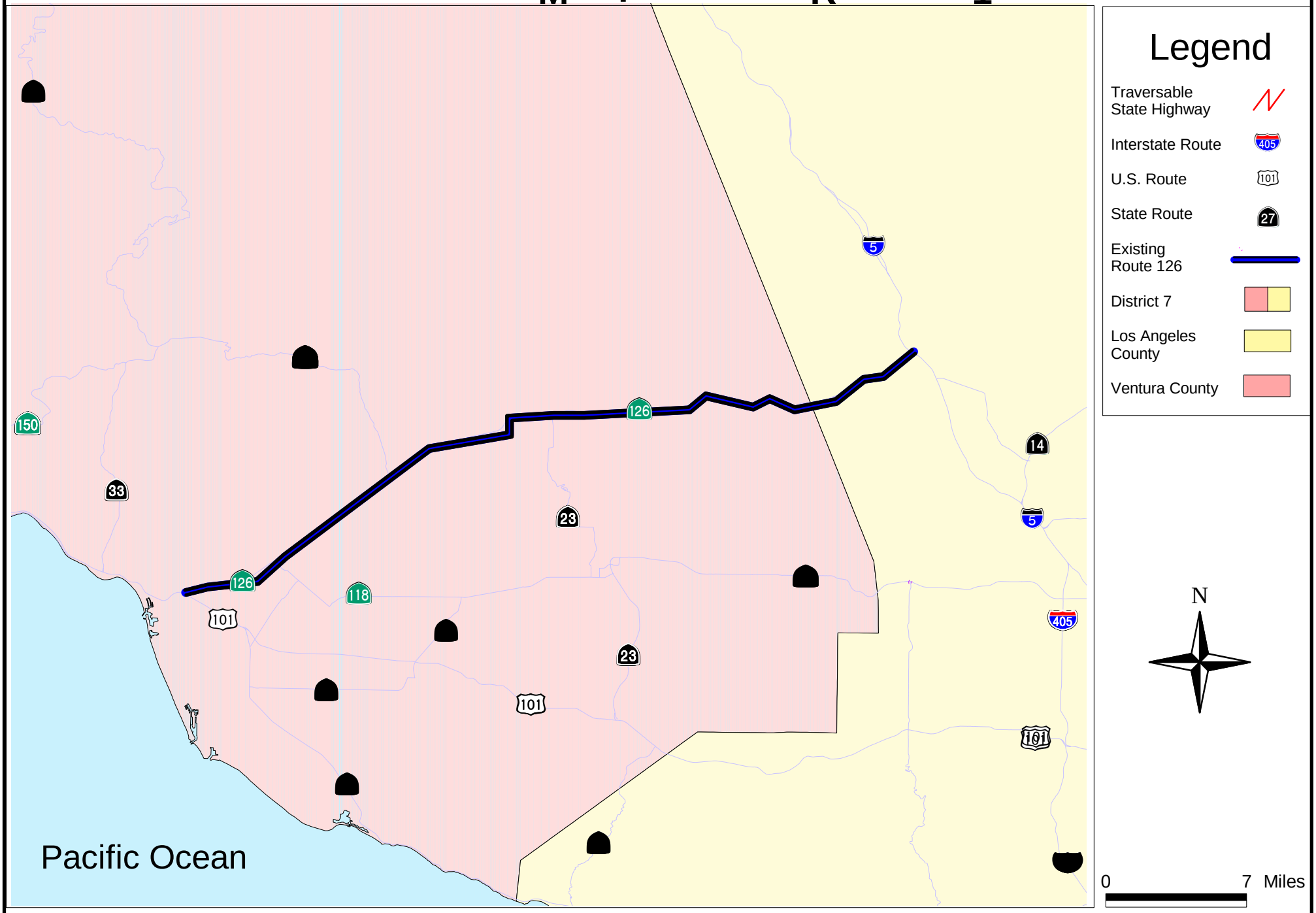
Final

Transportation Concept Report

California Department of Transportation
District 7
Office of Advance Planning
System Planning Unit

November 2004

Location Map-State Route 126



Location Map-State Route 126

Caltrans District 7-Office of Advance Planning

TRANSPORTATION CONCEPT REPORT

STATE ROUTE 126

07-VEN-0.00/34.64-LA-0.00/R5.83

PREPARED BY DISTRICT 7 DIVISION OF PLANNING

JUNE 2004

CALTRANS DISTRICT 07 APPROVAL

Recommended for Approval by:

ROSE CASEY
Deputy District Director
Division of Planning, Public Transportation & Local Assistance

Date_____

Approved by:

DOUG FAILING
District Director
District 7

Date Nov. 02, 2004

Transportation Concept Report
State Route-126

Table of Contents

I. Disclaimer

This Transportation Concept Report (TCR) is a planning document prepared by the California Department of Transportation (Caltrans) based on the data available up to the date of its publication.

This TCR identifies the present geometric and operational characteristics of the transportation facility for which it was prepared, the anticipated demand in 20 years, and the suggested improvements to satisfy the future demand.

The future improvements to the transportation facility identified in this TCR are recommendations for study purposes and shall not be binding upon the State of California and/or Caltrans for implementation. Caltrans, in collaboration with local and regional transportation agencies, and upon conduct of further studies and availability of funds, may nominate for implementation of any or all of the identified future improvements or may select improvements in lieu of those identified in this document. Any identified improvements should not be construed as being 100% publicly funded.

II. Document Summary

This Transportation Concept Report for State Route 126 (SR-126) is divided into twelve major sections, three of the sections; VIII, X, and XI are the heart of the document. They include detailed Segment Summaries (Section VIII), a list of suggested Improvements (Section X), and Transportation Concept and Conclusions (Section XI). All of the other sections provide a context for analyzing the SR-126 corridor and document the data resources studied.

The basic aim of this document is to suggest a configuration for SR-126 that will meet the projected demands within a framework of programming, implementation constraints and regional policy.

The recommended transportation concept for SR-126 is Alternative Concept #2. Alternative Concept #2 recommends maintaining the existing facility. The Ultimate Transportation Concept is to preserve the right-of-way in segments 3, 4, 5, and 6 for the possibility of future additional lanes, if necessary.

State Route 126-Summary of Concept Improvements

Limits	2020 Null	Existing Facility (2000)	Alternative Concept #1	Alternative Concept #2	Maintain Current D/C	LOS "D" Attainment	Ultimate Concept Corridor
Rte.101 to Rte.118	2MF	2MF	2MF	2MF	2MF	2MF	2MF
Rte.118 to end fwy	2MF	2MF	2MF	2MF	3MF	2MF	2MF
End fwy to Rte.23	2C	2C	2C	2C	5C	4C	3C
Rte.23 to LACL[1]	2C	2C	2C	2C	4C	3C	3C
LACL to begin fwy	2C	2C	2C	2C	3C	3C	4C
Begin fwy to Rte.5	2MF	*2MF	2MF	2MF	3MF	2MF	4MF

*****Please note that as of this date (July 2004), the project to reconstruct I-5/SR-126 interchange / widen highway, EA 187203 is under construction. Upon the completion of this project, Segment 6 will consist of 4 mixed flow lanes in each direction.

[1] LACL: Los Angeles County Line
C: Conventional MF: Mixed-Flow fwy: freeway EXP: Expressway

III. Document Purpose

This Transportation Concept Report (TCR) is an *internal Caltrans planning tool* intended to provide an initial look at developments within the SR-126 corridor over the next twenty years. Its primary focus is to identify "need"--defined as the difference between forecasted demand and facility capacity. It analyzes this need in three primary ways: 1) it documents current conditions; 2) it contrasts projected future demand with planned facilities (capacity); and 3) it proposes future development alternatives to address the shortfalls between demand and capacity.

As an initial step in the planning process, its observations and conclusions serve as a reference for more complex and specific reports such as Feasibility Studies, Corridor Studies or Regionally Significant Transportation Investment Studies (formerly referred to as Major Investment Studies), and Project Studies.

This TCR is composed of a series of proposed alternatives for development of SR-126. The alternatives are included in the Segment Summaries, Section VIII. The alternatives are based on existing plans-- primarily the Southern California Association of Governments Regional Transportation Plan (SCAG RTP), the Los Angeles County Metropolitan Transportation Authority (LACMTA) Long Range and High Occupancy Vehicle (HOV) Plans, the Ventura County Transportation Commission (VCTC) Congestion Management Program (CMP) for Ventura County and the Caltrans District System Management Plan (DSMP). The Maintain Current Demand over Capacity (D/C) alternative is the number of “lanes” that are required in each direction to maintain the current level of D/C without constraints. The Attain LOS "D" [2]alternative is based on the number of "lane equivalents" necessary to reach LOS "D"-- by definition, the lowest *adequate* level of service rating. The Ultimate Transportation Corridor (UTC) alternative is considered the maximum reasonable

[2] Please Note: The Attain LOS “D” alternative is provided as a way to illustrate future congestion and capacity needs and **not as a suggestion for programming**.

development of a highway facility within the corridor. The UTC is intended to identify potential right of way needs.

System Planning-- An Overview

PURPOSE:

System Planning provides the basis for an effective transportation decision-making process, which is responsive to the public demand for mobility of people and goods.

OBJECTIVE:

- Identify, analyze and display transportation problems on a consistent statewide basis to enable fully informed decisions on the programming of system improvements and on system operations and maintenance.
- Allow department management to make short-term decisions that are consistent with long-term objectives.
- Communicate with the public on the levels of transportation service, which the state can or cannot provide.

PRODUCTS:

1) **District System Management Plan (DSMP)**

The DSMP is a strategic and policy-planning document that presents how the district envisions the transportation system will be maintained, managed and developed over the next twenty years and beyond. It is developed in partnership with regional and local transportation planning agencies, congestion management agencies, transit districts and air quality planning agencies. It considers the entire transportation infrastructure, regardless of jurisdiction, and addresses all modes and services which move people, services, and goods. As a management tool, it informs federal, state, regional and local agencies, the public and the private sector of the district's plan for developing, managing and maintaining the transportation system.

2) Route Concept Report (RCR), Transportation Concept Report (TCR) or Corridor Study

RCR's, TCR's and Corridor Studies analyze a route or corridor and establish a twenty-year transportation-planning concept. They identify modal options and various needs to accomplish the twenty-year concept. The concept analysis considers operating level of service (LOS), modal facility type, vehicle occupancy of all modes and capacity needs. The studies identify "unconstrained" needs.

3) Transportation System Development Plan (TSDP)

The TSDP identifies transportation system improvements for the various options analyzed in the DSMP and TCRs. It covers the four-years immediately following the five-year STIP period and uses high and low funding scenarios. It provides a priority list for use in programming on- and off-system improvements.

Document Schedule:

DSMP	Generally, the same as the SCAG Regional Transportation Plan.
TCR's	Ongoing; updated as conditions change.
TSDP	Generally precedes the STIP priority list; a formal update is due to headquarters' Division of Transportation Planning (DOTP) from the district by September of odd numbered years. The next formal submittal will be September 2005.

The Legislative Mandate

Long-Term System Planning

According to the Caltrans Statutes of 1999, Chapter 2.5.

> "65086 (a) The Department of Transportation shall carry out long-term state highway system planning to identify future highway improvements and new transportation corridor through route concept reports.
>
> (b) The department, in conjunction with transportation planning agencies, shall develop specific project listing for the initiation of project studies reports resulting in project candidates for inclusion in regional transportation plans and the state transportation improvement program as required by Section 14529."

IV. Regional Threshold Criteria and Goals

I. CALTRANS: California Transportation Plan 2025 Goals:

1) Enhance public safety and security
2) Preserve the Transportation system
3) Improve mobility & accessibility
4) Support the economy
5) Enhance the environment
6) Reflect Community Values

II. CALTRANS: District System Management Plan:

District 7 has established **LOS F0** with freeway speeds of approximately 25 mph lasting from 15 minutes to 1 hour as the minimum acceptable LOS for the Freeway System.

