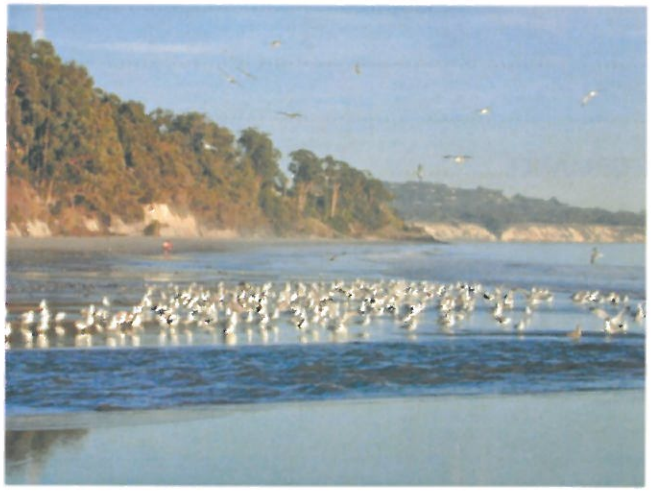
Transportation Concept Report

State Route 217

District 5

September 2015



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California Department of Transportation

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

Approvals:

Timothy M. Gubbins	9/9/15	**Aileen K. Loe**	9/1/15
District 5 Director	Date	*District 5 Deputy Director- Planning and local Assistance*	Date

TABLE OF CONTENTS

CHAPTER 1: EXECUTIVE SUMMARY

Caltrans mission is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Transportation Concept Reports (TCRs) play an active role in achieving this mission to serve the traveling public. The Transportation Concept Report (TCR) is primarily a technical document that: (1) identifies trends and deficiencies within a transportation corridor, and (2) provides a basis for considering future actions to preserve the integrity of the corridor over the long-term. This information is valuable to Caltrans and its partners as they consider needs and priorities for future investments.

The TCR is unique and complementary to the Regional Transportation Plan/Metropolitan Transportation Plan – Sustainable Communities Strategy (RTP-SCS or MTP-SCS) developed by Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs). These documents guide decision making in support of transportation facilities that sustain mobility into the future. Table 1.1 outlines the characteristics of these complementary efforts. The technical document focuses on one specific corridor and identifies projected future corridor deficiencies. By contrast, the RTP-SCS is a policy element that interprets the land use and transportation interrelationship, evaluates future growth scenarios, considers overall transportation needs, and applies regional priorities and funding constraints to establish an action plan for implementing specific improvements. Regional travel demand models from approved RTP/MTP-SCS efforts and Caltrans historic data provided the basis for the technical analysis presented in the TCR. These projections forecast future demand on State Route 217 in the 2040 horizon year.

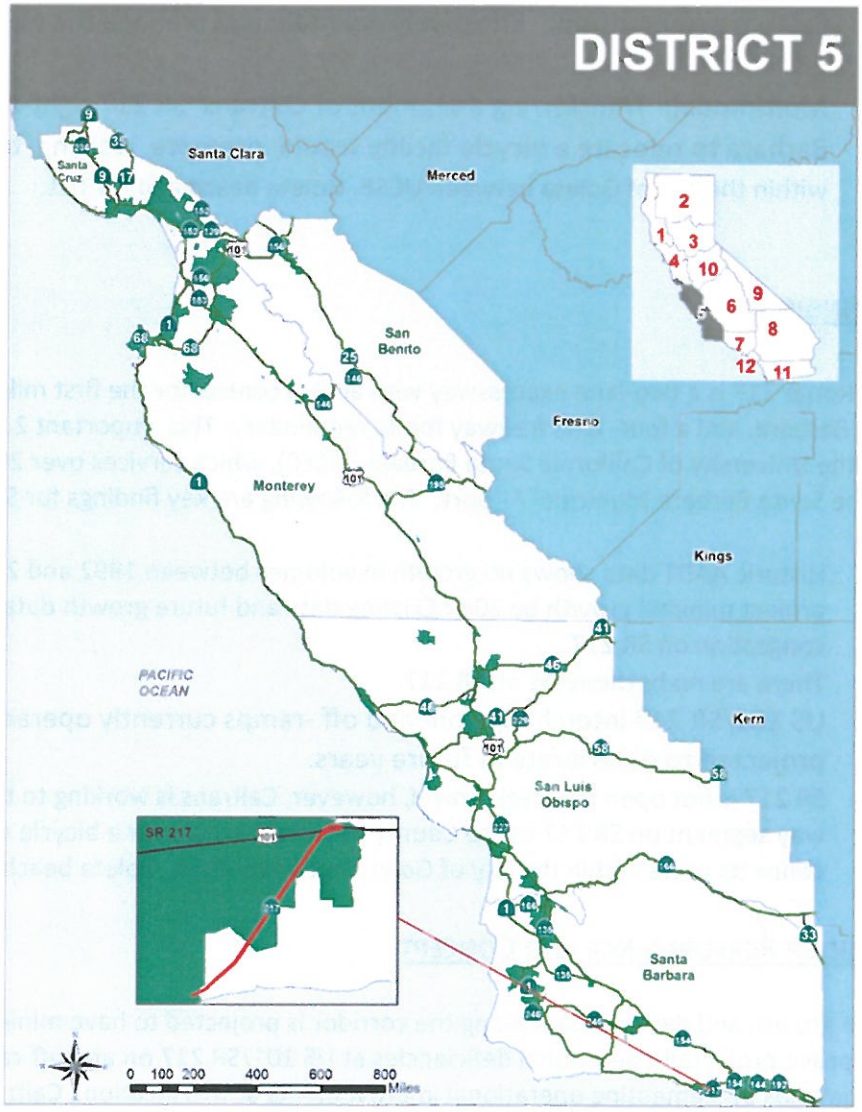

FIGURE 1:1 SR 217 VICINITY MAP

CORRIDOR VISION

Caltrans' vision is to provide an integrated transportation system that provides reliable and accessible mobility for all travelers. The following strategies apply to SR 217.

