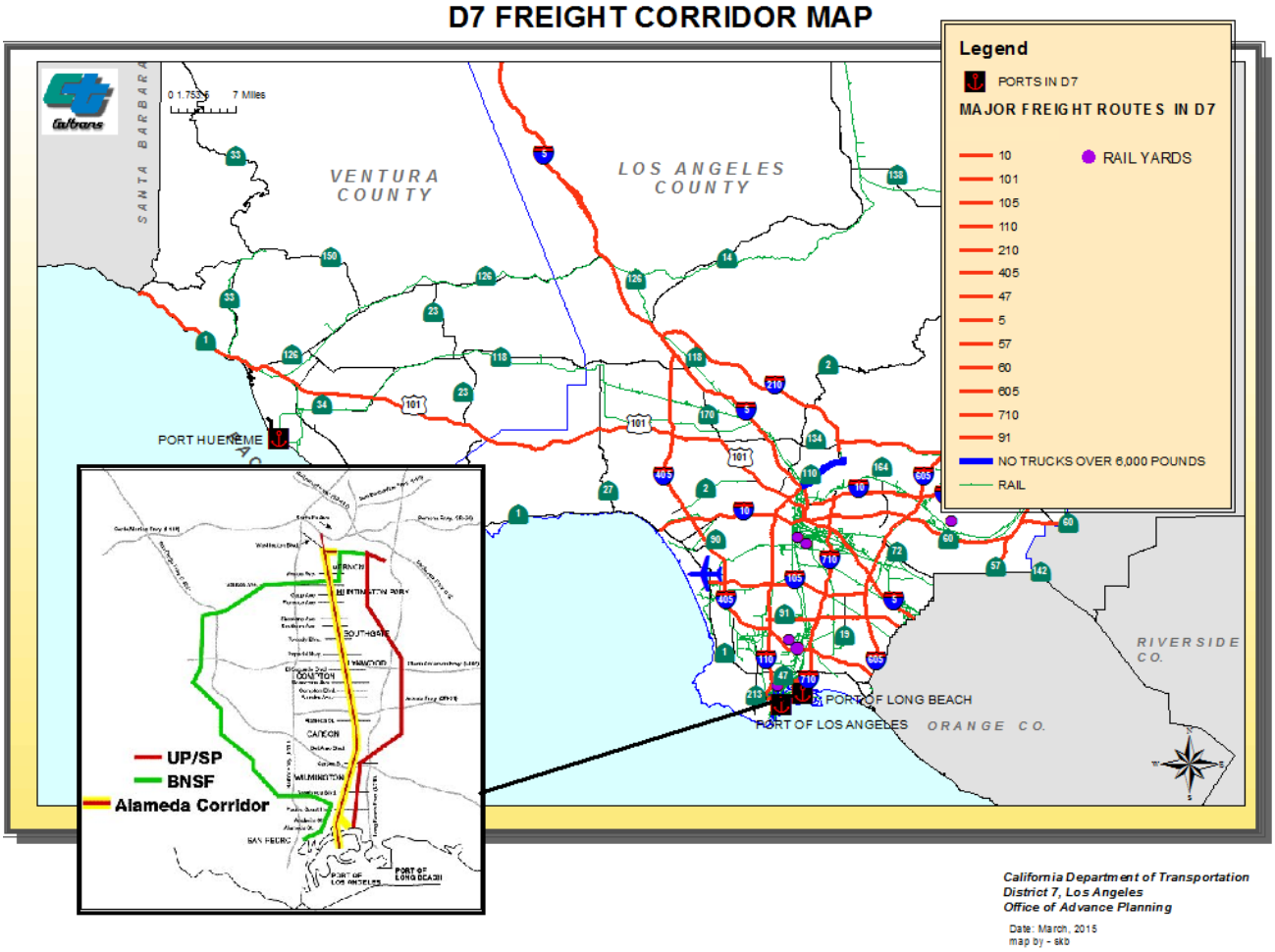
FUTURE SERVICE

Future CHSRA station could be localed near SR 118 in San Fernando Valley

INTERMODAL TRANSIT CENTERS AND STATIONS LOCATED ON OR NEAR SR 118 CORRIDOR

Route	Location	City	Operator	Transit Service	Service Type	Service Span	Notes
118	East Ventura Metrolink Stati	Ventura	City of Ventura	Metrolink Ventura County Lin	Commuter Rail	Weekdays	Free Parking (60 spaces)
118	Moorpark Metrolink Station	Moopark	City of Moorpark	Metrolink Ventura County Lin	Commuter Rail	Weekdays	Free Parking (270 spaces)
				Amtrak Pacific Surfliner	Intercity Rail	7 Days	
				Moorpark Transit 1,2,Saturday	Local	Monday-Saturday	
				Thousand Oaks Transit Shuttle	Local	Weekdays Peak	
				Vista East County	Local	Monday-Saturday	
118	Simi Valley Metrolink Statio	Simi Valley	City of Simi Valley	Metrolink Ventura County Lin	Commuter Rail	Weekdays	Free Parking (569 spaces)
				Amtrak Pacific Surfliner	Intercity Rail	7 Days	
				Simi Valley Transit A,B,C	Local	Monday-Saturday	
118	Chatsworth Metrolink Statio	Los Angeles	City of Los Angeles	Metrolink Ventura County Lin	Commuter Rail	Weekdays	Free Parking (816 spaces)
				Amtrak Pacific Surfliner	Intercity Rail	7 Days	
				Metro Orange Line	Transitway	7 Days	
				Metro 158,166,167,245	Local	7 Days	
				364	Limted	Weekdays	
				244	Local	Monday-Saturday	
				LADOT 419	Commuter Express	Weekdays Peak	
				Santa Clarita Transit 791	Express	Weekdays Peak	
				Simi Valley Transit C	Local	Monday-Saturday	
118	Sylmar/San Fernando Metrol	Los Angeles	City of Los Angeles	Metrolink Antelope Valley Lin	Commuter Rail	7 Days	Free Parking (375 spaces)
				Metro 230,236,292	Local	7 Days	
				239,734,794	Local, Rapid	Weekdays	
				94	Local	Weekends	
				LADOT 574	Commuter Express	Weekdays Peak	

D7 FREIGHT 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-118 Corridor which falls in the South Coast, and South Central Coast Air Quality Management Districts.

POLLUTANTS	STATE DESIGNATION
Ozone	Nonattainment
Carbon Monoxide	Attainment
PM2.5	Attainment (in Ventura)
PM2.5	Nonattainment (Los Angeles)
PM10	Nonattainment
Nitrogen Dioxide	Attainment
Sulfur Dioxide	Attainment
Sulfates	Attainment