III. 2002 Congestion Management Program for Los Angeles County

LOS "E" is the minimum LOS standard unless base year is lower

IV. 2002 Ventura County Congestion Management Program

LOS "E" is the minimum LOS standard unless base year is lower

V. SCAG 2004 Regional Transportation Plan Regional Goals:

1) Maximize mobility and accessibility for all people and goods in the region
2) Ensure travel safety and reliability for all people and goods in the region
3) Preserve and ensure a sustainable regional transportation system
4) Maximize the productivity of our transportation system
5) Protect the environment, improve air quality ad promote energy efficiency

6) Encourage land use and growth patterns that complement our transportation investments

VI. TEA 21--Generally:

1) Maintains TDM
2) Provides for intelligent transportation systems (ITS)
3) Expands funding to include inter-modal terminals at seaports

V. Route Description

Pursuant to the Caltrans Statutes, General Provisions of the Streets and Highways Code-Division 1-Chapter 2-Article 3-Section 426, SR-126 runs from: Route 101 near Ventura to I-5; and I-5 to SR-14 near Solemint. The segment between I-5 and SR-14 near Solemint was relinquished to the City of Santa Clarita in October 2002. The current SR-126 from Route 101 near Ventura to I-5 has been known as the Santa Paula Freeway. In January 2002, the Assembly Concurrent Resolution-135 Bill established the Santa Paula Freeway as the Korean War Veterans Memorial Highway. SR-126, in Ventura County starts as a freeway from Post Mile (PM) VEN 0.00-13.14, then transfigures into a conventional highway from PM VEN 13.14-34.64 and LA 0.00-R5.21; from there, it transfigures back and concludes into a freeway in Los Angeles County from PM R5.21-R5.83.

A portion of SR-126 is established as an "eligible"[3] scenic route in the State of California's Scenic Highway System, by Caltrans Statutes pursuant to Division 1-Chapter 2-Article 2.5-Section 263.6. Under these provisions the section designated as an eligible scenic route on SR-126 is from Route 150 near Santa Paula to I-5 near Castaic. By identifying those portions of the highway as potential scenic, conservation elements are implemented as well as those of planning and design techniques, which help to guide the overall development of the state route. Hence, portions that are eligible or already designated as "scenic" shall incorporate planning and design standards in consideration of the Transportation Department's notion of the "complete highway", which incorporates not only safety, utility and economy but also beauty.

[3] "Eligible" scenic route: identify as a potential scenic route with no official designation.

Purpose of Route:

SR-126 is an east/west arterial that provides scenic, commuter and commercial travel through an urban as well as a rural corridor. SR-126 functions as a terminal truck access route to the national network for the Surface Transportation Assistance Act (STAA), which designates all or portions of routes for truck access. The purpose of SR-126 is as follows:

Segment	Post Mile	Description	Route Purpose	Facility Type
1	VEN0.00-R5.03	Rte.101 to Rte.118	Local / interregional commute, truck access	Freeway
2	R5.03-R13.14	Rte.118 to End fwy (near Rte.150)	Local / interregional commute, truck access	Freeway
3	R13.14-21.14	End fwy (near Rte.150) to Rte.23	Local / interregional commute, truck access	Conventional / eligible scenic highway
4	21.14- 34.64	Rte.23 to LACL	Interregional commute, truck access	Conventional / eligible scenic highway
5	LA0.00-R5.21	LACL to begin fwy	Interregional commute, truck access	Conventional / eligible scenic highway
6	R5.21-R5.83	Begin fwy to Rte.5	Interregional commute, truck access	Freeway, conventional / eligible scenic highway

Functional Classification:

SR-126 is a state conventional highway/freeway divided facility, and is a subset of the National Highway System. For the purpose of analysis, the route has been divided into six segments based on traffic volume, connections to local streets or

state highways, freeway interchanges, grade, terrain, etc. The functional class for each segment is shown in the following table:

Segment	Functional Class	Post Mile	Terrain	Grade/ LOS	Federal Aid System	Total Lanes / Facility Type
1	P3	VEN0.00 -R5.03	Flat	Flat	Primary	4F
2	P3-PA-P1P	R5.03- R13.14	Flat	Flat	Primary	4F
3	P1P-PA-P1P	R13.14- 21.14	Flat	Flat	Primary	4CD
4	PA-P1P-PA	21.14- 34.64	Flat	Flat	Primary	4CD
5	PA	LA0.00- R5.21	Flat	Flat	Primary	4C
6	PA	R5.21- R5.83	Flat	Flat	Primary	4F

The majority of SR-126 is classified either as a rural principal arterial (PA) or with urban segments classified as P1P, an extension of a rural principal arterial into an urban area. A segment that falls entirely within an urban area, with access control as freeways or expressways is classified as P3.

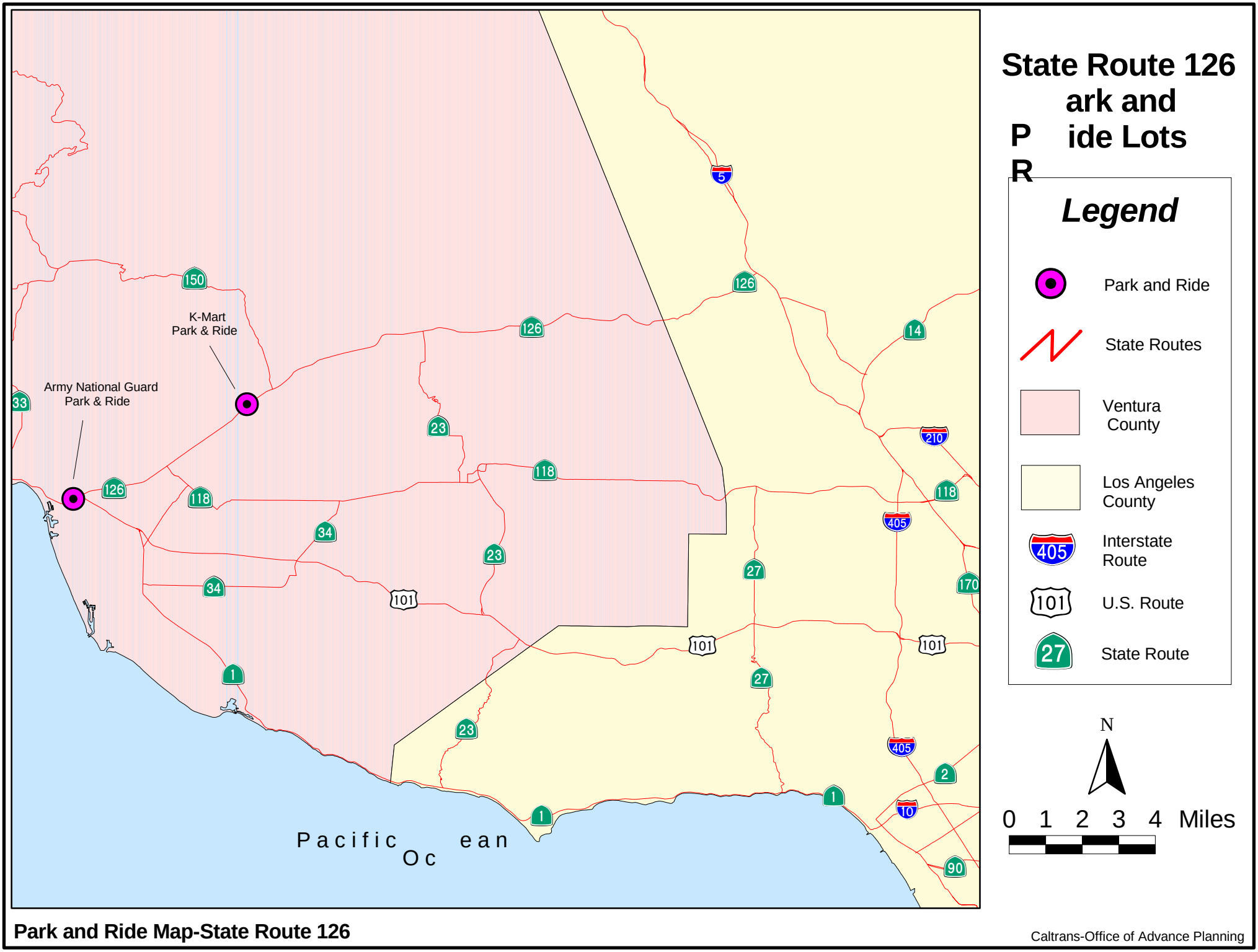
Park and Ride Lots/Bicycle Facilities:

Caltrans' Park and Ride Program was initiated in the late 1970's. This program was a way to relieve congestion on the state highway system. The building of Park and Ride lots peaked around the mid 1980's, then subsided during the mid 1990's. This subsidence originated from Senate Bill 45, which re-allocated 75% of the state highway funding to local and regional agencies; thus leaving Caltrans with 25% of the remainder to fund the rest of its programs. Currently, the remaining Park and Ride lots are preserved by each Caltrans District's Maintenance Division.

There are 151 Park and Ride Facilities within Caltrans District 7. Of the 151 Park and Ride lots, 52 are state owned, while the rest are owned by either county, local, or private enterprise, there are also 24 leased or “shared use” Park and Ride lots. These Park and Ride lots, which also complement the High Occupancy Vehicle (HOV) network, function as an integral element in Caltrans’ strategies for long-range congestion management.

Currently, there are two Park and Ride facilities close to SR-126, which are within a 1-mile vicinity. The map on the following page and the listed locations below show the locations of these Park and Ride facilities.

Lot Name	Lot Number	Lot Address/ Location	County	Owner	Number of Bike lockers	Number of Stalls
Army National Guard	V17	1270 Arundell Ave	Ventura	Army National Guard	0	25
K-Mart	V11	Peck Rd @ Rte.126	Ventura	K-Mart	0	30


State Route 126
ark and
P ide Lots
R
Legend
Park and Ride
State Routes
Ventura County
Los Angeles County
Interstate Route
U.S. Route
State Route
N
0 1 2 3 4 Miles
K-Mart
Park & Ride
Army National Guard
Park & Ride
Pacific Ocean
Park and Ride Map-State Route 126
Caltrans-Office of Advance Planning

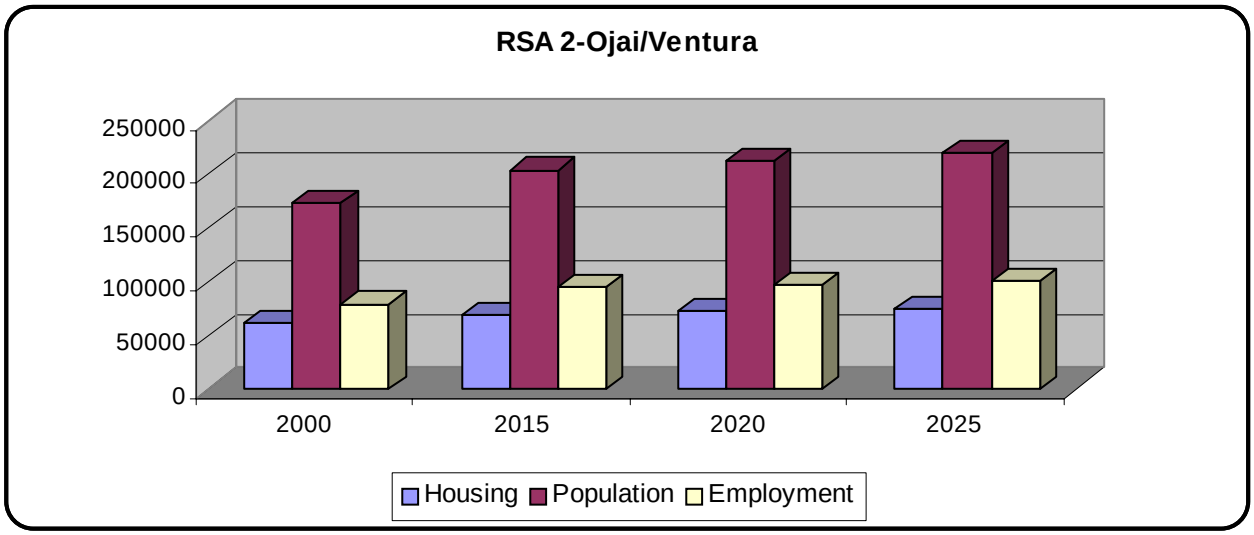
VI. Socio-Economics

The foundation of analysis for the socio-economic section is based on information within a Regional Statistical Area (RSA). An RSA is an aggregation of census tracts, which the Southern California Association of Governments (SCAG) uses to group information for the purpose of subregional demographic and transportation analysis. The three main variables used mostly in determining a region's socio-economic conditions consist of population, housing, and employment.

SR-126 traverses three RSAs: RSA 2-Ojai/Ventura, RSA 6-Fillmore/Piru, and RSA 8-Newhall/Santa Clarita. The projected growth from year 2000 to 2025 is the lowest in Ojai/Ventura RSA to the highest in the Newhall/Santa Clarita RSA. The projected growth rate in housing, population, and employment ranges from 23% to 27% in RSA 2 and 60% to 65% in RSA 6, which indicates a balanced growth. RSA 8, however, with a projected increase of 103% in housing, 86% in population, and 47% in employment shows an imbalance in growth. Such imbalance suggests that people will spend greater amounts of time commuting and driving greater distances to their jobs. The tremendous growth projected, is a result of turning many undeveloped and agricultural lands to residential and commercial uses.