- **Intelligent Transportation System:** Reduce peak period travel times and delays for all modes through intelligent transportation system, operational strategies and demand management. Strategies such as ramp metering at US 101 /217 interchange could be a viable improvement to mitigate delays and congestion. Caltrans has recently awarded SBCAG a Ramp Metering Study grant on US 101 in Goleta. Currently, Caltrans' traffic data shows capacity deficiency on US 101/SR 217 interchange on- and off -ramps. Caltrans will partners with SBCAG, the City of Goleta and local agencies to find viable solutions at this location.

- **System preservation**: Effectively maintain and manage the existing SR 217 infrastructure.

- **Multimodal:** Transferring a segment of Caltrans' SR 217 right-away to the County of Santa Barbara to relocate a bicycle facility would promote walking, bicycling and a healthier lifestyle within the city of Goleta between UCSB, Goleta beach and US 101.

KEY FINDINGS -

State Route 217 is a two-lane expressway with access control for the first mile near the University of California Santa Barbara, and a four- lane freeway for its remainder. This important 2.5 miles route connects US 101 with the University of California Santa Barbara (UCSB), which services over 20,000 higher- education students and the Santa Barbara Municipal Airport. The following are key findings for SR 217:

- Historic AADT data shows no growth in volumes between 1992 and 2012. Regional model forecasts project minimal growth by 2040.Existing data and future growth data predict a continued low congestion on SR 217.
- There are no bottlenecks on SR 217.
- US 101/SR 217 interchange on- and off -ramps currently operate with deficiencies, and are projected to deteriorate in future years.
- SR 217 is not open to bicycle travel, however, Caltrans is working to transfer a 40-foot wide of right-of-way segment on SR 217 to the County of Santa Barbara for a bicycle and pedestrian path, which connects users within the city of Goleta between UCSB, Goleta beach and US 101.

CORRIDOR PERFORMANCE AND CONCEPT

Future growth and development along the corridor is projected to have minimal operational impacts on SR 217. To improve projected operational deficiencies at US 101/SR 217 on and off-ramps interchange, this TCR recommends implementing operational improvements at this location. Caltrans recently awarded Santa Barbara County Association of Governments (SBCAG) a Sustainable Transportation Planning grant to conduct a ramp metering study along US 101 in the city of Goleta. The analysis will address deficiencies at the US 101/SR 217 interchange and recommend operational improvements. In addition, the transfer of Caltrans' 40- foot- wide right-of-way segment between post miles 0.53 and 0.78 along SR 217 near Goleta beach to the County of Santa

Barbara for a bicycle and pedestrian path will provide an alternative travel mode for students, visitors and local residents. Currently, the county of Santa Barbara is awaiting approval from the California Coastal Commission on this transfer.

Corridor Concept
SR 217 Route Concept
• 2-4 Lane access controlled expressway or freeway
Multimodal/ Operational improvements
• US 101/SR 217 interchange ramp improvements
• Partnership with MPO and RTPA to support the improvement of multimodal travel options
Maintenance and Preservation
• Pavement maintenance and preservation program

TABLE 1.1: CORRIDOR CONCEPT

STAKEHOLDER PARTICIPATION

Stakeholder participation includes both internal and external outreach efforts, and is essential for developing a Transportation Concept Report (TCR). Local agencies and SBCAG, the MPO for Santa Barbara County, are given opportunities to provide comments and feedbacks. Concurrently Caltrans' Internal staff and management reviews occur regularly throughout this document's development. Coordination with our partner agencies include:

STAKEHOLDER PARTICIPATION	
• SBCAG Technical Advisory Committee meetings	• District 5 circulates the preliminary traffic and planning data sheets and received initial feedback on the TCR development.
• SBCAG, City of Goleta , County of Santa Barbara	• District 5 circulates Draft TCR to the stakeholder agencies to request input into the TCR and its findings.

TABLE 1.2: STAKEHOLDER PARTICIPATION

CHAPTER 2: CORRIDOR OVERVIEW

ROUTE DESCRIPTION & PURPOSE:

State Route 217 is a two-lane access control expressway for the first mile and a four- lane freeway for its reminder. It is classified as a rural principal Arterial and is located in the city of Goleta in Santa Barbara County. It is about 2.5 miles in length and connects University of California Santa Barbara (UCSB) which has over 20,000 students and the Santa Barbara Municipal Airport, the largest airport in Santa Barbara County with US 101. The route serves both commuters and local residents. It serves as a north-south freeway to Goleta, Santa Barbara Municipal Airport, Goleta Beach and UCSB. UCSB and Santa Barbara Municipal Airport are two major trip generators for this segment. In addition, UCSB is the region's largest employer in Santa Barbara County with over 10,000 employees which makes SR 217 a critical route for residents, travelers, students, employees and faculty who utilize this route on daily base. Although traffic volume is low on SR 217, travelers entering or existing from SR 217 to US 101 experience heavy traffic congestion.

