



Transportation Concept Report  
ROUTE 126  
District 7  
June 2015



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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**

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

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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, mobility, delivery, stewardship, and service.

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.

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 Priority Listing of Projects 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 the 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 State Route (SR) 126 TCR. Outreach involved internal and external stakeholders.

Both internal and external stakeholders including the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agencies (RTPAs) were asked to review the document for comments, edits, and consistency with 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-126 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 suggests a configuration for SR-126 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 that LOS. It is our Mission to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

The SR-126 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 SR-126 corridor and document the data resources.

## Concept Summary Table

### CONCEPT – 2035

Segment	ADT	Dir. Split	Peak Hour	Truck Peak Hour	2035 Baseline RTP*		Concept LOS "D" Attainment*	Concept LOS "F0" Attainment*
1	34,400	64.0%	2,720 (7.9%)	100 (3.6%)	4 MF		4.0	4.0
					V/C	LOS		
					0.42	B		
2	45,600	67.1%	3,670 (8.1%)	90 (2.3%)	4 MF		4.0	4.0
					V/C	LOS		
					0.62	C		
3	32,400	65.2%	2,500 (7.7%)	100 (3.8%)	4 MF		6.0	5.0
					V/C	LOS		
					1.02	F0		
4	41,400	64.7%	3,160 (7.6%)	130 (4%)	4 MF		4.0	4.0
					V/C	LOS		
					0.77	D		
5	44,100	59.2%	3,810 (8.6%)	120 (3.1%)	4 MF		6.0	4.0
					V/C	LOS		
					1.16	F0		
6	61,950	60.6%	4,520 (7.3%)	110 (2.5%)	4 MF		6.0	6.0
					V/C	LOS		
					1.34	F2		

Source: 2012-2035 RTP/SCS

\* The number of lanes in the LOS D Attainment column is for both directions. LOS D Attainment indicates 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 F0 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 an odd number of lanes for both directions.

\* 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 comparison purposes only and are not to be use for specific projects without further analysis.

## **Concept Rationale**

The transportation concept describes the operation conditions and physical facilities required to provide those conditions that could exist on SR-126 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 concept summary 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-126 will be implemented.

## CORRIDOR OVERVIEW

### ROUTE SEGMENTATIONS

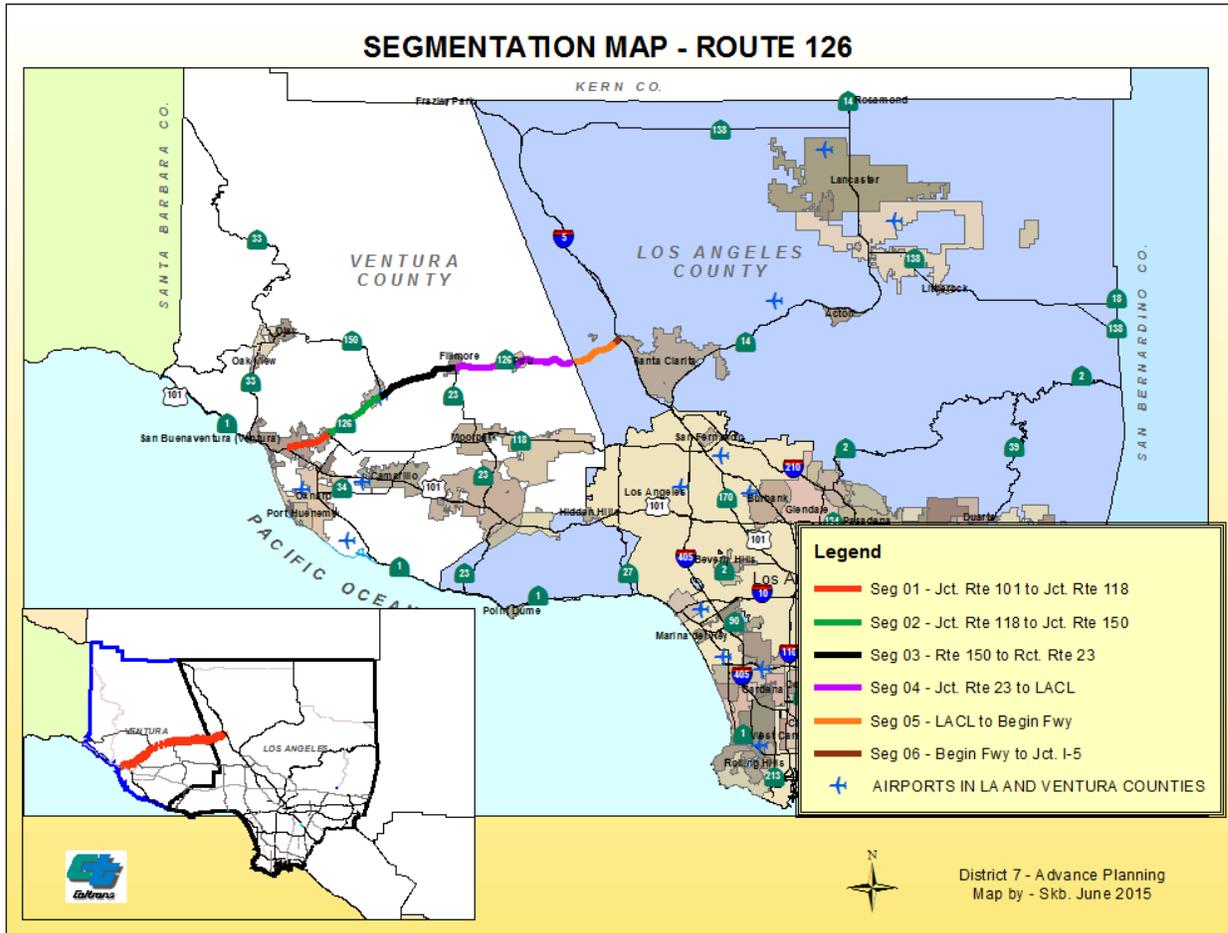
This Transportation Concept Report analyzes SR-126 conditions using the “segment” as the study unit. Segments are generally defined as “freeway interchange to freeway interchange,” “county line to freeway interchange,” or “freeway interchange to end of freeway.”

The map on the next page illustrates these segments.