The following graphs illustrate the projected growth patterns for the three RSAs that SR-126 traverses. Included are data on housing, population, and employment for the period between 2000 and 2025. These graphs and tables are provided to give perspective to the socio-economic conditions along the SR-126 corridor.

RSA 2-Ojai/Ventura Regional Statistical Area:

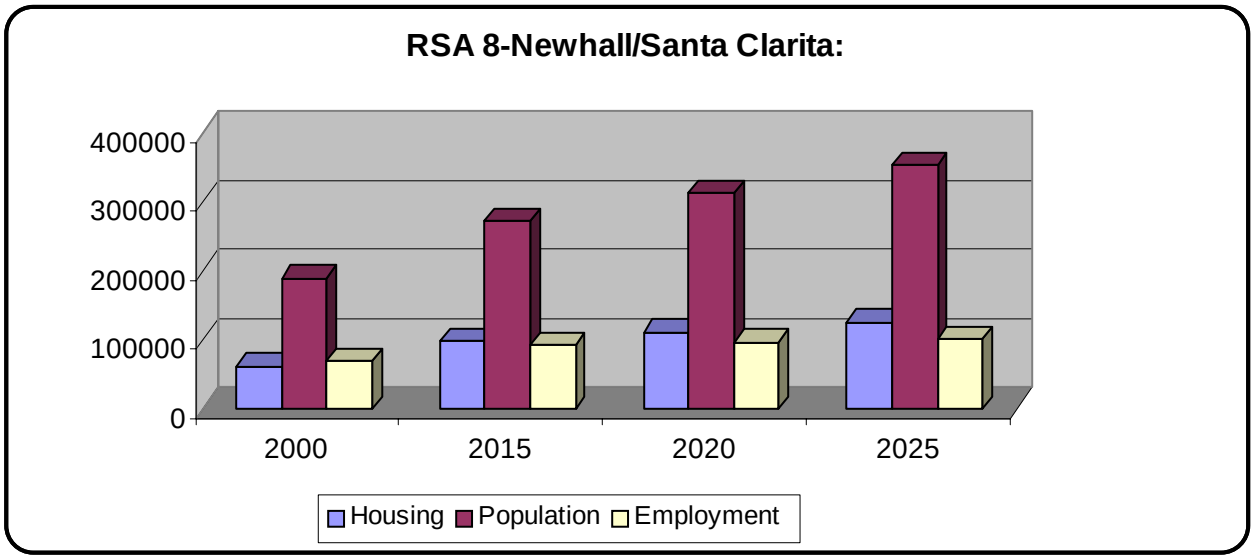


RSA 2:	2000	2015	2020	2025	% Change 2000 to 2025
Housing	61,208	69,509	72,592	75,152	23%
Population	173,408	203,956	211,820	219,866	27%
Employment	79,463	94,782	97,670	101,023	27%

RSA 6-Fillmore/Piru Regi

RSA 6	2000	2015	2020	2025	% Change 2000 to 2025
Housing	5,061	6,702	7,551	8,327	65%
Population	17,652	23,504	25,923	28,304	60%
Employment	5,151	7,464	7,945	8,460	64%

RSA 8-Newhall/Santa Clarita Regional Statistical Area:



					% Change 2000 to 2025
Housing	62,411	98,067	111,878	126,563	103%
Population	189,588	272,260	313,290	352,382	86%
Employment	69,911	92,992	97,746	102,562	47%

VII. Accident Rates and Safety

District traffic safety and accident data are based on the Traffic Accident Surveillance and Analysis System (TASAS). This database provides accident rates using a three-year average along selected routes. The TASAS data, which is displayed graphically on the following pages, covers the period of January 1, 2000-December 31, 2002.

First Graph: Fatal Plus Injury Per Million Vehicle Miles

The first graph, “Fatal Plus Injury Per Million Vehicle Miles” ((F+I)/MVM), shows the rate of fatal and non-fatal injuries on SR-126 during the coverage period. This graph has two lines, “Actual” and “Average”. The “Actual” is based on specific data for accidents on SR-126. The “Average” line represents a Statewide Average Accident Rate (SWA) for highway segments of the same type with similar characteristics within the state.

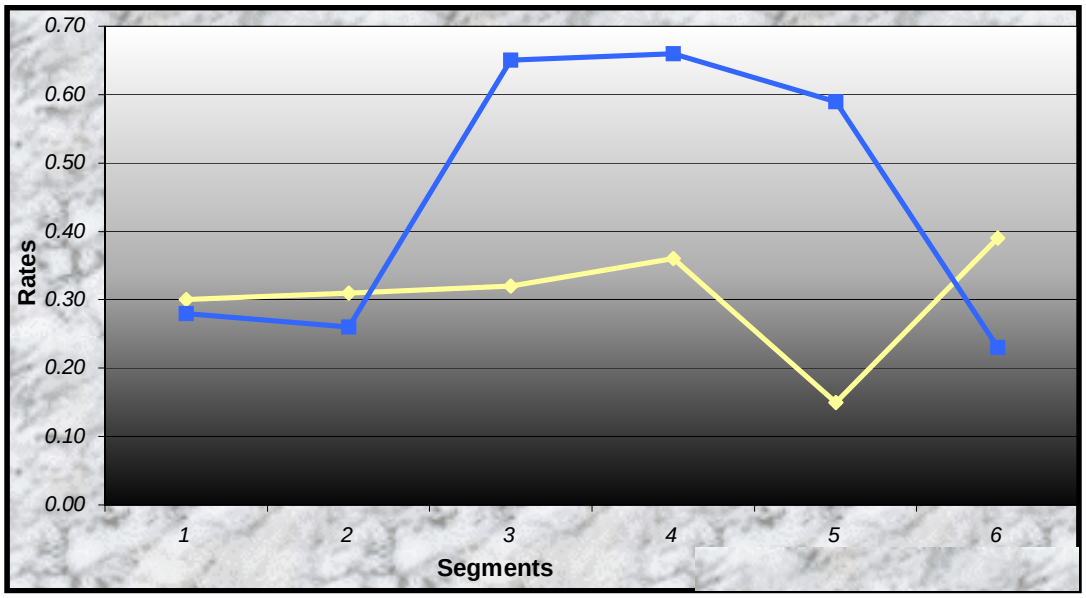
Second Graph: Total Accidents Per million Vehicle Miles

The second graph, “Total Accidents Per million Vehicle Miles” (Total/MVM) includes all accidents (fatal, non-fatal injury and accidents without injuries) within the coverage period. As in the first graph, the “Actual” is based on specific SR-126 data and “Average” represents a statewide average for comparable road segments.

Safety:

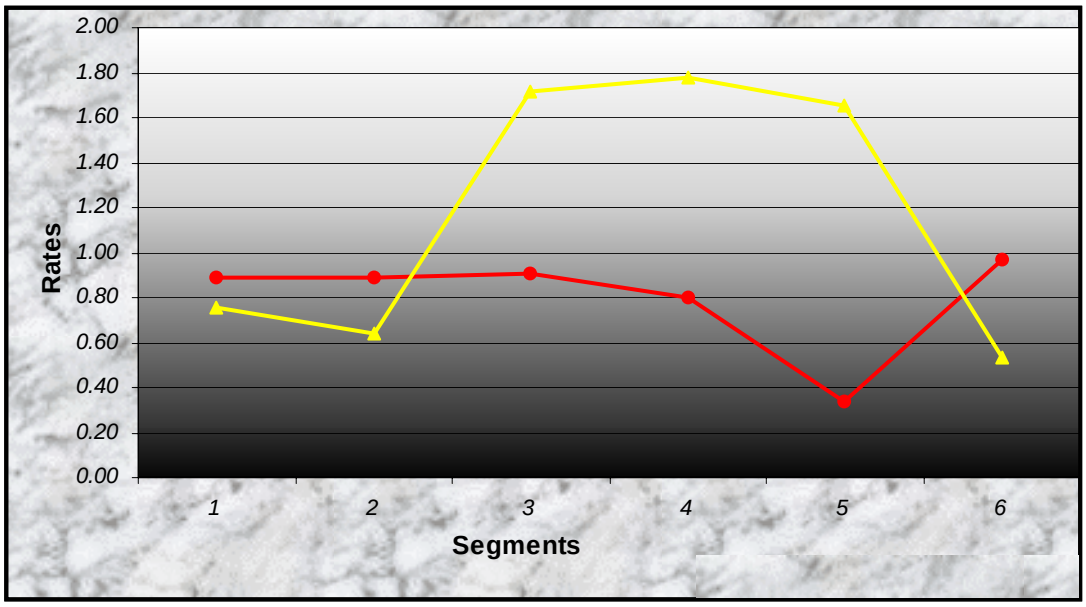
The accident data provided in this TCR is intended to support informed and responsible decision-making by transportation planners and programmers. Research into the connection between congestion and safety is being performed by Caltrans and within the national and international transportation communities. Future TCRs will document the state of that research.

Fatal Plus Injury Per Million Vehicle Miles:



						6
Actual	.30	.31	.32	.36	.15	.39
Average	.28	.26	.65	.66	.60	.23

Total Accidents Per million Vehicle Miles:



		2			5	6
Actual	.89	.89	.91	.80	.34	.97
Average	.76	.64	1.72	1.78	1.65	.53

Accident Locations Higher Than Average:

Fatal plus injury per million vehicle miles ((F+I)/MVM):

The segments listed below represent higher than average numbers.

Segments	Post Miles	Description
1	VEN 0.00-R5.03	Rte. 101 to Rte. 118
2	VEN R5.03-R13.14	Rte. 118 to end of freeway
6	LA R5.21-R5.83	Begin Freeway to I-5

Total accidents per million vehicle miles (Total/MVM):

The segments listed below represent higher than average numbers.

Segments	Post Miles	Description
1	VEN 0.00-R5.03	Rte. 101 to Rte. 118
2	VEN R5.03-R13.14	Rte. 118 to end of freeway
6	LA R5.21-R5.83	Begin freeway to I-5

VIII. Segment Summaries

This TCR 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 following page illustrates these segments for SR-126.

Each of the summaries that follow describes the segment’s current and projected operating characteristics, existing configuration, projected traffic demand and proposed alternative improvements.

Segmentation Map-State Route 126

No.	Seg.	Description
1		Rte. 101 to Rte. 118
2		Rte. 118 to end fwy
3		end fwy to Rte. 23
4		Rte. 23 to LACL
5		LACL to begin fwy
6		begin fwy to Rte. 5

Legend

- Traversable State Highway
- Interstate Route
- U.S. Route
- State Route
- Transportation Concept Route
- District 7
- Los Angeles County
- Ventura County