ROUTE SEGMENTATION

SR 217 is sectioned into one segment. In general, segments are based on district and county boundaries, route classification and route designation.

Segment	Segment Description	Existing Facility
1	From UCSB Entrance to US 101	2-4 lane rural Principal Arterial

TABLE 2.1: ROUTE SEGMENTATION

FIGURE 2.1: SEGMENT 1 MAP

Route Designations

Segment #	1
Freeway & Expressway	Yes
National Highway System	Intermodal Connector
Strategic Highway Network	No
Scenic Highway	No
Interregional Road System	No
Federal Functional Classification	Principle Arterial
Goods Movement Route	No
Truck Designation	Terminal Access
Rural/Urban/Urbanized	Rural
Metropolitan Planning Organization	SBCAG
Congestion Management Agency	SBCAG
County Transportation Commission	N/A
Local Agency	Santa Barbara County / SBCAG
Tribes	N/A
Air District	SBCAPCD

TABLE 2.2: ROUTE DESIGNATIONS

COMMUNITY CHARACTERISTICS

According to the 2013 U.S census data, Santa Barbara county has a population of 435,697 and the city of Goleta 30,525. The Santa Barbara County economy consists of agriculture and agriculturally related business, oil development, tourism, military activity, education and service. Agriculture and agriculturally related business remains the regions primary economic engines. In addition, Vandenberg Air Force Base is a major driver of Santa Barbara's economy supporting a thriving aerospace and high-technology sector. Agricultural activity and oil development has long been major source of industry especially in the North county regions which includes Cuyama Valley, Lompoc Valley, Santa Maria Valley and Santa Ynez Valley. For the last several decades, job growth in the commercial and industrial sectors has been continuously increasing in the South Coast which includes cites of Carpinteria, Santa Barbara, Goleta, the unincorporated communities of Summerland, Montecito, and Isla Vista. However, lack of available and affordable housing in the south coast has forced workers to commute from as far as Ventura County. The job and housing imbalance between the South Coast and North County as well as between the South Coast and Ventura County has led to an increase in transportation demand on

many of the state highways and has intensified commute pressures, increased traffic congestions and vehicle miles traveled.

LAND USE

SR 217 is surrounded by open space, industrial, agriculture, residential and commercial land use. The proximity to UCSB, Goleta Beach and to the Santa Barbara airport makes this area a vibrant and bustling community as well as a tourist destination. The open space in this area serves as a recreational facility for residents and students.