County	Route	SEGMENTS	DESCRIPTION	BEGIN PM	END PM	NO. OF LANES (each dir.)
Ventura	126	1	Jct. Rte 101 to Jct. Rte 118	0.00	R 5.03	2
Ventura	126	2	Jct. Rte 118 to Jct. Rte 150	R 5.03	R 12.04	2
Ventura	126	3	Jct. Rte 150 to Jct. Rte 23	R 12.04	21.13	2
Ventura	126	4	Jct. Rte 23 to LACL	21.13	34.64	2
Los Angeles	126	5	LACL to Begin FWY	0.00	R5.21	2
Los Angeles	126	6	Begin FWY to Jct. I-5	R5.21	R5.83	4WB/3EB*

\* This segment is not symmetrical

# SR-126 Segmentation Map



## **ROUTE DESCRIPTION**

In 1958 the California Highway Commission adopted SR-126 as a freeway. However, this designation was rescinded in 1974. SR-126 is still included in the Freeway and Expressway system.

It extends east from US-101 in the City of San Buenaventura (Ventura) in Ventura County to I-5 in Santa Clarita in Los Angeles County. It is sometimes referred to as The Santa Paula Freeway. The segment of SR-126 that ran from I-5 to SR-14 was relinquished to the City of Santa Clarita in October 2002.

SR-126 was established as the Korean War Veterans Memorial Highway in 2002, and is eligible for the State of California’s Scenic Highway system from SR-150 near the City of Santa Paula to I-5 near Castaic.

SR-126 is both an urban and rural corridor that is used for commuter and commercial travel.

## **Route Designation and Characteristics**

SR-126 is part of the State Freeway and Expressway System and the National Highway System (NHS). It is part of the Interregional Road System (IRRS), which is a subset of the State Highway System. It was also a High Emphasis Route which is a subset of the IRRS. This means that from a statewide perspective, SR-126 has high interregional importance. However, per the 2015 DRAFT ITSP (Interregional Transportation Strategic Plan) – the terms “Focus Routes” and “High Emphasis Routes” are no longer used.

SR-126 is also a Terminal Access (TA) Route, which means that the State of California is required by Federal law in the Surface Transportation Assistance Act of 1982 (STAA) to permit trucks reasonable access to terminals by way of routes that can accommodate them.

Segment	Freeway and Expressway System	National Highway System	Strategic Highway Network	Senic Highway	Interregional Road System Route	High Empahsis Route	Focus Route	Federal Functional Classification	Major Goods Movement Route	Truck Designation
1	YES	YES	NO	NO	NO	NO	NO	See Below	NO	STAA-TAR
2	YES	YES	NO	NO	From approx Ven PM 8.678 to Rte 5	From approx Ven PM8.678 to Rte 5	NO	See Below	NO	STAA-TAR
3	YES	YES	NO	Eligible from Rte 150 to Rte 5	YES	YES	NO	See Below	NO	STAA-TAR
4	YES	YES	NO	Eligible	YES	YES	NO	Other Principal Arterial	NO	STAA-TAR
5	YES	YES	NO	Eligible	YES	YES	NO	Other Principal Arterial	NO	STAA-TAR
6	YES	YES	NO	Eligible	YES	YES	NO	Other Principal Arterial	NO	STAA-TAR

### Segments 1, 2 and 3

- PM Ven 0.0 – 0.548 in Segment 1 is classified as Other Freeway or Expressway
- PM Ven 0.548 – R7.832 in Segments 1 and 2 are classified as Other Principal Arterial
- PM Ven 7.832 – R12.041 in Segment 2 is classified as Other Freeway or Expressway
- PM Ven R12.041-13.248 in Segment 3 is classified as Other Freeway or Expressway
- PM Ven 13.248-21.113 in Segment 3 is Classified as Other Principal Arterial

Segment	Rural Urban Urbanized	Primary Secondary System	Metropolitan Planning Organization	Regional Transportation Planning Agency	Congestion Management Agency	Local Agencies	Tribes	Air District	Terrain
1	Urban	Primary	SCAG	VCTC	VCTC	VCTC	Chumash	VCAPCD	Flat
2	Rural/Small Urban	Primary	SCAG	VCTC	VCTC	VCTC	Chumash	VCAPCD	Flat
3	Small Urban/Urban	Primary	SCAG	VCTC	VCTC	VCTC	Chumash	VCAPCD	Flat
4	Small Urban/Rural	Primary	SCAG	VCTC	VCTC	VCTC	Chumash	VCAPCD	Flat
5	Urban	Primary	SCAG	Metro	Metro	Metro	Tataviam	AQMD	Flat
6	Urban	Primary	SCAG	Metro	Metro	Metro	Tataviam	AQMD	Flat

*\*While SR-126 may currently be used as a conventional highway, because of its importance as an interregional route and a terminal access route and because of its status as part of the freeway and expressway system, it should be considered for improvements at no less than expressway standards.*

## COMMUNITY CHARACTERISTICS

SR-126 is an east/west route that connects US 101 to I-5. It provides access to the City of Ventura and the cities of Santa Paula, Fillmore, Piru and Santa Clarita in the Santa Clara River Valley. It also aids in connecting these cities with the San Fernando Valley. Much of the corridor is semi-rural.

### LAND USE

The SR-126 corridor is mostly semi rural with land use varying from residential, to agricultural and commercial. The many significant trip generators along this corridor include, in general:

- Agriculture
- Recreation
- Tourism
- Film

Significant trip generators for specific cities in the SR-126 corridor include, in particular:

**City of San Buenaventura (Ventura):** Old Town Ventura, Mission San Buenaventura, Ventura County Fairgrounds, Pacific View Mall, Ventura Beach and Ventura Harbor.

**City of Santa Paula:** The Historic Santa Paula Train Depot, Art Museum, Oil Museum, Agriculture Museum, Aviation Museum, and Santa Paula Airport. Santa Paula Airport is an active center for general aviation with a long history of significant contribution to aviation innovation.

**Fillmore:** The Fillmore and Western Railway attracts both tourists and film companies. The Fillmore Fish Hatchery raises trout for the California Department of Fish and Wildlife and is open to the public. Bennett's Honey Farm is also open to the public.

**Piru:** Rancho Camulos Museum (2.2 miles east of Piru), Los Padres National Forest, Lake Piru and Lake Piru Recreational Area.

The cities of Ventura, Santa Paula, and Fillmore and the town of Piru all have a long association with the entertainment industry, as television shows and movies are routinely filmed there. They are especially popular with film crews looking for a "small town America" location or a historic downtown area.

Additional specific significant trip generators include 6 Flags Magic Mountain, Travel Village RV Park, and Commerce Center Business Park.

Significant growth in housing, population, and employment is generally projected throughout the SR-126 corridor area.