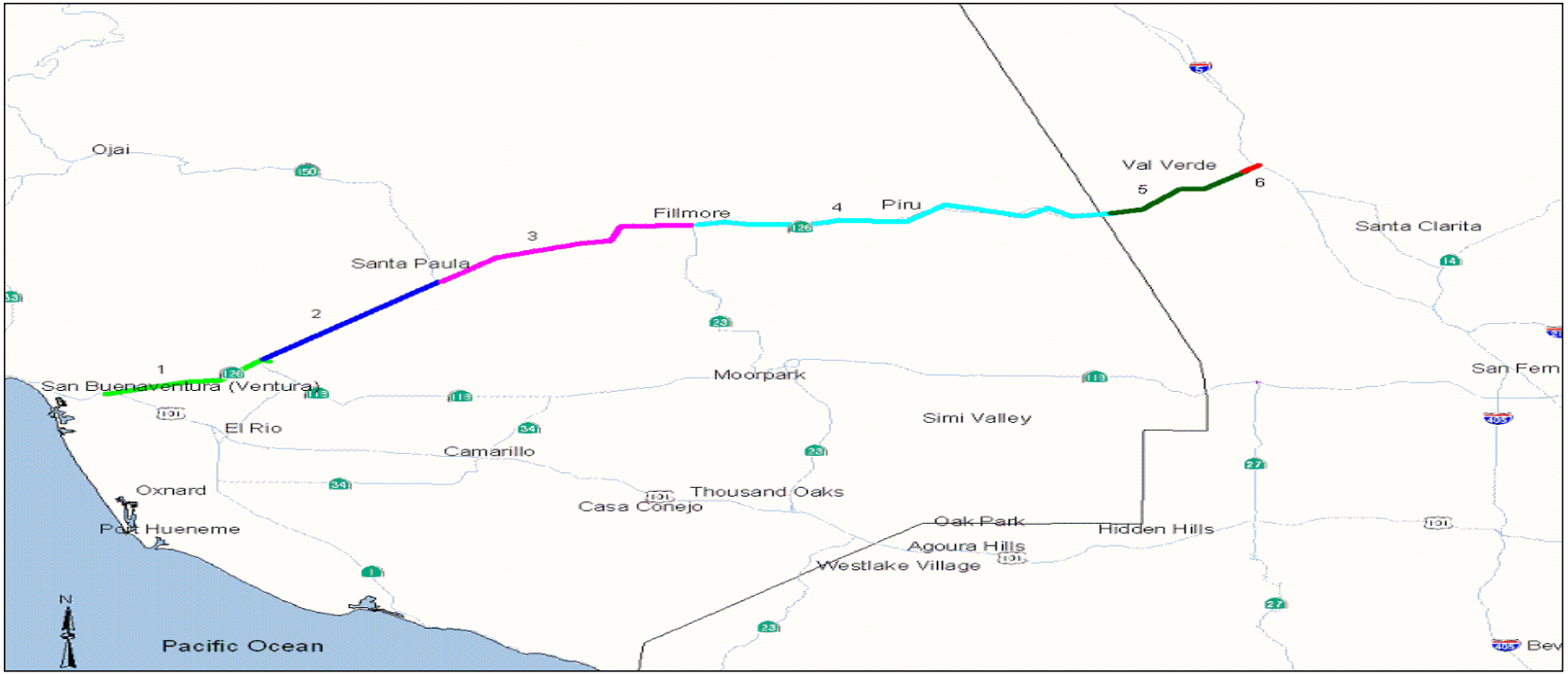
N

0 7 Miles

Segmentation Map-State Route 126

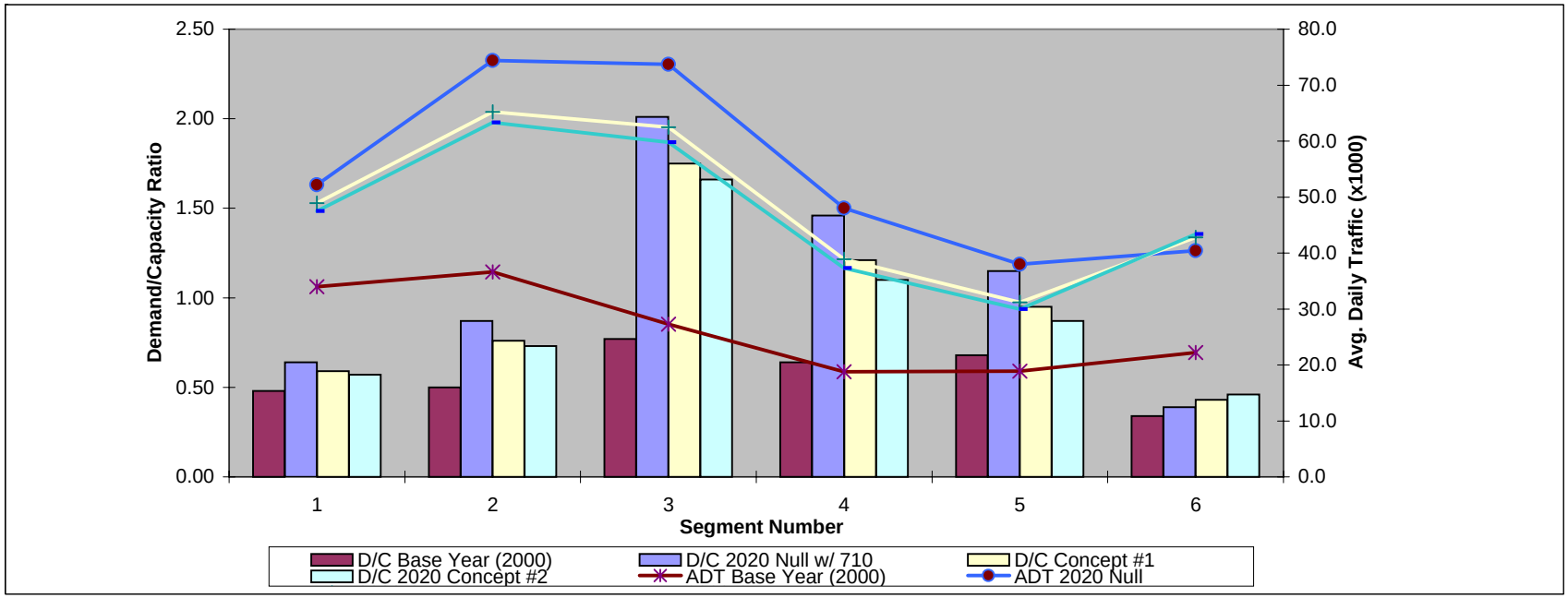
Caltrans District 7-Office of Advance Planning

State Route 126
Concept Summary - Segment Configuration



Segment #	1	2	3	4	5	6
Base Year (2000)						
Demand / Capacity	0.48	0.50	0.77	0.64	0.68	0.34
Avg. Daily Traffic (x1,000)	34.0	36.6	27.3	18.8	18.9	22.2
Number of Lanes	2 MF	2 MF	2 Conv.	2 Conv.	2 Conv.	2 MF
Pk.hour Level Of Service	B	B	C	C	C	A
2020 Null with Route 710						
Demand / Capacity	0.64	0.87	2.01	1.46	1.15	0.39
Avg. Daily Traffic (x1,000)	52.2	74.4	73.7	48.0	38.0	40.4
Number of Lanes	2 MF	2 MF	2 Conv.	2 Conv.	2 Conv.	2 MF
Pk.hour Level Of Service	C	D	F3	F3	F0	B
2020 Concept (Alternate #1)						
Demand / Capacity	0.59	0.76	1.75	1.21	0.95	0.43
Avg. Daily Traffic (x1,000)	48.9	65.2	62.5	38.9	31.2	42.8
Number of Lanes	2 MF	2 MF	2 Conv.	2 Conv.	2 Conv.	2 MF
Pk.hour Level Of Service	C	C	F3	F0	E	B
2020 Concept (Alternate #2)						
Demand / Capacity	0.57	0.73	1.66	1.10	0.87	0.46
Avg. Daily Traffic (x1,000)	47.5	63.3	59.8	37.3	30.0	43.4
Number of Lanes	2 MF	2 MF	2 Conv.	2 Conv.	2 Conv.	2 MF
Pk.hour Level Of Service	C	C	F3	F0	D	B

State Route 126
Concept Summary - Level of Service



Segment #	1	2	3	4	5	6
Base Year (2000)						
Demand / Capacity	0.48	0.50	0.77	0.64	0.68	0.34
Avg. Daily Traffic (x1,000)	34.0	36.6	27.3	18.8	18.9	22.2
Number of Lanes	2 MF	2 MF	2 Conv.	2 Conv.	2 Conv.	2 MF
Pk.hour Level Of Service	B	B	C	C	C	A
2020 Null with Route 710						
Demand / Capacity	0.64	0.87	2.01	1.46	1.15	0.39
Avg. Daily Traffic (x1,000)	52.2	74.4	73.7	48.0	38.0	40.4
Number of Lanes	2 MF	2 MF	2 Conv.	2 Conv.	2 Conv.	2 MF
Pk.hour Level Of Service	C	D	F3	F3	F0	B
2020 Concept (Alternate #1)						
Demand / Capacity	0.59	0.76	1.75	1.21	0.95	0.43
Avg. Daily Traffic (x1,000)	48.9	65.2	62.5	38.9	31.2	42.8
Number of Lanes	2 MF	2 MF	2 Conv.	2 Conv.	2 Conv.	2 MF
Pk.hour Level Of Service	C	C	F3	F0	E	B
2020 Concept (Alternate #2)						
Demand / Capacity	0.57	0.73	1.66	1.10	0.87	0.46
Avg. Daily Traffic (x1,000)	47.5	63.3	59.8	37.3	30.0	43.4
Number of Lanes	2 MF	2 MF	2 Conv.	2 Conv.	2 Conv.	2 MF
Pk.hour Level Of Service	C	C	F3	F0	D	B

STATE ROUTE 126 - SEGMENT 1 SUMMARY

DESCRIPTION	
Limits:	Rte. 101-Rte. 118
Post Miles:	VEN0.00-R5.03

Purpose
local/interregional commute, truck access, freeway

Classification	
Functional Classification:	P3
MPAH Designation:	State Freeway
Other Systems:	NHS, STAA

Ultimate Concept	Main Line	HOV Lane(s)
Lanes Configuration (ea. direction)	2	

Physical Characteristics	
Terrain:	Flat
Mainline R/W	218'
Median / Outside Shoulder:	46'-99'/8'
Design Speed (MPH)	60-70
Bridge Structures:	7

Corridor Characteristics	
Trucks (% of ADT):	8%
Express Transit (lines):	Vista 126
Operators:	Vista
Rail Service:	none
Park & Ride Lots (Spaces):	25

Accident Rates

per Million Vehicle Miles (MVM)
(1/2000 to 12/2002)

ACTUAL		AVERAGE	
Fatal + Injury	Total	Fatal + Injury	Total
0.30	0.89	0.28	0.76

TRAFFIC DATA

		EXISTING (2000)		2020 NULL (w/o Route 710)		2020 NULL (with Route 710)		2020 CONCEPT (Alt1)		2020 CONCEPT (Alt2)	
		Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)
Average Daily Traffic (ADT)		34,000		52,300		52,200		48,900		47,500	
Lanes Configuration (ea. direction)		2		2		2		2		2	
Volume											
AM Peak Hour	E	1,120		1,190		1,180		1,240		1,240	
AM Peak Hour	W	2,140		2,830		2,830		2,220		2,340	
PM Peak Hour	E	2,040		2,800		2,800		2,620		2,510	
PM Peak Hour	W	1,410		1,900		1,900		1,910		1,850	
Speed (mph)											
AM Average	E	65		65		65		65		65	
AM Average	W	65		64		64		65		65	
PM Average	E	65		64		64		64		64	
PM Average	W	65		65		65		65		65	
Service Characteristics											
Level Of Service, AM	E	A		A		A		A		A	
Level Of Service, AM	W	B		C		C		B		B	
Level Of Service, PM	E	B		C		C		C		C	
Level Of Service, PM	W	A		B		B		B		B	
Directional Split (%) AM	E	34%		30%		29%		36%		35%	
Directional Split (%) PM	E	59%		60%		60%		58%		58%	

NOTES: 2020 Concept Alternates 1 & 2 are both modeled with I-710 gap closure built between I-10 and I-210
Speeds are estimated and are for comparative purposes only

STATE ROUTE 126 - SEGMENT 2 SUMMARY

DESCRIPTION	
Limits:	Rte. 118 to end fwy (near SR-150)
Post Miles:	R5.03-R13.14

Purpose
local/interregional commute, truck access, freeway

Classification	
Functional Classification:	P3-PA-P1P
MPAH Designation:	State Freeway
Other Systems:	NHS, STAA

Ultimate Concept	Main Line	HOV Lane(s)
Lanes Configuration (ea. direction)	2	

Physical Characteristics	
Terrain:	Flat
Mainline R/W	194'-218'
Median / Outside Shoulder:	12'-46'
Design Speed (MPH)	60-70
Bridge Structures:	26

Corridor Characteristics	
Trucks (% of ADT):	8%-12%
Express Transit (lines):	Vista 126
Operators:	Vista
Rail Service:	none
Park & Ride Lots (Spaces):	30

Accident Rates per Million Vehicle Miles (MVM) (1/2000 to 12/2002)			
ACTUAL		AVERAGE	
Fatal + Injury	Total	Fatal + Injury	Total
0.31	0.89	0.26	0.64

TRAFFIC DATA

		EXISTING (2000)		2020 NULL (w/o Route 710)		2020 NULL (with Route 710)		2020 CONCEPT (Alt1)		2020 CONCEPT (Alt2)	
		Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)
Average Daily Traffic (ADT)		36,600		74,400		74,400		65,200		63,300	
Lanes Configuration (ea. direction)		2		2		2		2		2	
Volume											
AM Peak Hour	E	1,250		1,780		1,780		1,600		1,600	
AM Peak Hour	W	2,200		3,790		3,790		3,280		3,050	
PM Peak Hour	E	2,050		3,840		3,830		3,370		3,210	
PM Peak Hour	W	1,540		2,820		2,820		2,500		2,410	
Speed (mph)											
AM Average	E	65		65		65		65		65	
AM Average	W	65		61		61		65		63	
PM Average	E	65		60		60		64		63	
PM Average	W	65		64		64		65		65	
Service Characteristics											
Level Of Service, AM	E	A		B		B		B		B	
Level Of Service, AM	W	B		D		D		C		C	
Level Of Service, PM	E	B		D		D		C		C	
Level Of Service, PM	W	A		C		C		C		B	
Directional Split (%) AM	E	36%		32%		32%		33%		34%	
Directional Split (%) PM	E	57%		58%		58%		57%		57%	