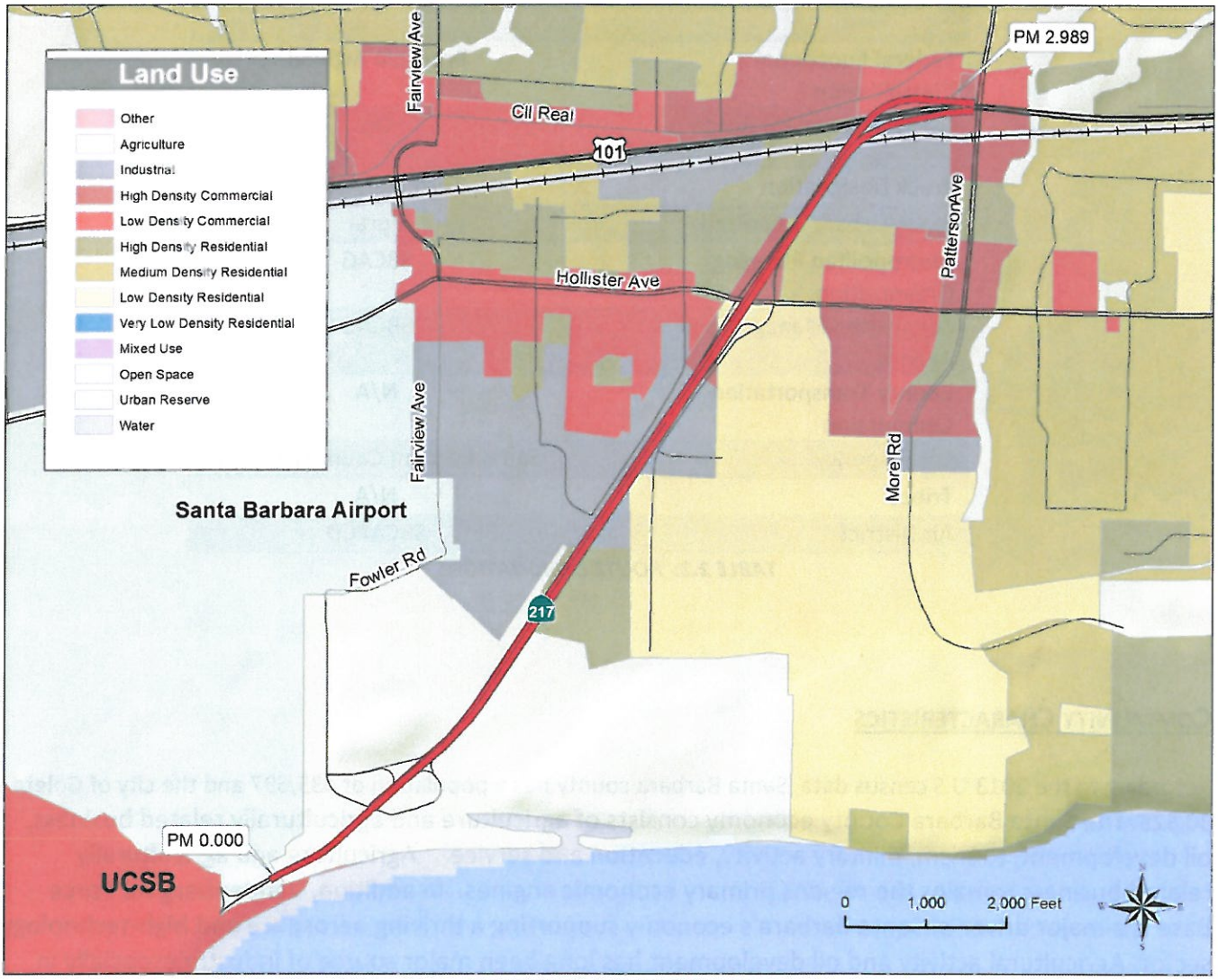

FIGURE 2.3: LAND USE MAP

ENVIRONMENTAL CONSIDERATIONS

The watersheds adjacent to SR 217 are critical habitat for Southern California Steelhead. Atascadero, San Pedro and San Jose Creeks flow parallel to SR 217. Steelhead trout thrives in both freshwater and ocean environments. Due to significant reduction in populations in Southern California, Steelhead trout have been federally designated as an endangered species by the National Marine Fisheries Service (NMFS). In addition to critical habitat features adjacent to SR 217, this route is in the California Coastal Zone which is subject to the Santa Barbara County Coastal Land Use Plan.

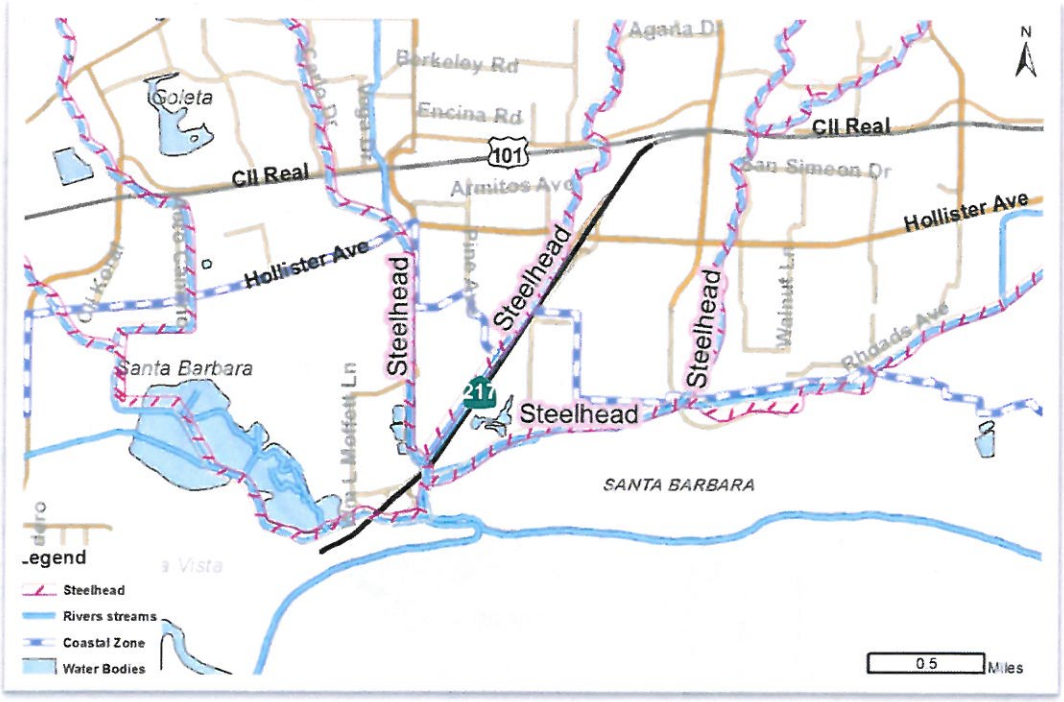

FIGURE 2.4: CRITICAL HABITAT

FREIGHT

Santa Barbara County has an estimated Gross Regional Product (GRP) of $17.7 billion. Key industries that depend on goods movement and freight industry in the region are agriculture, manufacturing, truck transportation and warehousing. The top three agricultural products in Santa Barbara County are: berries, broccoli and wine grapes (*Source Agricultural Production Report of Santa Barbara 2011).*

Most of the agricultural manufacturing facilities and crop productions areas are clustered near downtown Santa Maria (northern Santa Barbara County). Manufacturing facilities store fresh farm goods, process and pack food products, and subsequently transport these to the consumer. The freight industry is responsible for moving goods from farm, to market. In the central coast, trucks deliver over of 80% goods; the remainder of goods transported include 14% via pipeline, 4% via rail and less than 1% by Air and Marine.

The key components to the success of both small and large scale agriculture operations in the county are connectivity to the state highway system and railroads and conditions of both local and major roads. One of the major freight issues in Santa Barbara is traffic congestion along US 101 between Carpinteria and Goleta. State Route 217 has about 2-3% of truck usage or volume. Unlike US 101 which carries most of the truck volume, SR 217 has low truck volume due to land use and geographic proximity to agricultural production area, however, there are some manufacturing, trucking companies, agricultural production area adjacent to SR 217 that account for a small percentage of truck traffic along this route.