## DEVELOPMENT PLANS ALONG THE SR-126 CORRIDOR

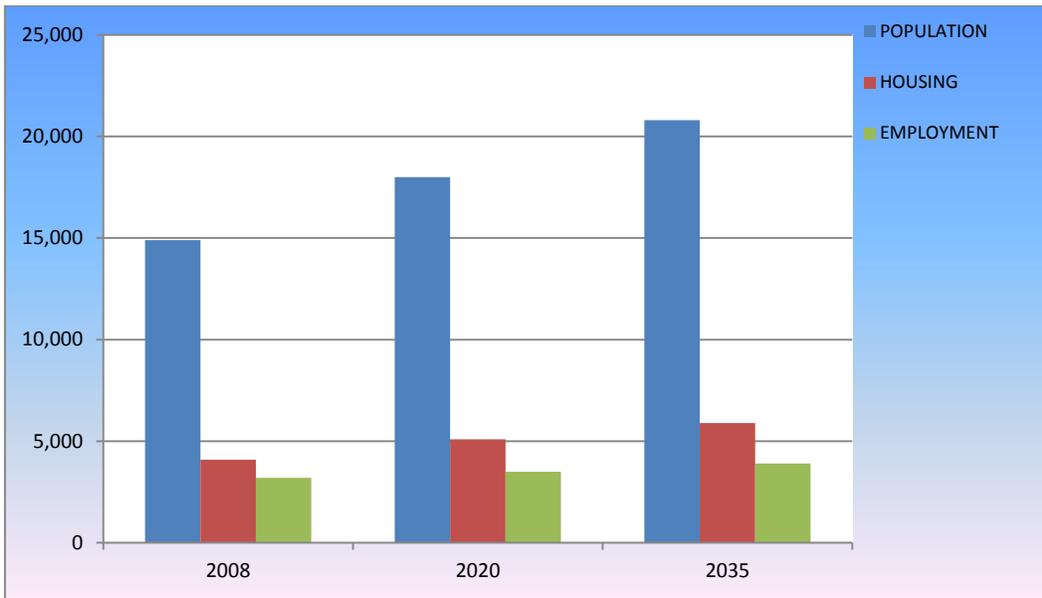
IGR# (Ref. purpose only)	PROJECT TITLE	PROPOSED
IGR#050235	Valencia Gateway shopping center S W of I-5 and SR-126 I/C just W of Santa Clarita	135,000 SF in 10 buildings and 592 parking spaces developed in phases
IGR#050421	Fillmore S E Development RE Heritage Valley Parks Specific Plan	750 residential units
IGR#050526	Northern Santa Paula Fagan Canyon mostly residential development	Includes 2,500 residential dwelling units; 2 elementary schools, 25,000 SF of retail space, and 59.8 acres for park uses
IGR#050741	The Keystone mainly-residential development in north-central Santa Clarita	979 dwelling units; a junior high school, and YMCA community fitness center
IGR#060102	North Fillmore Specific Plan	Up to 201 residential units
IGR#060114	Citrus Place mixed residential in east City of Ventura	184 residential units
IGR#060221	Piru area Plan Update - residential / commercial / industrial - near SR-126	Various residential proposals totaling approximately 394 units triggered this Area Plan update
IGR#060611	Grimes Canyon quarries expansion by SR-23 in S E Ventura County between Moorpark & Fillmore	Expanded from 80 acres to 200 acres and to continue in operation for an additional 30 years to the Year 2043
IGR#060748	Mixed residential - annex to City of San Buenaventura	60 condo
IGR#060805	East Area 1 Specific Plan - Santa Paula	1077-1500 residential units
IGR#060826	Mining of aggregate from bed of Sespe Creek in vicinity of Fillmore	Excavate approximately 117,000 cubic yards of material
IGR#060839	Valencia Commerce Center in Santa Clarita further development	Subdivision of 116 gross acres into 19 lots, 11 for light industrial/office uses - lots increases for new buildings floor area to 9,437,000 SF, and 5 for open space, 3 for infrastructure use including flood maintenance
IGR#060906	Saticoy & Wells Community Plan	1,250 dwellings
IGR#061003	Piru area Plan Update - residential/commercial/industrial - near SR-126	Various residential proposals totaling approximately 400 residential units
IGR#061142	Aspen Investments Industrial subdivision in Santa Paula	Subdivision of the 25.02-acre site into 10 industrial lots; involve the importation of approximately 123,505 cubic yards of fill material
IGR#061215	S-F residential in Ventura City just S E of SR-118 and SR-126 interchange	50 single-family units
IGR#070331	Plaza Amistad residential in Santa Paula	151 units of residential (Condo & Apartment)
IGR#070508	UC Hansen Mixed residential in N E Ventura (Wells area)	185 housing units
IGR#070554	Fillmore business park master plan	90-acre planned area with business professional office, commercial and light industrial uses
IGR#070605i	Del Valle residential detached condo-s N W of Valencia Commerce Center W N W of S. Clarita	Develop 111 detached single-family condominium units

IGR#(Ref. purpose only)	PROJECT TITLE	PROPOSED
IGR#070745	Residential single-family subdivision in Santa Paula	74 residential units
IGR#070745	Residential single-family subdivision in Santa Paula	74 units, public park, open space and on and off-site drainage improvements across a 32.5 acre site
IGR#080703	Henry Mayo Newhall Memorial Hospital Master Plan	The construction of an Inpatient Building, three Medical Office Buildings, a Central Plant, and four Parking Structures over a 15-yr. period; provides sufficient right-of-way dedication and street frontage improvements along McBean Parkway to accommodate future widening and realignment of McBean Parkway; and requires additional payment of \$500,000 in five years to be used for future McBean Realignment improvements.
IGR#080804	Sterling Industrial lots in Val Verde -- near NW of Santa Clarita	117 acre industrial park site; 5 debris lots plus 31 industrial for approximately 1,841,000 SF
IGR#081212	Newhall Ranch Specific Plan and Water Reclamation Plant - including Homestead North* & South, Landmark Village, Potrero Valley*, Mission Village  *currently no documents in LD-IGR database, but it is to be included in the future as part of the Specific Plan	The Specific Plan includes 22,038 dwelling units on 4,835 acres, 630 acres of mixed-uses, 67 acres of commercial uses, 256 acres of business park uses, 37 acres of visitor serving uses, 6,138 acres of open area, 3 community parks on 186 acres, and 367 acres of arterial roads and community facilities (including a new 6.9 million gallon per day water reclamation plant, one library and two fire stations). The Specific Plan would build out over approximately 25 to 30 years, with market forces driving the phasing schedule. Development of the Newhall Ranch Specific Plan area would result in an on-site resident population of approximately 59,000 persons.
IGR#090422	"Valle Naranjal" small residential for low-income in Piru community	66 residential
IGR#090510	mixed residential & commercial in Saticoy Area (eastern Ventura City)	83 residential condo
IGR#100731	Tesoro Del Valle large residential north of Santa Clarita	700 residential units
IGR#140715	Chiquita Canyon Landfill Master Plan Revision	Expand the landfill footprint of an existing landfill ("Chiquita Landfill") by approximately 102 acres (i.e., the "East Canyon" area) within the site boundary to a total of 359 acres. The expansion may result in relocation of landfill entrance to Wolcott Way and other associated structures and supporting facilities associated the expanded landfill footprint/operation.
IGR#140905	Santa Paula West Business Park Specific Plan	Develop 2,212,120 s.f. of Commercial Light Industrial Space
IGR#150327	Entrada North	Consists of 479.3 acres; includes 1,150 multi-family units, etc.
IGR#150501	Entrada South	Includes 339 single-family residences, 1,235 multi-family residences, and 730,000 square feet of commercial uses, etc... also includes a 9.4-acre elementary school, a 27.2-square Spine Flower Preserve, a 5.6-acre public neighborhood park, two recreational centers totaling 2.9 acres, and a 101.7 acres of designated open space lots.