NOTES: 2020 Concept Alternates 1 & 2 are both modeled with I-710 gap closure built between I-10 and I-210
Speeds are estimated and are for comparative purposes only

STATE ROUTE 126 - SEGMENT 3 SUMMARY

DESCRIPTION	
Limits:	end fwy (near SR-150) to Rte. 23
Post Miles:	R13.14-21.14

Purpose
local/interregional commute, truck access, conventional & scenic hwy

Classification	
Functional Classification:	P1P-PA-P1P
MPAH Designation:	State Freeway
Other Systems:	NHS, STAA

Ultimate Concept	Main Line	HOV Lane(s)
Lanes Configuration (ea. direction)	3	

Physical Characteristics	
Terrain:	Flat
Mainline R/W	100'-120'
Median / Outside Shoulder:	12'/6'-12'
Design Speed (MPH)	60-70
Bridge Structures:	6

Corridor Characteristics	
Trucks (% of ADT):	11%
Express Transit (lines):	Vista 126
Operators:	Vista
Rail Service:	none
Park & Ride Lots (Spaces):	0

Accident Rates per Million Vehicle Miles (MVM) (1/2000 to 12/2002)			
ACTUAL		AVERAGE	
Fatal + Injury	Total	Fatal + Injury	Total
0.32	0.91	0.65	1.72

TRAFFIC DATA

	EXISTING (2000)		2020 NULL (w/o Route 710)		2020 NULL (with Route 710)		2020 CONCEPT (Alt1)		2020 CONCEPT (Alt2)	
	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)
Average Daily Traffic (ADT)	27,300		73,700		73,700		62,500		59,800	
Lanes Configuration (ea. direction)	2		2		2		2		2	

Volume

AM Peak Hour	E	1,310		1,890		1,900		1,590		1,590	
AM Peak Hour	W	1,180		3,380		3,360		2,960		2,720	
PM Peak Hour	E	1,360		3,590		3,620		3,160		3,000	
PM Peak Hour	W	1,400		2,960		2,940		2,590		2,460	

Speed (mph)

AM Average	E	39	34	33	37	37
AM Average	W	39	9	9	14	18
PM Average	E	39	7	7	11	14
PM Average	W	38	14	15	21	23

Service Characteristics

Level Of Service, AM	E	C		F0		F0		D		D	
Level Of Service, AM	W	C		F3		F3		F3		F3	
Level Of Service, PM	E	C		F3		F3		F3		F3	
Level Of Service, PM	W	C		F3		F3		F2		F2	
Directional Split (%) AM	E	53%		36%		36%		35%		37%	
Directional Split (%) PM	E	49%		55%		55%		55%		55%	

NOTES: 2020 Concept Alternates 1 & 2 are both modeled with I-710 gap closure built between I-10 and I-210
Speeds are estimated and are for comparative purposes only

STATE ROUTE 126 - SEGMENT 4 SUMMARY

DESCRIPTION	
Limits:	Rte. 23 to LACL
Post Miles:	21.14-34.64

Purpose
local/interregional commute, truck access, conventional & scenic hwy

Classification	
Functional Classification:	PA-P1P-PA
MPAH Designation:	State Freeway
Other Systems:	NHS, STAA

Ultimate Concept	Main Line	HOV Lane(s)
Lanes Configuration (ea. direction)	3	

Physical Characteristics	
Terrain:	Flat
Mainline R/W	100'
Median / Outside Shoulder:	12'/1'-8'
Design Speed (MPH)	60-70
Bridge Structures:	3

Corridor Characteristics	
Trucks (% of ADT):	11%-18%
Express Transit (lines):	none
Operators:	none
Rail Service:	none
Park & Ride Lots (Spaces):	0

Accident Rates per Million Vehicle Miles (MVM) (1/2000 to 12/2002)			
ACTUAL		AVERAGE	
Fatal + Injury	Total	Fatal + Injury	Total
0.36	0.8	0.66	1.78

TRAFFIC DATA

		EXISTING (2000)		2020 NULL (w/o Route 710)		2020 NULL (with Route 710)		2020 CONCEPT (Alt1)		2020 CONCEPT (Alt2)	
		Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)
Average Daily Traffic (ADT)		18,800		48,000		48,000		38,900		37,300	
Lanes Configuration (ea. direction)		2		2		2		2		2	
Volume											
AM Peak Hour	E	1,050		950		1,070		950		1,010	
AM Peak Hour	W	730		2,420		2,420		1,960		1,730	
PM Peak Hour	E	990		2,650		2,630		2,180		1,980	
PM Peak Hour	W	1,160		1,960		1,960		1,580		1,550	
Speed (mph)											
AM Average	E	40		40		40		40		40	
AM Average	W	40		24		24		33		36	
PM Average	E	40		20		20		29		32	
PM Average	W	39		33		33		37		37	
Service Characteristics											
Level Of Service, AM	E	C		B		C		B		C	
Level Of Service, AM	W	B		F1		F1		F0		E	
Level Of Service, PM	E	C		F3		F3		F0		F0	
Level Of Service, PM	W	C		F0		F0		D		D	
Directional Split (%) AM	E	59%		28%		31%		33%		37%	
Directional Split (%) PM	E	46%		57%		57%		58%		56%	

NOTES: 2020 Concept Alternates 1 & 2 are both modeled with I-710 gap closure built between I-10 and I-210
Speeds are estimated and are for comparative purposes only

STATE ROUTE 126 - SEGMENT 5 SUMMARY

DESCRIPTION	
Limits:	LACL to begin fwy
Post Miles:	LA0.00-R5.21

Purpose
local/interregional commute, truck access, conventional & scenic hwy

Classification	
Functional Classification:	PA
MPAH Designation:	State Freeway
Other Systems:	NHS, STAA, IRRS

Ultimate Concept	Main Line	HOV Lane(s)
Lanes Configuration (ea. direction)	4	

Physical Characteristics	
Terrain:	Flat
Mainline R/W	60'
Median / Outside Shoulder:	0-1'/2'-10'
Design Speed (MPH)	60-70
Bridge Structures:	2

Corridor Characteristics	
Trucks (% of ADT):	14%
Express Transit (lines):	none
Operators:	none
Rail Service:	none
Park & Ride Lots (Spaces):	0

Accident Rates per Million Vehicle Miles (MVM) (1/2000 to 12/2002)			
ACTUAL		AVERAGE	
Fatal + Injury	Total	Fatal + Injury	Total
0.15	0.34	0.6	1.65

TRAFFIC DATA

		EXISTING (2000)		2020 NULL (w/o Route 710)		2020 NULL (with Route 710)		2020 CONCEPT (Alt1)		2020 CONCEPT (Alt2)	
		Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)
Average Daily Traffic (ADT)		18,900		37,900		38,000		31,200		30,000	
Lanes Configuration (ea. direction)		2		2		2		2		2	
Volume											
AM Peak Hour	E	1,090		810		810		710		780	
AM Peak Hour	W	800		1,950		1,940		1,550		1,370	
PM Peak Hour	E	1,090		2,080		2,070		1,720		1,560	
PM Peak Hour	W	1,240		1,510		1,510		1,220		1,190	
Speed (mph)											
AM Average	E	40		40		40		40		40	
AM Average	W	40		33		33		37		39	
PM Average	E	40		31		31		36		37	
PM Average	W	39		38		38		39		39	
Service Characteristics											
Level Of Service, AM	E	C		B		B		B		B	
Level Of Service, AM	W	B		F0		F0		D		C	
Level Of Service, PM	E	C		F0		F0		E		D	
Level Of Service, PM	W	C		D		D		C		C	
Directional Split (%) AM	E	58%		29%		29%		31%		36%	
Directional Split (%) PM	E	47%		58%		58%		59%		57%	

NOTES: 2020 Concept Alternates 1 & 2 are both modeled with I-710 gap closure built between I-10 and I-210
Speeds are estimated and are for comparative purposes only

STATE ROUTE 126 - SEGMENT 6 SUMMARY

DESCRIPTION	
Limits:	begin fwy to Rte. 5
Post Miles:	R5.21-R5.83

Purpose
local/interregional commute, truck access, conventional & scenic hwy, and freeway

Classification	
Functional Classification:	PA
MPAH Designation:	State Freeway
Other Systems:	NHS, STAA

Ultimate Concept	Main Line	HOV Lane(s)
Lanes Configuration (ea. direction)	4	

Physical Characteristics	
Terrain:	Flat
Mainline R/W	60'
Median / Outside Shoulder:	46'/2'-10'
Design Speed (MPH)	60-70
Bridge Structures:	5

Corridor Characteristics	
Trucks (% of ADT):	14%
Express Transit (lines):	Santa Clarita 1&2
Operators:	Santa Clarita Trans.
Rail Service:	Metrolink
Park & Ride Lots (Spaces):	0

Accident Rates per Million Vehicle Miles (MVM) (1/2000 to 12/2002)			
ACTUAL		AVERAGE	
Fatal + Injury	Total	Fatal + Injury	Total
0.39	0.97	0.23	0.53

TRAFFIC DATA

	EXISTING (2000)		2020 NULL (w/o Route 710)		2020 NULL (with Route 710)		2020 CONCEPT (Alt1)		2020 CONCEPT (Alt2)	
	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)
Average Daily Traffic (ADT)	22,200		39,900		40,400		42,800		43,400	
Lanes Configuration (ea. direction)	2		2		2		2		2	

Volume

AM Peak Hour	E	1,390		1,410		1,400		1,530		1,560	
AM Peak Hour	W	980		1,450		1,440		1,560		1,810	
PM Peak Hour	E	1,280		1,720		1,720		1,860		2,040	
PM Peak Hour	W	1,520		1,720		1,710		1,910		1,690	

Speed (mph)

AM Average	E	65		65		65		65		65	
AM Average	W	65		65		65		65		65	
PM Average	E	65		65		65		65		65	
PM Average	W	65		65		65		65		65	

Service Characteristics

Level Of Service, AM	E	A		A		A		A		A	
Level Of Service, AM	W	A		A		A		A		B	
Level Of Service, PM	E	A		B		B		B		B	
Level Of Service, PM	W	A		B		B		B		B	
Directional Split (%) AM	E	59%		49%		49%		50%		46%	
Directional Split (%) PM	E	46%		50%		50%		49%		55%	

NOTES: 2020 Concept Alternates 1 & 2 are both modeled with I-710 gap closure built between I-10 and I-210
Speeds are estimated and are for comparative purposes only

IX. Route Analysis

Goods Movement:

The economic vitality and well being of the Los Angeles region depend upon the safe and timely transport of goods as well as people. Current levels of congestion are detrimental to this vitality, and future projections indicate that this situation will get much worse. In terms of freight alone, the 2004 SCAG RTP forecasts the amount of cargo brought into the region by seaports and airports to greatly increase over the next 25 years as international trade volumes triple. According to the 2004 SCAG RTP, rail and truck volumes are expected to double within the 2000 to 2030 period. Significant actions need to be taken to protect the economic well being of the region. These include improved rail service; more grade separations; additional and improved inter-modal 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. Specific conditions apply to SR-126 are as follows:

Truck: SR-126 begins at Route 101 and traverses through Ventura and LA counties and ends at I-5. In its entirety, SR-126 functions as a terminal access route to the national network for the Surface Transportation Assistance Act (STAA) for trucks. Truck volume in 2001 ranged from 4% to 30% of ADT in Los Angeles County, and 4.5% to 10.8% of ADT in Ventura County.

Airports: SR-126 provides direct access to the Santa Paula Airport in the City of Santa Paula. It is a privately owned non-commercial local airport and museum with 188 hangars and 343 aircrafts. It is home to a renowned collection of antique aircrafts. Many antique airplanes are on static display and can be flown. Commercial airports close to SR-126 include the Oxnard Airport south of SR-126 at the coastal edge of Oxnard and the Burbank/Glendale/Pasadena Regional Airport in Los Angeles County.