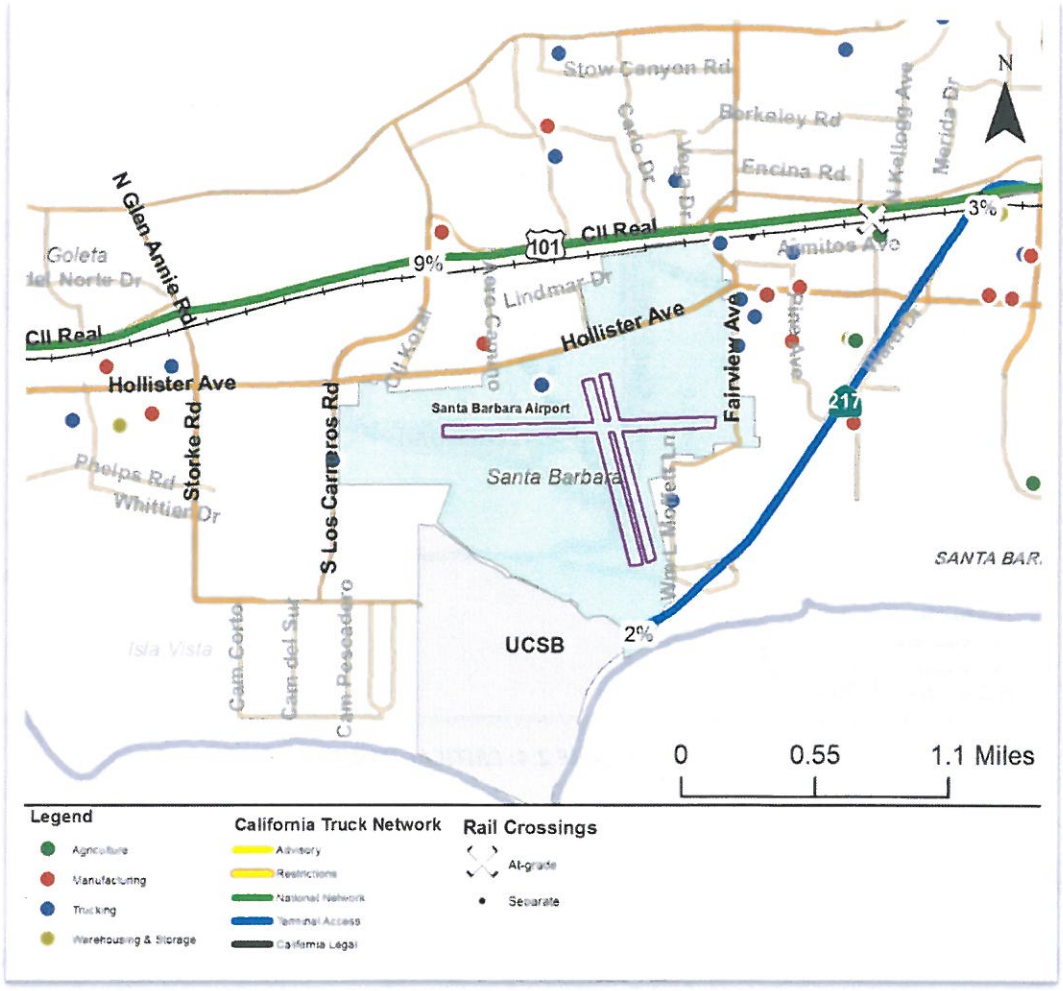

FIGURE 2.5: TRUCK NETWORK MAP

TRANSIT FACILITY

In Santa Barbara County, there are fifteen transit providers. The transit system covers urban and rural area and provides local, regional and interregional transit services. Santa Barbara Metropolitan Transit District (MTD) is the largest transit provider accommodating approximately 81% of transit riders in this

county. It provides fixed route service seven days a week encompassing the communities of Santa Barbara, Goleta, Carpinteria, Montecito, Summerland and Isla Vista, and serves nearly 800 bus stops.

Both MTD and Coastal Express Limited transit service utilize SR 217. The following transit line uses SR 217: 6, 15X, 12X and 24X. These routes serve Goleta's residents, UCSB and Santa Barbara City College.

Transit provider	Location	Line
MTD	Goleta- Transit Service- La Cumbre- Downtown Goleta- Camino Real Marketplace	6 / 11
MTD	Goleta Express- Transit Center- Downtown Goleta- Camino Real Market place	12X
MTD	SBCC/ UCSB Express- Mesa- Carrillo Hill- Isla Vista- UCSB- Santa Barbara City College	15x
MTD	UCSB Express- UCSB- Isla Vista- Santa Catalina- Camino Real Marketplace	24X
Coastal Express limited	Goleta- Ventura County – Goleta Hollister & Palo Alto	88/89

TABLE 2.3: TRANSIT PROVIDERS

BICYCLE FACILITY

SR 217 has no bicycle access on the highway, however, there are Class I and Class II bikeways that serve as alternative bicycle and pedestrian paths to SR 217. These facilities connect users within the City of Goleta between US 101 and UCSB. Caltrans currently has a programed project to replace an existing bridge on SR 217 over San Jose Creek. This project would replace the bridge with a wider structure to provide