The following tables and graphs show projected socioeconomic growths in the cities along the SR-126 corridor per the SCAG 2012 -2035 RTP/SCS Growth Forecast.

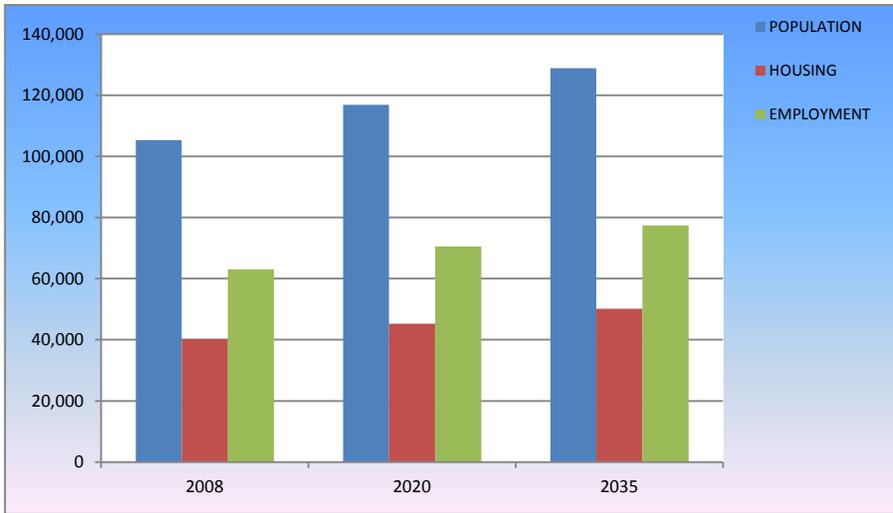
**FILLMORE**

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	14,900	18,000	20,800	20.81%	39.60%
HOUSING	4,100	5,100	5,900	24.39%	43.90%
EMPLOYMENT	3,200	3,500	3,900	9.38%	21.88%



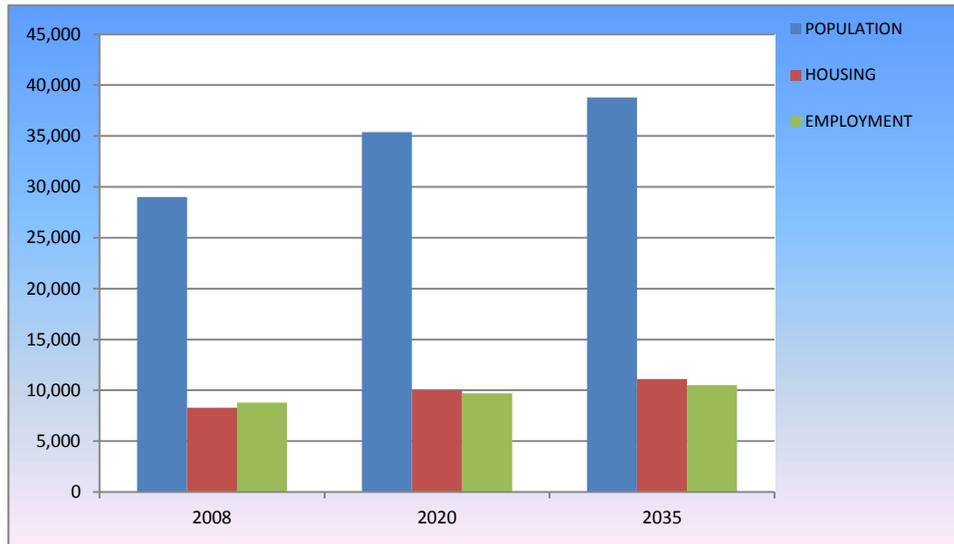
SAN BUENAVENTURA (VENTURA)

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 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%



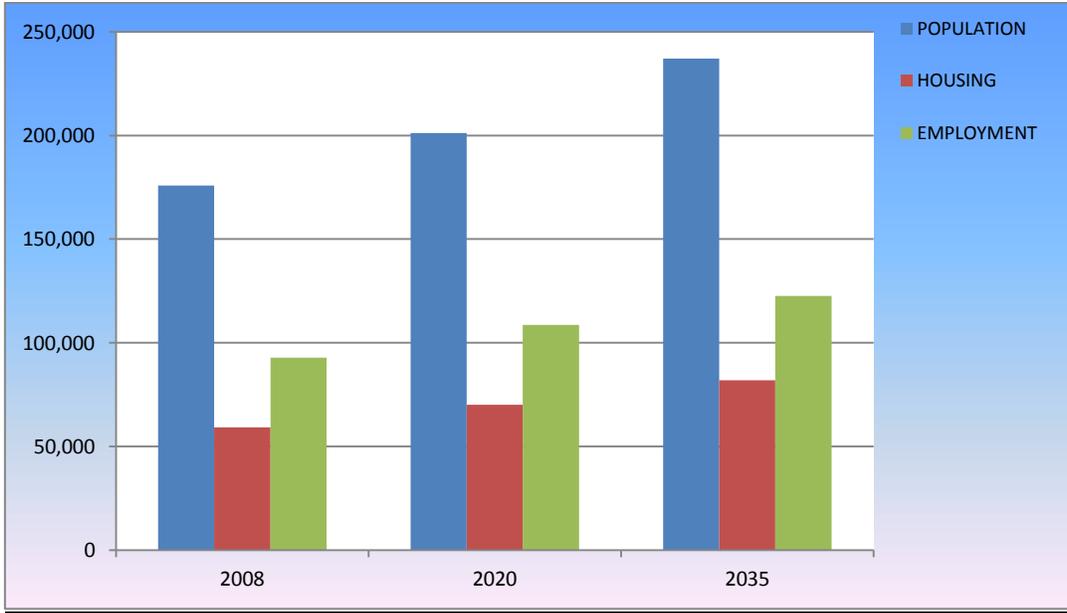
SANTA PAULA

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	29,000	35,400	38,800	22.07%	33.79%
HOUSING	8,300	10,000	11,100	20.48%	33.73%
EMPLOYMENT	8,800	9,700	10,500	10.23%	19.32%