Seaports: The Oxnard Harbor District is an independent and a political subdivision of the State of California, which owns and operates the commercial Port of Hueneme, an important freight activity center in Ventura County. The Oxnard Harbor District has completed an aggressive port expansion program made possible by the 1997 acquisition of former Navy property immediately adjacent to the Commercial Port. The Port of Hueneme Terminal and Multimodal Expansion program completed in 1999 greatly enhanced the Port's ability to handle refrigerated containers and roll-on/roll-off cargoes. A new rail yard will create a flow of cargo in the terminal areas between ship, truck or rail.

Rail: Two rail facilities use (generally serve or parallel) SR-126. These rail facilities include a VCTC-owned short-line railroad known as the Santa Paula Branch Rail line (Branch line) that runs on former Southern Pacific tracks and a Metrolink line at the passenger service station known as the Santa Clarita Transportation Center. Both lines share the same tracks for state and local freight/passenger movement. VCTC owns the Branch line while the Metrolink line is a LACMTA and VCTC supported line: LACMTA supports the portion that belongs to the Los Angeles County and VCTC supports the portion within Ventura County. These lines serve as goods movement routes for large freight and passengers. Additionally, for passenger trains, bicycle facilities like bicycle racks and lockers at the stations facilitate multi-modal options for passengers. Currently, there is limited freight service on the Branch line and tourist excursion passenger service operated by the Fillmore and Western Pacific Railroad under contract with VCTC. In the future, however, when the Branch line is connected to Santa Clarita, there is high potential for additional services. Specifically, providing east-west freight service to and from the Port of Hueneme.

Pipelines: The Pipeline Network of California is part of the Goods Movement Strategy as described in the California Transportation Plan 2025. These pipelines carry natural gas, crude oil and refined petroleum products through an under-ground system. Currently, all forms of pipelines cross or traverse beneath SR-126. For example, some pipelines that carry refined gas and petroleum have connections at

seaports such as the one in Port Hueneme. Products such as these are produced in Santa Barbara and Ventura Counties and then shipped via pipelines to the Los Angeles basin refineries.

Bicycle: According to the Caltrans Statutes under the Streets and Highways Code-Chapter 8-Article 3-Section 890, the California Department of Transportation shall establish a bicycle transportation system. Within this system, SR-126 is designated as a conventional highway and freeway, which also allows for bicycle travel along some segments. Ventura County has adopted a "Regional Trails and Pathways Program" in an attempt to coordinate the planning and construction of bicycle and pedestrian trails throughout the county. Through the Congestion Management and Air Quality (CMAQ) program, VCTC has assigned funding for the upcoming bicycle improvement for the SR-126 Corridor bike path in Ventura and a countywide bike rack and locker program. In addition, VCTC has completed environmental clearance for a planned 32 miles continuous stretch of multi-use recreational trail/bike path along the Santa Paula Branch Rail line right-of-way from San Buenaventura to Rancho Camulos traversing the Santa Clara River valley floor (known as the Santa Paula Branch Line Recreational Trail). The area between Rancho Camulos and the City of Santa Clarita is owned by Newhall Land and Farming Company. The Newhall Ranch Specific Plan calls for a dedicated corridor for rail and trail purposes across the entire Newhall Ranch project area roughly parallel to SR-126. This will provide for a continuous trail connection connecting the cities from the City of Santa Clarita at its eastern end to San Buenaventura at the western coastline.

Land-Use Patterns:

Land-uses along SR-126 vary considerably and ranges from open-space areas to industrial and single-family homes to multi-family dwellings. Land-use patterns along Segments 1, 2, 3 and 4 primarily comprise of residential and agricultural, the major traffic generators are the Santa Paula Airport and the Criminal Justice/County Administration Complex. Segments 5 and 6 consist primarily of agricultural uses and open space. Segments 1-6, while primarily open-space and agricultural, does

intensify as the Route traverses through urbanized settings such as the cities of Ventura, Santa Paula and Fillmore. The proposed extension, if build, represents the densest of all land-use along SR-126 as the Route traverses the urbanized area of the City of Santa Clarita, which comprise of residential, commercial and industrial uses. The area between the Ventura/LA County line and the City of Santa Clarita, adjacent to and south of Segments 5 & 6 of SR-126 is the site for Newhall Ranch's large planned community. This community, if developed as proposed, will have a significant impact on SR-126. Newhall Ranch is expected to begin the development of its new community in 2006. This new community consists of about 1,000 gross acres of commercial, industrial and mixed-use development, and contains 21,600 homes.

Growth forecasts (see socio-economic data) predict a 23%-103% growth in Population and Housing and a 27%-64% rise in employment for SR-126. Based on these projections, significant growth is anticipated for the entire corridor. The density of developments around the area and the intensity of specific types of land-use dictate the amount of vehicle trips that could be generated. The chart below lists specific facilities that will affect traffic along SR-126.

Major Trip Generators		
Place/Facilities	*Segment/Number*	*County*
Criminal Justice/County Administration Complex	1	Ventura County
Santa Paula Airport	2	Ventura County
Newhall Ranch	5 & 6	Los Angeles County

Transit Components:

The transit component for SR-126 is primarily a local and express bus system. The individual transit lines discussed may not utilize this Route exclusively, but may exit the Route, travel parallel arterials to allow boarding, and re-enter the Route at another point.

SR-126 is currently served by three transit agencies: Santa Clarita Transit, South Coast Area Transit (SCAT), and Ventura Intercity Service Transit Authority (VISTA). Santa Clarita Transit provides bus service on two routes Monday through Friday to the Cities of Valencia, Newhall, and Santa Clarita. SCAT is a publicly owned transit company that provides service within and between the Cities of Ojai, Oxnard, Port Hueneme, San Buenaventura, and the unincorporated areas of Ventura County. VISTA is operated by VCTC, which provides the Ventura County's Dial-A-Ride service and fixed-route intercity services to the communities along SR-126 such as the Cities of Ventura, Santa Paula and Fillmore. For both the Los Angeles and Ventura Counties, multi-modal transportation centers allow passengers to make convenient transfers between local bus lines, and in many cases between commuter buses and trains. These transit centers include the Santa Clarita Transportation Center in Los Angeles County, the Oxnard Transportation Center, Ventura Transfer Center, Thousand Oaks' Community Transportation Center, and the Simi Valley, Moorpark, and Camarillo Metrolink Stations in Ventura County.

The Federal Consent decrees to reduce overcrowding during peak periods have required the agencies to purchase hundreds of new buses to increase services. These policies can be found in the LACMTA's Long-Range Transportation Plan and VCTC's CMP, which seek the implementation of the Bus System Improvement Plan throughout Los Angeles County and Ventura County to improve transit services. The countywide transit related improvements include freeways, state highways, public mass transit, to railroad right-of-way. Their recent rail project is Metrolink. A future Metrolink extension along the Santa Paula Branch Line will eventually connect the City of San Buenaventura to Santa Clarita via Santa Paula and Fillmore (not yet programmed in STIP).

Other forms of transit come in the form of Travel/Transit System Demand Management Plans, a strategic attempt to divert highway demand by offering alternatives that will discourage solo driving. Congestion measures, such as ridesharing, home or satellite telecommuting, variable work hours, employee

transportation allowances and low-cost parking for car and vanpools. These policies come from SB-45 in 1998, which consolidated funds from the Transportation System Management Program (TSMP) along with other program funds to provide for a broad range of transportation improvements through the Interregional Improvement Program (IIP) and includes transportation system and demand management projects.

Other factors affecting transit patterns include traffic controls. A major focus in Caltrans District-7 for state highways that are partly conventional and partly freeway is on traffic synchronization. The goal is to maintain and increase the number of synchronized signals on selected sections of the highway to improve the traffic flow. Listed below are the traffic signals located along SR-126.

County	Post Mile	Cross-Street/Cross Over Freeway	Maintenance Organization	Thomas Bros. Page/Grid
LA	3.7	WOLCOTT WAY ("C" STREET)	Caltrans	4549-F2
LA	4.85	COMMERCE CENTER DRIVE	Caltrans	4459-H7
LA	5.3	OLD ROAD	Caltrans	4550-C2
VEN	0	MAIN STREET	Ventura	457-F5
VEN	1.455	VICTORIA AVENUE - WEBSTER STREET	Ventura	492-C3
VEN	2.79	KIMBALL ROAD	Ventura	492-F2
VEN	13.244	HALLOCK DRIVE	Caltrans	464-D5
VEN	20.599	C STREET	Caltrans	455-J7
VEN	20.86	B STREET	Caltrans	455-J6
VEN	21.14	A STREET	Caltrans	456-A6
VEN	21.28	OLIVE STREET	Caltrans	456-A6
VEN	21.411	CENTRAL AVENUE	Caltrans	456-A6
VEN	28.28	TORREY ROAD - MAIN STREET	Caltrans	457-F7

Parallel Arterials:

There are several arterials paralleling SR-126 that could provide alternative means to commuters wishing to avoid congestion on the Route. Since, topography of this Route varies considerably from flat urbanized areas to mountainous terrain, some of the arterials listed that parallel this Route end abruptly, and consequently do not follow SR-126 in its entirety. Currently, some of these arterials fail to provide an

effective alternative due to physical inadequacies, numerous traffic signals, access conflicts and general traffic congestion. Improvements may be required, in order to provide efficient alternatives for commuters. Listed immediately below are some selected arterials that parallel SR-126.

Arterial(s) Name	County	Segment Number	Thomas Guide Page Number
Telegraph Rd	Ventura County	1 & 2	492, 472-473, 463-464
S. Mountain Rd	Ventura County	3	464-465
Guiberson Rd	Ventura County	4	466-467, 457

Additionally, Route 118 could serve as an alternative travel facility to SR-126, however, since this route requires substantial capacity enhancement improvements, it would not serve as a viable alternative to SR-126.

Intelligent Transportation Systems (ITS):

ITS is the use of integrated new technology in the detection, communication, computing and control technologies to improve the safety and performance of the surface transportation system. ITS is a set of tools to address the transportation management and operational needs.

Ventura County Transportation Commission's recent proposed ITS project is the Santa Paula Branch Rail Line (Branch Line) Fiber Optic Project. This project will install a fiber optic line along the 32 miles Branch Line that will parallel much of SR-126 except at five locations where the Branch Line crosses the highway. The fiber optic line will enable VCTC to use ITS such as video surveillance at the locations where the Branch Line crosses the highway to monitor the planned recreational/bike trail operation conditions and activities, and the traffic capabilities of the nearby SR-126. This will provide tourists and travelers with up-to-date information through the Internet or automated information kiosks. Electronic signs will be installed to monitor trail activities, mostly to inform users of the trail condition. Surveillance cameras will be connected to and monitored by the California Highway Patrol (CHP) facility in Ventura, and ultimately information will be passed on to the Caltrans Traffic Management Center (TMC). The planning and design of this project is near

completion and the construction of the initial phase of the project is anticipated to start by the end of 2004.

Congestion Measures:

The following table shows the duration of delays, average speeds, demand/capacity ratios, level of services, and the hours of delay on SR-126.

STATE ROUTE 126 - CONGESTION MEASURES

SPEED

AVERAGE SPEEDS (mph)

	2000* EXISTING		2020 NULL* (withouth I-710)		2020 NULL* (with I-710)		2020 CONCEPT* Alternate 1		2020 CONCEPT* Alternate 2	
	Main Line	HOV	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)
Segment 1	65		64		64		65		64	
Segment 2	65		60		60		63		63	
Segment 3	38		7		7		11		14	
Segment 4	39		20		20		29		32	
Segment 5	39		31		31		36		37	
Segment 6	65		65		65		65		65	

DEMAND / CAPACITY RATIOS

	2000* EXISTING		2020 NULL* (without I-710)		2020 NULL* (with I-710)		2020 CONCEPT* Alternate 1		2020 CONCEPT* Alternate 2	
	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)
Segment 1	0.48		0.64		0.64		0.59		0.57	
Segment 2	0.50		0.87		0.87		0.76		0.73	
Segment 3	0.77		1.99		2.01		1.75		1.66	
Segment 4	0.64		1.47		1.46		1.21		1.10	
Segment 5	0.68		1.15		1.15		0.95		0.87	
Segment 6	0.34		0.39		0.39		0.43		0.46	

LEVEL OF SERVICE

	2000* EXISTING		2020 NULL* (without I-710)		2020 NULL* (with I-710)		2020 CONCEPT* Alternate 1		2020 CONCEPT* Alternate 2	
	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)
Segment 1	B		C		C		C		C	
Segment 2	B		D		D		C		C	
Segment 3	C		F3		F3		F3		F3	
Segment 4	C		F3		F3		F0		F0	
Segment 5	C		F0		F0		E		D	
Segment 6	A		B		B		B		B	

HOURS OF DELAY

	2000* EXISTING		2020 NULL* (without I-710)		2020 NULL* (with I-710)		2020 CONCEPT* Alternate 1		2020 CONCEPT* Alternate 2	
	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)	Main Line	HOV Lane(s)
Segment 1	0		0		0		0		0	
Segment 2	0		50		50		0		0	
Segment 3	0		3,400		3,400		1,650		1,100	
Segment 4	0		900		900		300		150	
Segment 5	0		100		100		0		0	
Segment 6	0		0		0		0		0	

Speed values are estimates and are to be used for comparative purposes only
Delay values are estimates and are to be used for comparative purposes only
*: Worst condition during peak hours

X. Programmed Improvements

These programming documents provide a mechanism for project funding within the region. The following is a brief description of each.