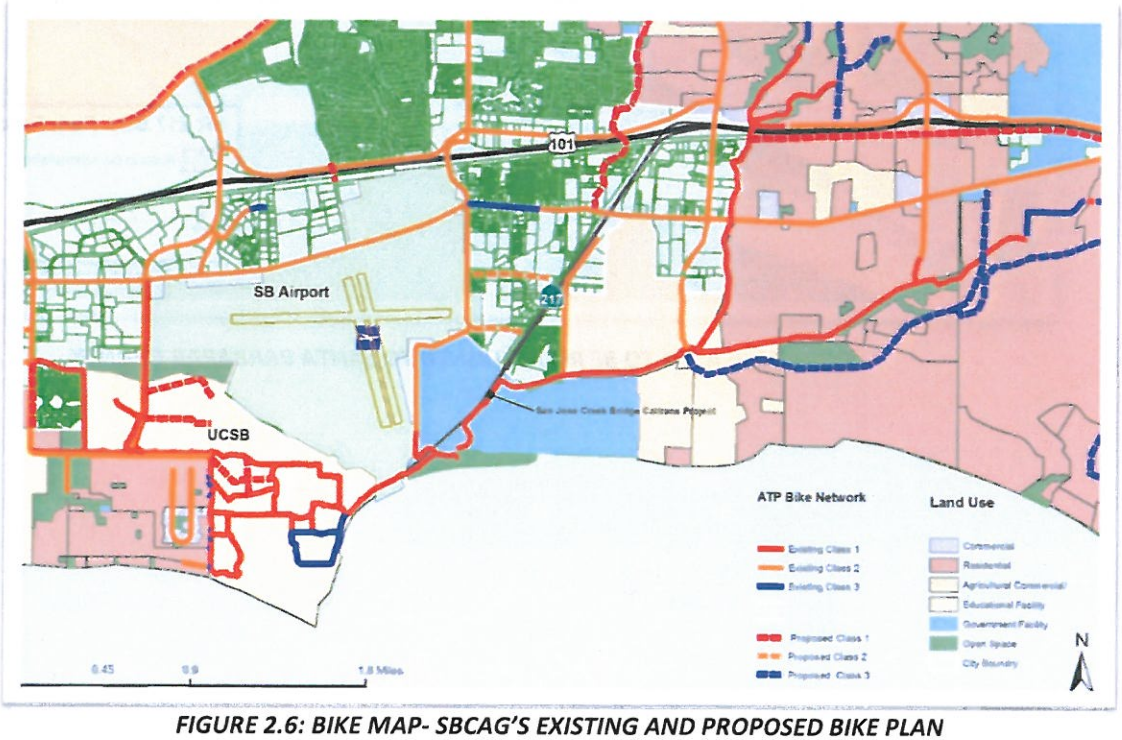

FIGURE 2.6: BIKE MAP- SBCAG'S EXISTING AND PROPOSED BIKE PLAN

standard lane and shoulder widths and a bicycle and pedestrian path in the northbound direction of the freeway.

In addition, Caltrans is coordinating with Santa Barbara County to transfer a 40-ft long section of right-of-way to the County to accommodate the relocation of the exiting bike trail between post miles 0.53 and 0.78. The county is relocating the bike trail closer to the freeway and further inland away from the slopes that will be subject to coastal erosion. Currently, the county of Santa Barbara is awaiting approval from the California Coastal Commission on this transfer.