SANTA CLARITA

	2008	2020	2035	2008 - 2020 CHANGE	2008 -2035 CHANGE
POPULATION	175,900	201,100	237,100	14.33%	34.79%
HOUSING	59,300	70,100	81,900	18.21%	38.11%
EMPLOYMENT	92,900	108,700	122,600	17.01%	31.97%



## **SYSTEM CHARACTERISTICS**

For the purpose of analysis, the SR-126 is divided into 6 segments based on logical termini including intersections, jurisdiction and changes in land use.

Segment/PM	Facility Type	EXISTING	FACILITY	Centerlane Miles	Lane Miles
		Mixed Flow Lanes	HOV Lanes		
1 (PM 0.00-R5.03 VEN)	Other Fwy or Expressway, Other	2	0	5.03	10.06
2 (PM R5.03-R12.04 VEN)	Other Principal Arterial, Other	2	0	7.01	14.02
3 (PM R12.04-21.13 VEN)	Other Freeway or Expressway, Other	2	0	9.09	18.18
4 (PM 12.13-34.64 VEN)	Other Principal Arterial	2	0	13.51	27.14
5(PM 0.00-R5.21 LA)	Other Principal Arterial	2	0	5.21	10.42
6 (PM R5.21-R5.83 LA)	Other Principal Arterial	2	0	.62	1.24

**RAMP METERS** -SR-126 has no ramp meters.

Although the 2013 RMDP did not show any ramp meters on SR-126, the following 19 ramp meters and 2 connector meters are recommended and will be included in the 2015 RMDP:

EB 126			WB 126		
RAMP	POSTMILE	TYPE	RAMP	POSTMILE	TYPE
MAIN ST	0.000	DIAMOND	CONNECTORS TO NB 101	0.000	
			CONNECTOR TO SB 101	0.000	
SB VICTORIA	1.436	DIAMOND	SB VICTORIA	1.361	LOOP
NB VICTORIA	1.522	LOOP	NB VICTORIA	1.362	DIAMOND
KIMBALL RD	2.911	DIAMOND	KIMBALL RD	2.607	DIAMOND
SB WELLS RD	5.080	DIAMOND	SB WELLS RD	4.907	LOOP
NB WELLS RD	5.081	LOOP	NB WELLS RD	4.908	DIAMOND
BRIGGS RD	8.959	LOOP	BRIGGS RD	8.841	LOOP
PECK/ACACIA	10.368	LOOP	PECK/ACACIA	10.271	LOOP
PALM AVE	11.482	DIAMOND	PALM AVE	11.279	DIAMOND
10TH ST(RTE150)	12.140	DIAMOND	<u>10TH ST(RTE150)</u>	11.954	DIAMOND

The recommendations had been established due to the fact that major development growths in the region have been increased while Route 101 is already highly congested. Thus, reference to the latest RMDP is recommended for any design project proposal. (*Source – D7 RMDP Unit*)

## **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 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 has 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 of Caltrans' new mission to PROVIDE A SAFE, SUSTAINABLE, INTEGRATED AND EFFICIENT TRANSPORTATION SYSTEM TO ENHANCE CALIFORNIA'S ECONOMY AND LIVABILITY.

## **ACTIVE TRANSPORTATION FACILITY**

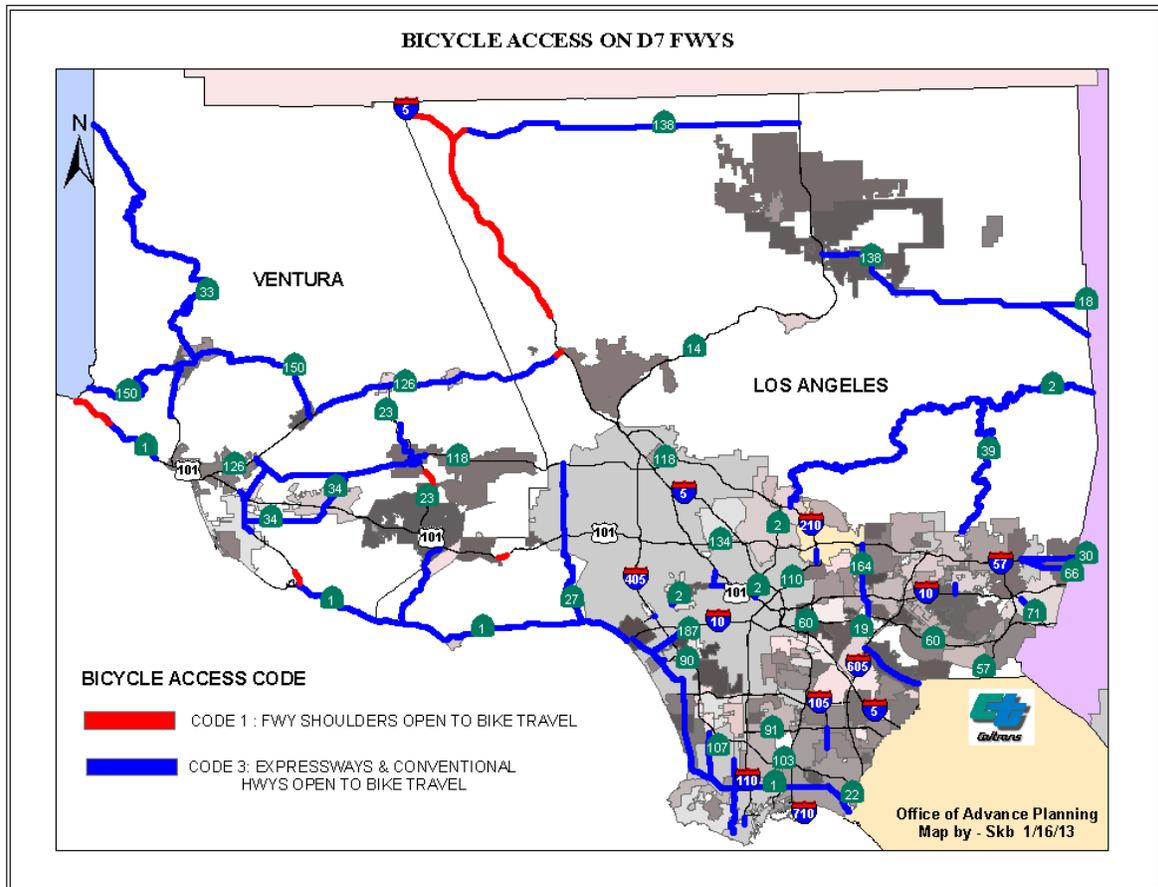
The map on page 20 shows the Bicycle Access on D7 freeways/highways. Access code 1 represents Freeway shoulders open to bicycle travel and Access Code 3 shows Expressways & Conventional highways open to bicycle travel in D7.