Lead	Attainment
Hydrogen Sulfide	Unclassified
Visibility Reducing Particles	Unclassified

** Source: Air Resource Board 2013 State Designation Map*

CORRIDOR PERFORMANCE:

Basic System Operations						
Segment	**AADT 2008**	**AADT 2035**	**LOS 2008**	**LOS 2035**	**VMT 2008**	**VMT 2035**
1	36,600	40,300	F0	F0	63,900	70,300
2	15,200	16,100	E	D	132,000	139,900
3	27,600	29,500	E	D	183,000	195,600
4	92,900	41,700	D	C	40,100	33,100
5	55,100	70,900	D	E	243,300	313,400
6	107,700	128,200	E	E	393,100	467,900
7	152,700	185,400	F1	F0	760,500	923,600
8	179,300	209,500	E	F0	268,600	314,000
9	202,700	227,900	E	E	1,471,700	1,653,900
10	177,700	182,600	D	D	91,000	93,900
11	77,500	73,900	C	C	114,300	109,000
12	UNCONSTRUCTED					

Source: 2012-2035 RTP/SCS model data

Truck Traffic				
Segment	**Total Average Annual Daily Truck Traffic (AADTT) 2008**	**Total Trucks (% of AADTT) 2008**	**5 + Axle Average Annual Daily Truck Traffic (AADTT) 2008**	**5 + Axle Trucks (% of AADTT 2008)**
1	3,915	10.7%	1,784	45.6%
2	2,831	18.6%	1,289	45.5%
3	3,094	11.2%	1,604	51.8%
4	4,568	4.9%	2,196	48.1%
5	4,185	7.6%	1,387	33.1%
6	4,514	4.2%	1,496	33.1%
7	4,514	2.9%	1,496	33.1%
8	6,117	3.4%	1,891	30.9%
9	7,841	3.8%	2,316	29.5%
10	15,173	8.5%	4,575	30.2%
11	5,450	7.0%	1,221	22.4%
12	UNCONSTRUCTED			

Source: Caltrans Truck Volume Book

CORRIDOR CONCEPT

CONCEPT RATIONALE

The transportation concept describes the operating conditions and physical facilities required to provide those conditions that could exist on SR-118 after considering the conclusions, priorities and strategies discussed in the District System Management Plan (DSMP), the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and other planning documents. The route concept represents what could reasonably be accomplished to facilitate the mobility of traffic desiring to use the route. It assumes that management improvement strategies and system operation improvements to maximize the efficiency on SR-118 will be implemented.

The transportation concept is composed of a Level of Service (LOS) and facility component. The concept facility is the facility that could be developed to maintain or attain the concept LOS.