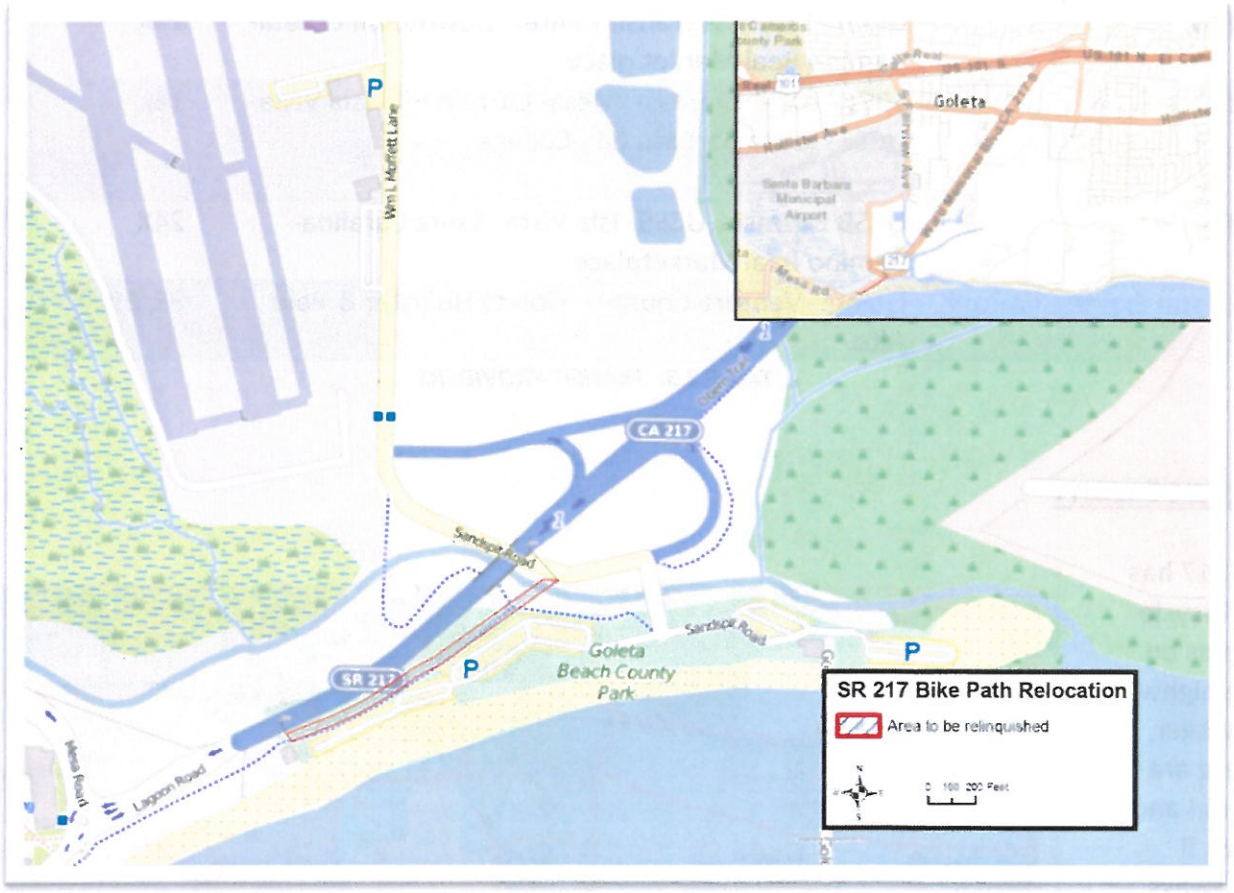

FIGURE 2.7: AREA TO BE RELINQUISHED TO SANTA BARBARAB COUNTY

CHAPTER 3 CORRIDOR PERFORMANCE

Performance of the SR 217 corridor is analyzed in one segment. The following are evaluated:

- **System Characteristics** identifies the general characteristics of the route (more detailed information about system characteristics can be found in Appendix A).

- **System Operation** is evaluated through regional traffic models and Caltrans historic data. For all segments, the base year Annual Average Daily Traffic is based on Caltrans historical data. Horizon year AADT projections were based on regional traffic model data.

- **Peak Hour** analysis evaluated congestion during the PM Peak period as congestion is typically higher than during the AM Peak period. With commute traffic, when one direction is heavy in the morning commute, the opposite direction is typically heavy during the afternoon commute.

Additional information about the technical methodology and performance measure can be found in Appendix A5.

SEGMENT 1: SANTA BARBARA COUNTY
UCSB ENTRANCE TO US-101
(SB PM 0.464-2.232)

System Characteristics

SR 217 connects UCSB and the Santa Barbara Municipal Airport with US 101. This route serves mostly university students, university personnel and airport travelers. It traverses a mostly rural environment. Trucks make up 2.0% - 3.0% of total traffic along the route.

System Operations

2012 Annual Average Daily Traffic (AADT) segment volume ranges from 12,000 to 21,900 vehicles per day (Table 3.1). Historic AADT data indicates no growth in volumes between 1992 and 2012 (*Figure 3.1*). According to the SBCAG regional model (corrected with counts), the segment volume ranges from 12,800 to 22,700 vehicles per day by 2040. Volumes increase as one travels north from UCSB along the route as it connects to US 101.

PM Peak Hour Data

In the base year and horizon year, congestion is low along the entire route, demand reaches 50% of capacity in 2040 (Appendix A2).

Ramps

US 101/SR 217 interchange on- and off -ramps are operating deficiently and projected to deteriorate further by 2040.

Bottlenecks

In both the base year and horizon year, there are no bottlenecks.

Pavement Condition

As of 2013, the pavement condition is rated fair.

TABLE 3.1: SEGMENT 1-DAILY SYSTEM OPERATIONS

AADT Base Year 2012	12,000 to 21,900
AADT Horizon Year 2040	12,800 to 22,700
AADT: Growth Rate (Vehicles/Year)	20 to 30
VMT Base Year 2012	39,300
VMT Horizon Year 2040	40,900