Portions of SR-126 are open to bicycle travel. Future improvements to the SR-126 corridor or to crossings or interchanges must not sever existing bicycle and pedestrian access facilities crossing the corridor and any new and planned projects at crossings or interchanges must provide for the safe accommodation of bicycles and pedestrians.

The chart below illustrates what portions of SR-126 are open to bicycles.

<b>County</b>	<b>Route</b>	<b>Postmiles</b>	<b>Bicycles Allowed</b>
VEN	126	0.00/R13.24	NO
VEN	126	R13.24/34.63	YES
LA	126	0.00/R5.21	YES
LA	126	5.84/R12.81	YES
LA	126	R5.21/R5.83	YES

The Ventura County Transportation Commission (VCTC) owns rail corridor that runs parallel to SR-126 in Ventura County. They have been pursuing the building of a recreational trail in that area since 1995. The jurisdictions that the trail will pass through are responsible for building their portion of the bike path. To date, Santa Paula and Fillmore have built their portion of the bike path and the County of Ventura has built the part that runs through Piru.



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-R2 of October 17, 2014) 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.

Also, 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, 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.

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.

The United States Department of Transportation (US DOT) Policy Statement on bicycle and pedestrian accommodation (March 11, 2010) also 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.

Based on Caltrans’ context sensitive, smart mobility and complete streets policies and the Governor’s Office’s Climate Action and Sustainability Plan, “where the existing freeway or highway corridor has severed routes and has decreased connectivity between communities, employment hubs, schools, wildlife corridors, every effort will be made to re-establish those lost connections on any project along the corridor.”

SB-99, The California Vehicle and Highway Code, SCAG’s 2012 RTP/SCS and U.S. DOT policy statements - all support Complete Streets including bicycle and pedestrian facilities for SR-126.

**PARK AND RIDE FACILITIES**

SR-126 has two Park and Ride Facilities located in close proximity. The table below lists these facilities.

Address	Lot Name	Spaces	Cost
6175 Ventura Blvd, Ventura, CA	Montalvo P & R Lot 1 @ Metrolink Station	60	Free
895 Faulkner Rd, Santa Paula, CA	Santa Paula P & R Lot 1 adjacent to SR-126	32	Free

# TRANSIT FACILITY

## SR 126 - TCR TRANSIT INFORMATION - DISTRICT 7

Source: Office of Mass Transportation and Transit Operators

### EXISTING SERVICE ON SR 126

Route	From/To	Operator	Rt #	Name/Description	Service Type	Service Span	Notes
126	US-101-Main St. (Piru)	VCTC	126	Ventura-Santa Paula-Fillmore-Piru	Local	7 Days	60 min Frequency
126	US-101-I-5	Amtrak Thruway Bu	San Joaquin	Bakersfield-Oxnard-Santa Barbara	Intercity	7 Days	3 trips
126	Chiquito Cyn. Rd.-I-5	Santa Clarita	1,2	Castaic/Val Verde-Whites Cyn	Local	7 Days	20-60 min Frequency
118	Commerce Center-I-5	Santa Clarita	502	Commerce Center	Local	Weekdays Peak	60 min Frequency

### COMMENTS

Valley Express operates fixed route - ADA-Paratransit and general-purpose Dial-A-Ride throughout the Heritage Valley. It is managed and administered by the VCTC.

Amtrak Station located in Ventura (Pacific Surfliner and San Joaquin Thruway Bus)  
 Amtrak San Joaquin Thruway Bus stops at Fillmore and Santa Paula  
 Gold Coast Transit 10 operates on Telegraph Rd. between US-101 and Wells Rd.  
 Gold Coast Transit 11 operates on Telephone Rd. between US-101 and Wells Rd.

### FUTURE SERVICE

Future CHSRA station could be located near SR 126 in Santa Clarita Valley  
 VCTC 126 could be extended to Santa Clarita to connect with Metrolink Antelope Valley Line

### INTERMODAL TRANSIT CENTERS AND STATIONS LOCATED ON OR NEAR SR 126 CORRIDOR

Route	Location	City	Operator	Transit Service	Service Type	Service Span	Notes
126	East Ventura Metrolink Station	Ventura	City of Ventura	Metrolink Ventura County Line	Commuter Rail	Weekdays	Free Parking
126	Ventura Transit Center	Ventura	Gold Coast Tran	Gold Coast 6,10,11,16,21	Local	7 Days	Free Parking
				VISTA Coastal,101,126	Local	7 Days	
126	Santa Clarita Metrolink Station	Santa Clarita	City of Santa Cl	Metrolink Antelope Valley Line	Commuter Rail	7 Days	Free Parking
				Santa Clarita 5/6	Local	7 Days	
				Santa Clarita 501,502	Local	Weekdays Peak	

## **FREIGHT**

Truck traffic in Southern California is expected to grow significantly through 2035, using an increasing share of the region's highway capacity. Truck vehicle-miles-travelled (VMT) on the regional highways is projected to grow by 80 percent between 2008 and 2035, an increase from 6.8 percent to over 10 percent of total VMT.

Economic activity associated with regional high-value manufacturing, the growing logistics industry, and international trade will be major drivers of growth in truck traffic.