PLANNED/PROGRAMMED PROJECTS AND STRATEGIES

Route	County	Lead Agency	Project Description	Project Completion	RTP ID
118	Ventura		SOMIS RD/SR118/DONLON DR INTERSECTION IMPROVEMENT. WIDEN INTERSECTION, ADD TURN LANES, REALIGN DONLON ROAD (COUNTY PORTION ONLY)	2020	5A0716
118	Ventura	MOORPARK	IN MOOPARK L.A. AVE FROM ROUTE 23 (MOORPARK AVE) TO E/O SPRING CONSTRUCT SIDEWALKS, REALIGN ROADWAY AND WIDEN FROM 4 TO 6 LANES	2014	VEN34089
118	Ventura	SIMI VALLEY	NEAR SIMI VALLEY AT ALAMOS CYN RD ADD RAMPS	2018	6566-6566
118	Ventura	CALTRANS	ADD ONE LANE EA DIR FROM RT 23(NEW LA AVE) TO TAPO CYN RD (pending environmental clearance) (EA 22550, PPNO 3002)	2015	5120001
118	Ventura	MOORPARK	AT COLLINS DRIVE, INTERCHANGE AND SIGNAL IMPROVEMENT. WIDEN W/B OFF-RAMP TO ADD A FREE RIGHT-TURN LANE AND SIGNAL MODIFICATION.	2014	5A0703
118	Ventura	CALTRANS	JCT. 23&34 IN MOORPARK. CONSTRUCT NEW WEIGH STATION	2020	5OM0701

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)

CONCLUSION

Traffic volume is forecasted to increase on SR-118 due to the 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. Southern California is not only an important component of California's economy but it is also vital to the United States and world's economies 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. SR-118 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 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to maintain an acceptable level of service through 2035.

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

- High Occupancy Vehicle Lane (HOV)
- Ramp Metering
- Congestion Pricing (Toll Lanes)
- Changeable Message Signs (CMS)
- TSM&O (Transportation System Management and Operations)

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. Incorporating TSM&O strategies into the Planning process will help to support Caltrans new mission of providing safe, sustainable, integrated and efficient transportation system in the region.

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 close walking

distance to major 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 and Program Environmental Impact Report.

Appendix A

GLOSSARY OF TERMS AND ACRONYMS

Acronyms

AADT	Annual Average Daily Traffic
AADTT	Annual Average Daily Truck Traffic
ADT	Average Daily Traffic
AQMD	Air Quality Management District
CALTRANS	California Department of Transportation
CMP	Congestion Management Plan
FHWA	Federal Highway Administration
HOV	High Occupancy Vehicle Lane
HOT	High Occupancy Toll Lane
IC	Interchange
ITS	Intelligent Transportation System
LOS	Level of Service
MF	Mixed Flow Lane
MFE	Mixed Flow Equivalent
ML	Managed Lane
MPO	Metropolitan Planning Organizations
RTP	Regional Transportation Plan
RTIP	Regional Transportation Improvement Program
RTPA	Regional Transportation Planning Agency

SCAG	Southern California Association of Governments
SHOPP	State Highway Operation Protection Program
STIP	State Transportation Improvement Program
T	Truck Lane
TDM	Transportation Demand Management
V/C	Volume to Capacity Ratio
VCTC	Ventura County Transportation Commission
VMT	Vehicle Miles Travel

DEFINITIONS

Annual Average Daily Traffic (AADT) - AADT is the total volume for the year divided by 365 days. The traffic count year is from October 1st through September 30th.

Concept LOS – The minimum acceptable level of service over the next 20-25 years.

Facility Concept – Describes the facility and strategies that may be needed within 20-25 years. This can include capacity increasing, state highway, bicycle facility, pedestrian facility, transit facility, non-capacity increasing operational improvements, new managed lanes, conversion of existing managed lanes to another managed lane type or characteristic, TMS field elements, transportation demand management, and incident management.

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

Level of Service (LOS) – It 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. LOS can be categorized as follows:

LOS A describes free flowing conditions.

LOS B 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 present 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 is 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. To reflect the duration of congestion, the LOS F has been expanded into F0, F1, F2 and F3. Each LOS F indicates the time a segment is congested. F0 (0-1 Hour), F1 (1-2 Hours), F2 (2-3 Hours), F3 (> 3 Hours)

Mainline – includes travel way for through traffic but not freeway to freeway interchanges, local road interchanges, ramps, or auxiliary lanes.

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 six percent and 10 percent of the Annual Daily Traffic (ADT). The lower values are generally found on roadways with low volumes.

Post Mile (PM) – 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. Mile post 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.

Segment – A portion of a facility between two points.

Vehicle Miles Traveled (VMT) – Is the total number of miles traveled by motor vehicles on a road or highway segments.