Programmed Improvements Documents:

Regional Transportation Improvement Plan (RTIP): A five-year list of proposed transportation projects. The Regional Transportation Planning Agency (RTPA) submits the RTIP to the California Transportation Commission (CTC) as a request for state funding. If RTIP projects have federal funding components, they will also appear in the FTIP once selected for the STIP (see below).

Interregional Improvement Program (IIP): A five-year program developed by Caltrans, that include projects developed through the Interregional Road System Plan, Intercity Rail, Soundwall, Toll Bridge and Aeronautics program.

State Transportation Improvement Program (STIP): A five-year list of transportation projects proposed in RTIP's and PSTIP's that the CTC adopts. Those projects that have federal funding components will also appear in the FTIP and FSTIP.

State Highway Operation and Protection Program (SHOPP): A ten-year program limited to projects related to state highway safety and rehabilitation.

Federal Transportation Improvement Program (FTIP): A 3- to 5-year list of all transportation projects proposed for federal funding under TEA-21, within the planning area of an MPO. An MPO develops the FTIP and the Director of Caltrans approves it. In air quality non-attainment areas, the plan must conform to a State Implementation Plan.

Federal State Transportation Improvement Program (FSTIP): A three-year list of transportation projects proposed for funding under ISTEA developed by the State in cooperation with MPOs and in conjunction with local non-urbanized governments. The FSTIP includes all FTIP projects as well as other federally funded rural projects.

Traffic Operations Program Strategies (TOPS): A program developed by Caltrans and the CHP to ensure the safety and service of California motorists by implementing the latest in interactive/integrated transportation management and information system. Caltrans and the CHP use sophisticated electronic technologies to process and analyze freeway traffic data to monitor traffic flow in order to rapidly detect and effectively respond to incidents resulting in congestion. Implementation of TOPS includes minor operational improvements (i.e. geometric upgrades, fiber optics/closed circuit cable television monitoring system, and ramp meters) and major capital improvements (i.e. HOV lanes, ramp upgrades, auxiliary lanes, and freeway connector metering). Also included in the plan are additional freeway lanes, direct HOV connectors, and changeable Message Signs (CMS) and Highway Advisory Radio (HAR).

Programmed Projects

PM	Name	Fund Source	Project Description	EA /PPNO[4]	Est. Cost	Est. Start	Est. Finish
VEN-126-00.0 / 13.0	From Rte 101 to Santa Paula Creek Bridge	SHOPP	Slab replacement and Grind	244901 /3521	$8.00M	Summer 2005	Fall 2006
VEN-126-00.0 / 13.1	From Rte 101 to Hallock Dr.	SHOPP	Install Thrie-Beam Median Barrier	237201 /3252	$4.134M	Spring 2005	Spring 2006
VEN-126-00.0 / 34.64	Various locations	SHOPP	Install and upgrade Metal Beam Guard Rail	24370K /3393	$2.185M	Spring 2007	Fall 2008
LA-126-04.5 / 05.83R	Commerce Center Drive Interchange	RIP/Local	Construct a new interchange at Commerce Center Drive including a new under-crossing	18722 /3314	N/A	Summer 2008	Winter 2010
LA-126-05.7R / 05.83R	Reconstruct Interchange	RIP/Local	Reconstruct I-5 / SR-126 Interchange & widen highway	187203 /2209	$20.00 M	Started Winter 2003	Summer 2006

[4] PPNO: Planning and Program Number

XI. Transportation Concept And Conclusions

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 (RTP), 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 management improvements to maximize the efficiency on a given route will be implemented.

The transportation concept is composed of a Level of Service (LOS) and facility component. The concept LOS indicates the minimum level of service the District would allow on a route prior to proposing an alternative to improve operating conditions. The concept facility is the facility that could be developed to maintain or attain the concept LOS.

The recommended transportation concept for SR-126 is Alternative Concept #2, which is to maintain the existing 4 conventional/mixed flow facility for all segments from Route 101 in Ventura County to I-5 in Los Angeles County.

The City of Santa Clarita along with other transportation agencies are in the process of planning and constructing the “Cross Valley Connector”. This project is a six- to eight-lane arterial roadway of about 8.5 miles, connecting I-5 to SR-14. The “Cross Valley Connector” should reduce congestion for the entire Santa Clarita Valley area as well as I-5, SR-14 and SR-126.

CONCLUSION: Alternative Concepts #1 and #2 propose identical scenarios for SR-126, which is to maintain the existing facility. However, Alternative Concept #2 is recommended due to improvements in speed, D/C ratios and Level of Service for the entire system.

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Glossary

AADT: (Average Annual Daily Traffic) Denotes that the daily traffic is averaged over one calendar year.

ADT: (Average Daily Traffic) The average number of vehicles passing a specified point during a 24-hour period.

AQMD: (Air Quality Management District) A regional agency, which adopts and enforces regulations to achieve and maintain state and federal air quality standards.

AQMP: (Air Quality Management Plan) The plan for attaining state air quality as required by the California Clean Air Act of 1988. The plan is adopted by air quality districts and is subject to approval by the California Air Resources Board.

ATIS: (Advanced Traveler Information Systems)

ATMS: (Advanced Traffic Management Systems)

AV: (Antelope Valley Transit)

AVCS: (Automated Vehicle Control Systems)

AVO: (Average Vehicle Occupancy) The average number of persons occupying a passenger vehicle along a roadway segment intersection, or area, as typically monitored during a specified time period. For the purpose of the California Clean Air Act, passenger vehicles include autos, light duty trucks, passenger vans, buses, passenger rail vehicles and motorcycles.

AVR: (Average Vehicle Ridership) The number of employees who report to a worksite divided by the number of vehicles driven by those employees, typically averaged over an established time period. This calculation includes crediting vehicle trip reductions from telecommuting, compressed workweeks and non-motorized transportation.

Caltrans: (California Department of Transportation) As the owner/operator of the state highway system, state agency responsible for its safe operation and maintenance. Proposes projects for intercity rail, interregional roads, and sound walls. Also responsible for the SHOPP, Toll Bridge, and Aeronautics programs.
Caltrans is the implementing agency for most state highway projects, regardless of program, and for the Intercity Rail program.

CBD: (Central Business District) The downtown core area of a city, generally an area of high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels, and service businesses.

CCTV: (Closed Circuit Television)

CE: (Commuter Express) Operated by Los Angeles Department of Transportation

CEQA: (California Environmental Quality Act) A statute that requires all jurisdictions in the State of California to evaluate the extent of environmental degradation posed by proposed development or project.

CHP: (California Highway Patrol)

CIP: (Capital Improvement Program) A seven-year program of projects to maintain or improve the traffic level of service and transit performance standards developed and to mitigate regional transportation impacts identified by the CMP Land Use Analysis Program, which conforms to transportation-related vehicle emissions air quality mitigation measures.

CMA: (Congestion Management Agency) The agency responsible for developing the Congestion Management Program and coordinating and monitoring its implementation.

CMAQ: (Congestion Mitigation Air Quality program) Part of ISTEA, this is a funding program designed for projects that contribute to the attainment of air quality goals.

CMP: (Congestion Management Program) A legislatively required countywide program, which addresses congestion problems.

CMS: (Changeable Message Sign)

CMS: (Congestion Management System) Required by ISTEA to be implemented by states to improve transportation planning.

COG: (Council of Governments) A voluntary consortium of local government representatives, from contiguous communities, meeting on a regular basis, and formed to cooperate on common planning and solve common development problems of their area. COGs can function as the RTPAs and MPOs in urbanized areas.

Commute Hours: AM and PM peak commute travel times. Generally, the hours between 5:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m., Monday through Friday.

Concept: A strategy for future improvements that will reduce congestion or maintain the existing level of service on a specific route.

Congestion: Defined by Caltrans as, reduced speeds of less than 35 miles per hour for longer than 15 minutes.

CTC: (California Transportation Commission) A body established by Assembly Bill 402 (AB 402) and appointed by the Governor to advise and assist the Secretary of the Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for transportation.

D/C: (Demand-to-Capacity ratio) The relationship between the number of vehicle trips operating on a facility, versus the number of vehicle trips that can be accommodated on that facility.

DSMP: (District System Management Plan) A part of the system planning process. A district's long-range plan for management of transportation systems in its jurisdiction.

EIR: (Environmental Impact Report) A report prepared pursuant to CEQA that analyzes the level of environmental degradation expected to be caused by a proposed development or project.

Extended Commute: Service hours beyond the normal commute hours. Generally, in the evening, this refers to transit service until 10:00 p.m.

F+I Actual: (Fatal Plus Injury Actual) Contains specific data for accidents that are State highway related. Each accident record contains a ramp, intersection or highway postmile address that ties it to the Highway database.

F+I Average: (Fatal Plus Injury Average) The Statewide Average Accident Rate (SWA) is based on a rated segment. The accident-rating factor (ARF) indicates how the existing segment compares to other segments on the Sate Highway System. The ARF is a comparison of the segment's accident rate to the statewide average accident rate for roads of the same type and having similar characteristics. Accident severity as well as accident frequency is considered in calculating the ARF. If the total number of accidents is less than three, there will not be a calculation for the ARF. If there are more than two, but less than twenty-five total accidents, an accident-rating factor will be generated, but there will not be an accident severity flag listed. If there are more than twenty-five accidents, an accident rating factor and severity flag will be generated.

F+I/MVM: (Fatal Plus Injury per Million Vehicle Miles) The fatality rate of those killed in vehicles plus the injury rate of those injured in vehicles.

FAI: (Federal Aid Interstate) Highway program established in 1956 for national defense purposes, these roadways interconnect the major nationwide population and economic centers. Also, there is a federal funding category for these routes.

FHWA: (Federal Highway Administration)

Free-flow Speed: Speed that occurs when density and flow are "zero".

Freeway Capacity: The maximum sustained 15-minute rate of flow that can be accommodated by a uniform freeway segment under prevailing traffic and roadway conditions in a specified direction.

FSP: (Freeway Service Patrol) A special team of tow truck drivers who continuously patrol freeways during commuter hours to help clear disabled automobiles.

FT: (Foothill Transit)

GM: (Gardena Municipal Bus Lines)

GRT: (Guaranteed Return Trip) A ridesharing strategy which provides a "Guaranteed Return Trip" to those who rideshare, in the case of an emergency or when overtime work hours are required.

HAR: (Highway Advisory Radio)

HCM: (Highway Capacity Manual) Revised in 1994 by the Transportation Research Board of the National Research Council, the HCM presents various methodologies for analyzing the operation (see Level of Service) of transportation systems as freeways, arterial, transit, and pedestrian facilities.

HOT Lanes: (High Occupancy Toll Lane) New HOV lanes that allow single occupant vehicles access for a fee.

HOV: (High Occupancy Vehicle Lane) A lane of freeway reserved for the use of vehicles with more than a preset number of occupants; such vehicles often include buses, taxis and carpools.

HSR: (High Speed Rail) A regional system that will connect major regional activity centers and significant inter-/multi-modal transportation facilities.

I/C: (Interchange) A system of interconnecting roadways in conjunction with one or more grade separations providing for the interchange of traffic between two or more roadways on different levels.

ICES: (Intermodal Corridors of Economic Significance) Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate and international markets.

IRRS: (Interregional Road System) A series of interregional state highway routes, outside the urbanized areas, that provide access to, and links between, the state's economic centers, major recreational areas, and urban and rural regions.