(Source: SCAG's document – On The Move – a Comprehensive Regional Goods Movement Plan and Implementation Strategy – Dec. 2012)

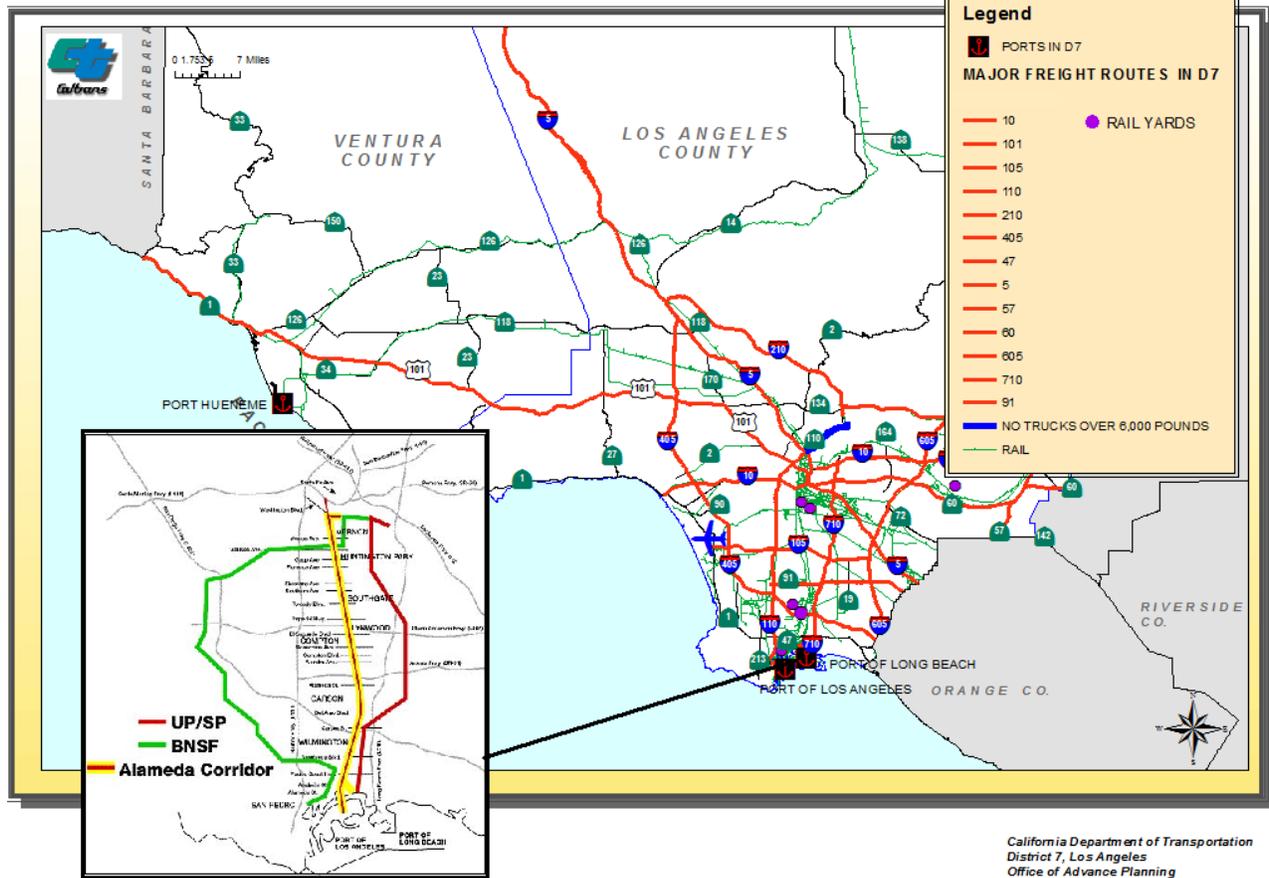
SR-126 is not a designated goods movement route. However, much of it is located in agriculturally rich Ventura County. This strategic location along with its connection to I-5 and US-101 makes it a complementary route for goods movement.

SR-126 is a part of the Terminal Access Route STAA truck network and its truck volumes in 2008 ranged from 7.0 % to 15.4% of the Annual Average Daily Traffic (AADT).

Seaports: Port Hueneme

The Port of Hueneme provides a niche market for the import and export of automobiles and fresh produce in the region. It is the fourth largest port in California supporting more than 4000 jobs in Ventura County. Over \$7 billion in cargo value move through the Port of Hueneme each year. A significant number of trucks use SR-126 to access the Port of Hueneme via Victoria Avenue.

# D7 FREIGHT CORRIDOR MAP



## ENVIRONMENTAL CONSIDERATION

Air quality standards are specific concentrations of pollutants that are used as thresholds to protect public health and the public welfare. The Environmental Protection Agency (EPA) has developed two sets of standards: one to provide an adequate margin of safety to protect human health and the second to protect the public welfare from any known or anticipated adverse effects. At this time, sulfur dioxide is the only pollutant for which the standards differ.

California is known for traffic congestion and its impacts. Pollution of various types is typical in this region. Air, noise and water pollution are common. Below is the latest attainment/nonattainment status of Route 126 Corridor. Segments 1, 2, 3 and 4 fall under the jurisdiction of the Ventura County Air Pollution Control District. Segments 5 and 6 are in the South Coast Air Quality Management District. Ventura County is a designated non-attainment area for the State 24 hour PM10 standard, and an attainment area for the Federal PM10 and PM2.5 standards.

POLLUTANTS	STATE DESIGNATION
Ozone	Nonattainment
Carbon Monoxide	Attainment
PM 2.5 Segments 1-4	Attainment
PM 2.5 Segments 5-6	Nonattainment
PM (particulate matter ) 10	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:**

Segment 1 has 29,700 AADT, 7.0% of which is associated with truck travel. The segment currently operates at LOS B.

Segment 2 has 38,015 AADT, 7.8% of which is associated with truck travel. The segment currently operates at LOS C.

Segment 3 has 17,590 AADT, 8.3% of which is associated with truck travel. The segment currently operates at LOS D.

Segment 4 has 23,600 AADT, 9.1% of which is associated with truck travel. The segment currently operates at LOS C.

Segment 5 has 22,650 AADT, 10.6% of which is associated with truck travel. The segment currently operates at LOS F0.

Segment 6 has 42,430 AADT, 15.4 % of which is associated with truck travel. The segment currently operates at LOS B.

<b>Basic System Operations</b>						
<b>Segment</b>	<b>AADT 2008</b>	<b>AADT 2035</b>	<b>LOS 2008</b>	<b>LOS 2035</b>	<b>VMT 2008</b>	<b>VMT 2035</b>
1	29,700	34,425	B	B	135,800	157,400
2	38,015	45,630	C	C	299,300	359,200
3	17,590	32,432	D	F0	136,500	251,700
4	23,600	41,450	C	D	319,400	560,900
5	22,650	44,085	F0	F0	115,800	190,600
6	42,430	61,950	B	F2	22,300	43,900

<b>Truck Traffic</b>				
<b>Segment</b>	<b>Total Average Annual Daily Truck Traffic (AADT) 2008</b>	<b>Total Trucks (% of AADT) 2008</b>	<b>5 + Axle Average Annual Daily Truck Traffic (AADT) 2008</b>	<b>5 + Axle Trucks (% of AADTT) 2008</b>
1	2,890	7.0%	1,480	51.2%
2	3,000	7.8%	1,630	53.6%
3	2,600	8.3%	1,580	60.0%
4	2,470	9.1%	1,608	65.2%
5	2,400	10.6%	1,600	66.7%
6	4,900	15.4%	2,880	59.2%

## **CORRIDOR CONCEPT**

### **CONCEPT RATIONALE**

The transportation concept describes the operating conditions and physical facilities required to provide those conditions that could exist on SR-126 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-126 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**

5	LA	0.00-R4.875	Commerce Corridor Improvement Project- Intersection improvements and widening.	RTP	S1120038
5	LA	0.00-R4.062	LA County Line to Castaic Creek Bridge-Improve 5 intersections, add left and right turn lanes, add 1 sb auxiliary lane from Long Canyon Rd to Wolcott Way	RTP	LA0D480
5	LA	R4.875	SR-126/Commerce Center Dr-new interchange. Construct a partial cloverleaf, grade separated interchange and widen SR-126 from .76 KM east of the interchange to .85 KM west 4-6 lanes	RTP	LA0C8099

**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).**

### **Fillmore Business Park Tipping Point Analysis**

For this project, Compass Blueprint worked with the City of Fillmore to analyze the financial feasibility of a proposed business park proposed to achieve more balanced employment and housing opportunities. The feasibility of any development hinges upon current market and regulatory circumstances that will critically shape a development.

#### **Goals**

- Determine economic feasibility of proposed site plan or baseline
- Develop two variations on development baseline
- Estimate number of jobs using results of economic feasibility analysis
- Estimate net effect on Fillmore’s workforce-housing balance using economic feasibility analysis results

Fillmore currently is a housing-rich city and the business park is expected to substantially improve the City’s jobs-to-housing balance. The Los Angeles real estate market looks to the Inland Empire and North along Interstate 5 for new industrial space and the demand for office space. The Southwest Fillmore Business Park is cognizant of this demand and will provide employment opportunities by attracting clean, business park style development.

The City will enhance employment opportunities and reduce commuting outside of the City. Over the course of the project, three pro-forma development scenarios were modeled to include regulations and market conditions.

#### **Results**

- Study area comprised 87 acres
- Business Park will enable 1.3M sq. ft. of commercial space
- Scenario One: add over 2,000 jobs and improve the City’s ratio by 42 percent 0.70 to 1.20 jobs per housing unit
- Variations compared the effects of additional density and parking costs to the baseline Feasibility.

### **Ventura County Old Town Saticoy Plan**

The intent of this demonstration project was to update the Saticoy Area Plan to promote economic development, alternative transportation and balanced use within the Saticoy community.

#### **Goals**

- Create land use patterns that provide churches, and local markets
- Provide housing opportunities

- Incentivize economic development

The area of Old Town Saticoy is facing challenges as the economic vitality of the past is lacking, characterized by vacant lots, empty buildings and minimal infrastructure for pedestrians and bicyclists. This planning project focused on bringing a physical and economic revitalization to the area in order to spark a rebirth of Saticoy as a civic and commercial center of community life.

### **Results**

Interaction with a wide range of stakeholders and residents to understand the concerns and needs of the area

Example Recommendations Highlighted below:

- Land Use and Community Character – Improve community health by establishing an environment that fosters walking and cycling
- Public Space and Community Amenities – Build public-private partnerships to support the creation and maintenance of community space
- Circulation, Walkable Streets, and Transit – Establish circulation patterns that minimize through and truck traffic within residential areas
- City and County Coordination – Coordinate with the City of Ventura to ensure adequate levels of public service to the Saticoy community.

*Source: SCAG's Compass Blueprint site*

## **CONCLUSION**

Traffic volume is forecasted to increase on SR-126 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-126 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 including:

- High Occupancy Vehicle Lane (HOV)
- Ramp Metering
- Congestion Pricing (Toll Lanes)
- Changeable Message Signs (CMS)
- Complete Streets Strategies
- 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 an easy walk of a major transit stop. Generally with a mix of residential, employment and shopping opportunities designed for pedestrians. Research has 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 Program Environmental Impact Report.

Due to this route's interregional importance and its inclusion in the freeway and expressway system, and the fact that development is occurring in its vicinity, any improvements done to SR-126 should be done to expressway standards at the very minimum.

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## Appendix A

### GLOSSARY OF TERMS AND ACRONYMS

#### Acronyms

AADT	Annual Average Daily 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
LACBD	Los Angeles Central Business District
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
VMT	Vehicle Miles Traveled

## 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 1<sup>st</sup> through September 30<sup>th</sup>.

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.

Focus Route – Focus Routes are a subset of the 34 High Emphasis Routes. The routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standards in the 20-year period. Completion of the Focus Routes to minimum facility standards (for most routes freeway or expressway) will assure a statewide trunk system is in place and complete for higher volume interregional trip movements. Focus Routes will serve as a system of high volume primary arteries to which lower volume and facility standard state highway routes can connect for purposes of longer interregional trips and access into statewide Gateways. The routes, taken as a whole, constitute a “backbone” for additional capacity and complete facilities for the state. They balance north-south and east-west access and connectivity statewide. The Focus Routes assure rural connectivity for the north state and otherwise connect the fastest growing urbanized areas and urban centers to a trunk system. All Focus Routes are on the National Highway System (an exception is the S.R. 49 portion of the S.R. 20 corridor), Freeway and Expressway System, and are STAA Truck or Truck Terminal Routes.

High Emphasis Route – The High Emphasis category represents routes that have high interregional importance from a statewide perspective. This makes them a priority to be programmed and constructed to at least the minimum facility concept standard (for most routes, this is freeway or expressway). The interstates are included in the High Emphasis category to highlight their critical importance to interregional travel and the State as a whole.

Interregional Road System -- IRRS was first identified by statute in 1989 as part of the Blueprint Legislation (a 10-year transportation funding package including AB 471, SB 300, and AB 973). It is a subset of the entire 265 SHS routes that provides connectivity among all of California’s regions. There are currently 93 statutory IRRS routes (page 3 and Appendix E, page 101 Interregional Transportation Strategic Plan – October 2013). The IRRS was conceived as part of the larger effort to address the critical transportation system funding and development needs of the State. The implementation of IRRS improvements is dependent on prioritization of State transportation revenues. Most interstates are included in the IRRS. SB 45 requires that the ITIP include a specific allocation of funds to be programmed on IRRS routes in non-urbanized areas.

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 density, 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.

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.

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