ISTEA: (Intermodal Surface Transportation Efficiency Act) Federal legislation and funding Program adopted in 1991. It provides increased funding and program flexibility for multi-modal transportation programs. Update: ISTEA expired on September 30, 1997. In December 1997, Congress passed and the President signed a six-month extension of the law, holding funding to current levels and keeping program structure and formulas intact. This extension expired on March 31, 1998, with an obligation deadline of May 1, 1998. On June 9, 1998, the President signed into law PL 105-178, the Transportation Equity Act for the 21st Century (TEA-21) authorizing highway, highway safety, transit and other surface transportation programs for the next 6 years. TEA-21 builds on the initiatives established in the 1991 ISTEA.

ITIP: (Interregional Transportation Improvement Program) An improvement program that makes up 25% of the STIP. 60% of this program is for improvements on Interregional Routes in non-urbanized areas and intercity rail.
40% is to fund projects of interregional significance (for the interregional movement of people and goods).

ITMS: (Intermodal Transportation Management System) A quick-response statewide sketch planning tool to assist planners in evaluating proposals in order to improve spending decisions. It provides the capability to analyze the current transportation network and to evaluate the impacts of investment options at the
corridor area or statewide level.

ITS: (Intelligent Transportation Systems) The application of electronics and computer information systems to transportation.

ITSP: (Interregional Transportation Strategic Plan) Caltrans guiding framework for implementing the Interregional Improvement Program under Senate Bill 45.

IVHS: (Intelligent Vehicle Highway Systems) The development of application of electronics, communications or information processing (including advanced traffic management systems, public transportation systems, satellite vehicle tracking systems, and advanced vehicle communications systems) used alone or in combination to improve the efficiency and safety of surface transportation systems.

LACMTA: (Los Angeles County Metropolitan Transportation Authority)

LADOT: (Los Angeles Department of Transportation)

LARTS: (Los Angeles Regional Transportation Study) An organization of transportation planners and data analysts who have developed and are charged with monitoring and forecasting travel in the Los Angeles area. It has primary responsibility for predicting future travel behavior within six counties (Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial) which comprises the Southern California Association of Governments (SCAG) region. It operates under the aegis of CALTRANS, District 7, and functions with the support of SCAG, U.S. Department of Transportation, and transit districts, cities and counties of the SCAG region.

LIR: (Local Implementation Report) A report that jurisdictions must submit to LACMTA to remain in conformance with Los Angeles County Congestion Management Program (CMP) requirements. This report is submitted on an annual basis, and contains a resolution of conformance, new development activity reporting, selected mitigation strategies and credit claims and future transportation improvements.

LOS: (Level of Service) A qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

LROP: (Long-Range Operations Plan)

LX: (Los Angeles Department of Transportation Commuter Express)

MF: (Mixed Flow) Traffic movement having automobiles, trucks, buses, and motorcycles sharing traffic lanes.

Model: (1) A mathematical or conceptual presentation of relationships and actions within a system. It is used for analysis of the system or its evaluation under various conditions. (2) A mathematical description of a real-life situation, that uses data on past and present conditions to make a projection about the future.

Model, Land Use: A model used to predict the future spatial allocation of urban activities (land use), given total regional growth, the future transportation system, and other factors.

Model, Mode Choice: A model used to forecast the proportion of total person trips on each of the available transportation modes.

Model, Traffic: A mathematical equation or graphic technique used to simulate traffic movements, particularly those in urban areas or on a freeway.

MPAH: (Master Plan of Arterial Highways)

MPO: (Metropolitan Planning Organization) According to U.S. Code, the organization designated by the governor and local elected officials as responsible, together with the state, for the transportation planning in an urbanized area. It serves as the forum for cooperative decision making by principal elected officials of general local government.

MTA: (Metropolitan Transportation Authority) Metro Bus Lines

Multi-modal: Pertaining to more than one mode of travel.

NHS: (National Highway System) Will consist of 155,000 miles (plus or minus 15 percent) of the major roads in the U.S. Included will be all Interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

Night Owl: Evening transit service hours that extend beyond the normal commute service hours, but is less than 24 hour per day.

NOP: (Notice of Preparation) A notice informing potentially affected agencies that an Environmental Impact Report (EIR) is being prepared for a proposed development or project.

Null: A concept that includes only existing projects and those projects which may or may not be constructed but are programmed in the 1996 STIP.

OHC: Other Highway Construction.

Peak: (Peak Period, Rush Hours): (1) The period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak. (2) The period during which the demand for transportation service is the heaviest. (AM Peak period represents 6:30 a.m. to 8:30 a.m. and PM Peak period represents 3:00 p.m. to 6:00 p.m.)

Performance Indicator: Quantitative measures of how effective an activity, task, or function is being performed. In transportation systems, it is usually computed by relating a measure of service output or use to a measure of service input or cost.

PM: (Post Mile) Is the mileage measured from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a county is a unique location on the State Highway System.

PMT: (Passenger Miles Traveled) The number of miles traveled by all passengers on a transportation mode such as transit.

PPN: (Planning and Program Number) Used in the State Transportation Improvement Program (STIP) to identify projects.

PSR: (Project Study Report) The pre-programming document required before a project may be included in the STIP.

Public Transportation: Transportation service to the public on a regular basis using vehicles that transport more than one person for compensation, usually but not exclusively over a set route or routes from one fixed point or another. Routes and schedules may be determined through a cooperative arrangement. Subcategories include public transit service, and paratransit services that are available to the general public.

RAS: (Rehabilitation and Safety)

Ridesharing: Two or more persons traveling by any mode, including but not limited to, automobile, vanpool, bus, taxi, jitney, and public transit.

RME: (Regional Mobility Element) SCAGs major policy and planning statement on the region's transportation issues and goals. It is comprised of a set of long-range policies, plans, and programs that outline a vision of a regional transportation system compatible with federal and state mobility objectives. Formerly called the Regional Mobility Plan (RMP).

RMP: (Regional Mobility Plan) The equivalent to the federal and state required Regional Transportation Plan (RTP) for the SCAG region.

Roadway Characteristics: The geometric characteristics of the freeway segment under study, including the number and width of lanes, lateral clearances at the roadside and median, free-flow speeds, grades and lane configurations.

RSA: (Regional Statistical Area) An aggregation of census tracts for the purpose of sub-regional demographic and transportation analysis within the Southern California Association of Governments (SCAG) area.

RTIP: (Regional Transportation Improvement Program) A list of proposed transportation projects submitted to the CTC by the regional transportation planning agency, as a request for state funding through the FCR and Urban and Commuter Rail

Programs. The individual projects are first proposed by local jurisdictions (CMAs in urbanized counties), then evaluated and prioritized by the RTPA for submission to the CTC. The RTIP has a seven-year planning horizon, and is updated every two years.

RTP: (Regional Transportation Plan) A comprehensive 20-year plan for the region, updated every two years by the regional transportation-planning agency. The RTP includes goals, objectives, and policies, and recommends specific transportation improvements.

RTPA: (Regional Transportation Planning Agency) The agency responsible for the preparation of RTPs and RTIPs and designated by the State Business Transportation and Housing Agency to allocate transit funds. RTPAs can be local transportation commissions, COGs, MPOs or statutorily created agencies. In the Los Angeles area, SCAG is the RTPA.

SC: (Santa Clarita Transit)

SCAB: (South Coast Air Basin) A geographic area defined by the San Jacinto Mountains to the east, the San Bernardino Mountains to the north, and the Pacific Ocean to the west and south. The entire SCAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

SCAG: (Southern California Association of Governments) The Metropolitan Planning Organization (MPO) for Ventura, Los Angeles, Orange, San Bernardino, Riverside and Imperial counties that is responsible for preparing the RTIP and the RTP. SCAG also prepared land use and transportation control measures in the 1994 Air Quality Management Plan (AQMP).

SCAQMD: (South Coast Air Quality Management District) The agency responsible for preparing the Air Quality Management Plan (AQMP) for the South Coast Air Basin.

SCRRA: (Southern California Regional Rail Authority) Operates Metrolink.

SHELL: (Subsystem of Highways for the movement of Extra Legal Loads)

SHOPP: (State Highway Operation and Protection Program) A four-year program limited to projects related to State highway safety and rehabilitation.

SJHTC: (San Joaquin Hills Transportation Corridor)

SM: (Santa Monica Transit)

Smart Shuttle: A multiple occupant passenger vehicle equipped with advanced technology for more effective vehicle and fleet planning, scheduling and operation, as well as offering passengers more information and fare payment options.

SR: (State Route)

SRTP: (Short-Range Transit Program) A five-year comprehensive plan required by the Federal Transit Administration for all transit operators receiving federal funds. The plans establish the operator's goals, policies, and objectives, analyze current and past performance, and describe short-term operational and capital improvement plans.

STAA: (Surface Transportation Assistance Act)

STIP: (State Transportation Improvement Program) A list of transportation projects, proposed in RTIPs and the PSTIP, which are approved for funding by the CTC.

STP: (Surface Transportation Program) Part of ISTEA, this is a funding program intended for use by the states and cities for congestion relief in urban areas.

STRAHNET: (Strategic Highway Corridor Network)

TASAS: (Traffic Accident Surveillance and Analysis System) A system that provides a detailed list and/or summary of accidents that have occurred on highways, ramps or intersections in the State Highway System. Accidents can be selected by location, highway characteristics, accident data codes or any combination of these.

TCM: (Transportation Control Measure) A measure intended to reduce pollutant emissions from motor vehicles. Examples of TCMs include programs to encourage ridesharing or public transit usage, city or county trip reduction ordinances, and the use of cleaner burning fuels in motor vehicles.

TCR: (Transportation Concept Report) Formerly Route Concept Report (RCR) this report analyzes a transportation corridor service area, establishes a twenty-year transportation planning concept and identifies modal transportation options and applications needed to achieve the twenty-year concepts.

TDM: (Transportation Demand Management) Demand based techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of peak hours.

TEA-21: (Transportation Equity Act for the 21st Century) Signed by President Clinton on June 9, 1998. TEA-21 builds on the initiatives established in the ISTEA Act of 1991. This new Act combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment as we provide transportation, and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

TIA: (Transportation Impact Analysis) An analysis procedure to assist local jurisdictions in assessing the impact of land use decisions on the Congestion Management Program (CMP) system for Los Angeles County.

TL: (Truck Lane)

TMC: (Transportation Management Center) A focal point that can monitor traffic and road conditions, as well as train and transit schedules, and airport and shipping advisories. From here, information about accidents, road closures and emergency notifications is relayed to travelers.

TOS: (Traffic Operation System) Computer based signal operation.

TOT/MVM: (Total Accidents Per Million Vehicle Miles)

TPMP: (Transit Performance Measurement Program) A state mandated program to evaluate transit operator system performance on the basis of operating statistics. The program monitors transit system performance of Los Angeles County operators that receive state and federal funds and analyzes the institutional relationships among operators to ensure coordination.

Traffic Conditions: Any characteristics of the traffic stream that may affect capacity or operations, including the percentage composition of the traffic stream by vehicle type and driver characteristics (such as the differences between weekday commuters and recreational drivers).

Transportation Management Association (TMA)/Organization (TMO): A private/non-profit association that has a financial dues structure joined together in a legal agreement for the purpose of achieving mobility and air quality goals and objectives within a designated area. There are fourteen operating TMA/TMO's in Los Angeles County.

TRO: (Trip Reduction Ordinances)

TSM: (Transportation System Management) That part of the urban transportation
Process undertaken to improve the efficiency of the existing transportation system. The intent is to make better use of the existing transportation system by using short-term, low capital transportation improvements that generally cost less and can be implemented more quickly than system development actions.

TT: (Torrance Transit)

TW: (Transitway)

UTPS: (Urban Transportation Planning System) A tool for multi-modal transportation planning developed by the Urban Mass Transportation Administration (now the Federal Transit Administration) and the Federal Highway Administration. It is used for both long and short-range Planning, particularly system analysis and covers both computerized and manual planning methods. UTPS consists of computer programs, attendant documentation, user guides and manuals that cover one or more of five analytical categories: highway network analysis, transit network analysis, demand estimation, data capture and manipulation, and sketch planning.

VCTC: (Ventura County Transportation Commission)

Vehicle Occupancy: The number of people aboard a vehicle at a given time; also known as auto or automobile occupancy when the reference is to automobile travel only.

Vehicle Trip: A one-way movement of a vehicle between two points.

V/C: (Volume/Capacity).

VMT: (Vehicle Miles Traveled) (1) On highways, a measurement of the total miles traveled in all vehicles in the area for a specified time period. It is calculated by the number of vehicles multiplied by the miles traveled in a given area or on a given highway during the time period. (2) In transit, the number of vehicle miles operated on a given route or line or network during a specified time period.

VSM: (Vehicle Service Miles) The total miles traveled by transit service vehicles while in revenue service.