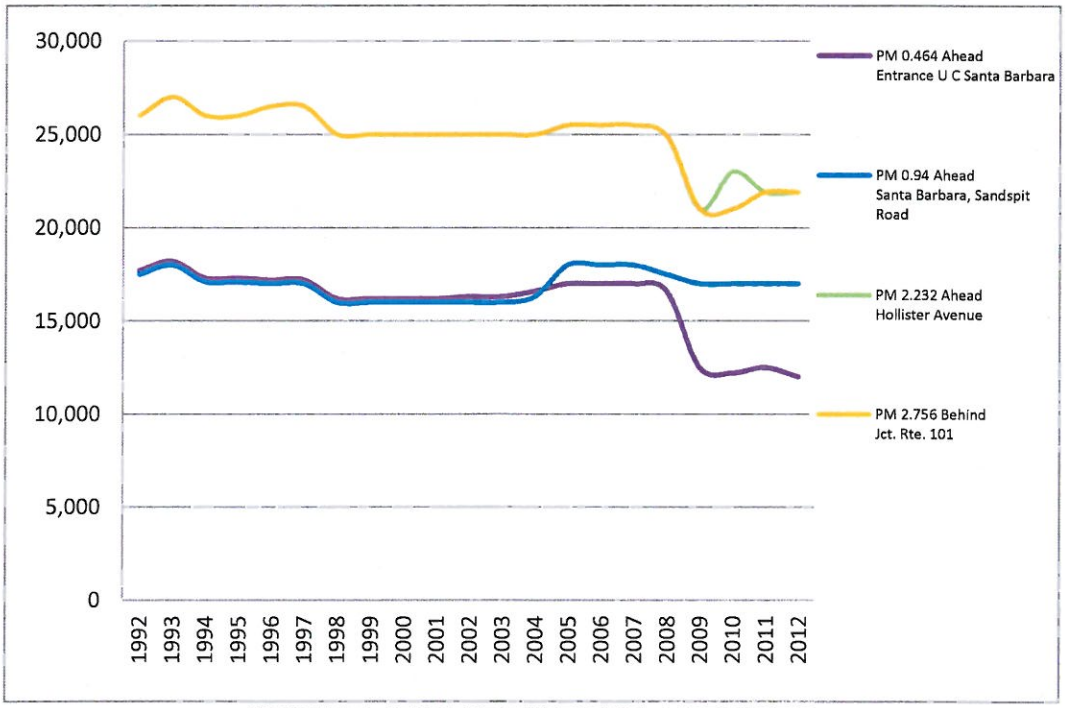

FIGURE 3.1: SEGMENT 1-HISTORICAL AADT BY YEAR

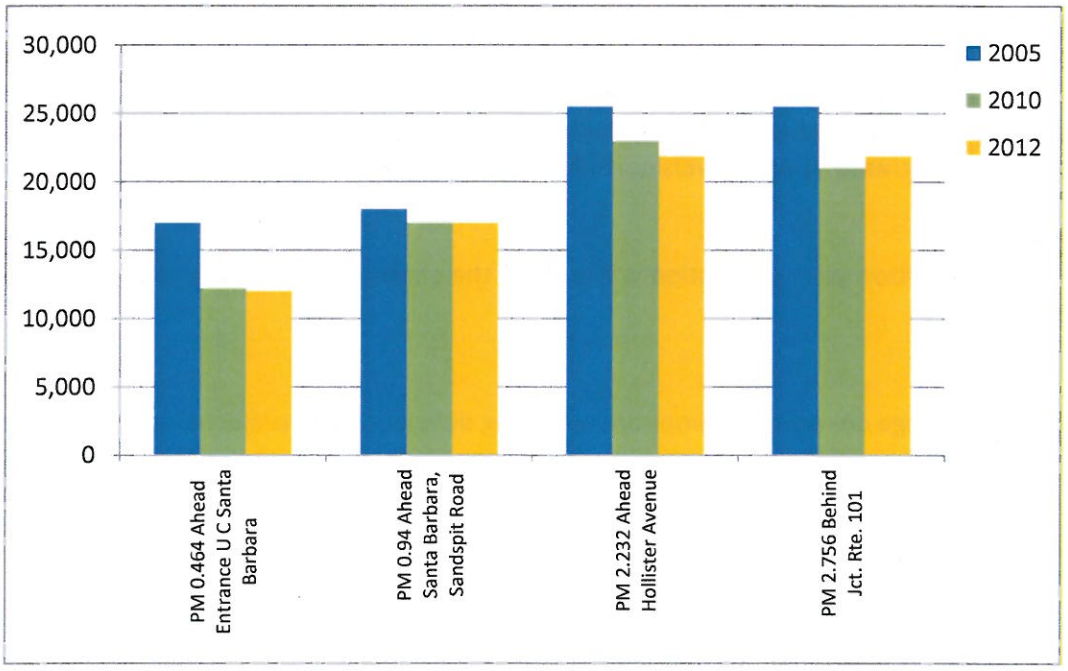

FIGURE 3.2: SEGMENT 1-HISTORICAL AADT BY LOCATION

Table 3.2: Segment 1-Peak Hour Traffic Data

	Northbound	Southbound
Segment Length (Miles)	2.5	
PM Peak Hour	5:00 - 6:00 PM	
PM Peak Hour Directional Split Base Year 2012	51.2% to 61.9%	38.1% to 48.8%
PM Peak Hour Directional Split Horizon Year 2040	51.8% to 60.8%	39.2% to 48.2%
PM Peak Hour Volume Base Year 2012	1,500 to 3,100	
	800 to 1,900	700 to 1,200
PM Peak Hour Volume Horizon Year 2040	1,500 to 2,800	
	800 to 1,700	700 to 1,100
PM Peak Hour Growth Rate (vehicles/year)	-9 to -1	
PM Peak Hour VMT Base Year 2012	3,200	2,100
PM Peak Hour VMT Horizon Year 2040	2,900	2,000
PM Peak Hour Model VHT Base Year 2012	50	40
PM Peak Hour Model VHT Horizon Year 2040	50	40
PM Peak Hour V/C Base Year 2012	0.375 to 0.501	0.231 to 0.515
PM Peak Hour V/C Horizon Year 2040	0.334 to 0.455	0.220 to 0.500
PM Model Speed (mph) Base Year 2012	37.0 to 65.0 mph	29.3 to 65.0 mph
PM Model Speed (mph) Horizon Year 2040	37.3 to 65.0 mph	30.2 to 65.0 mph

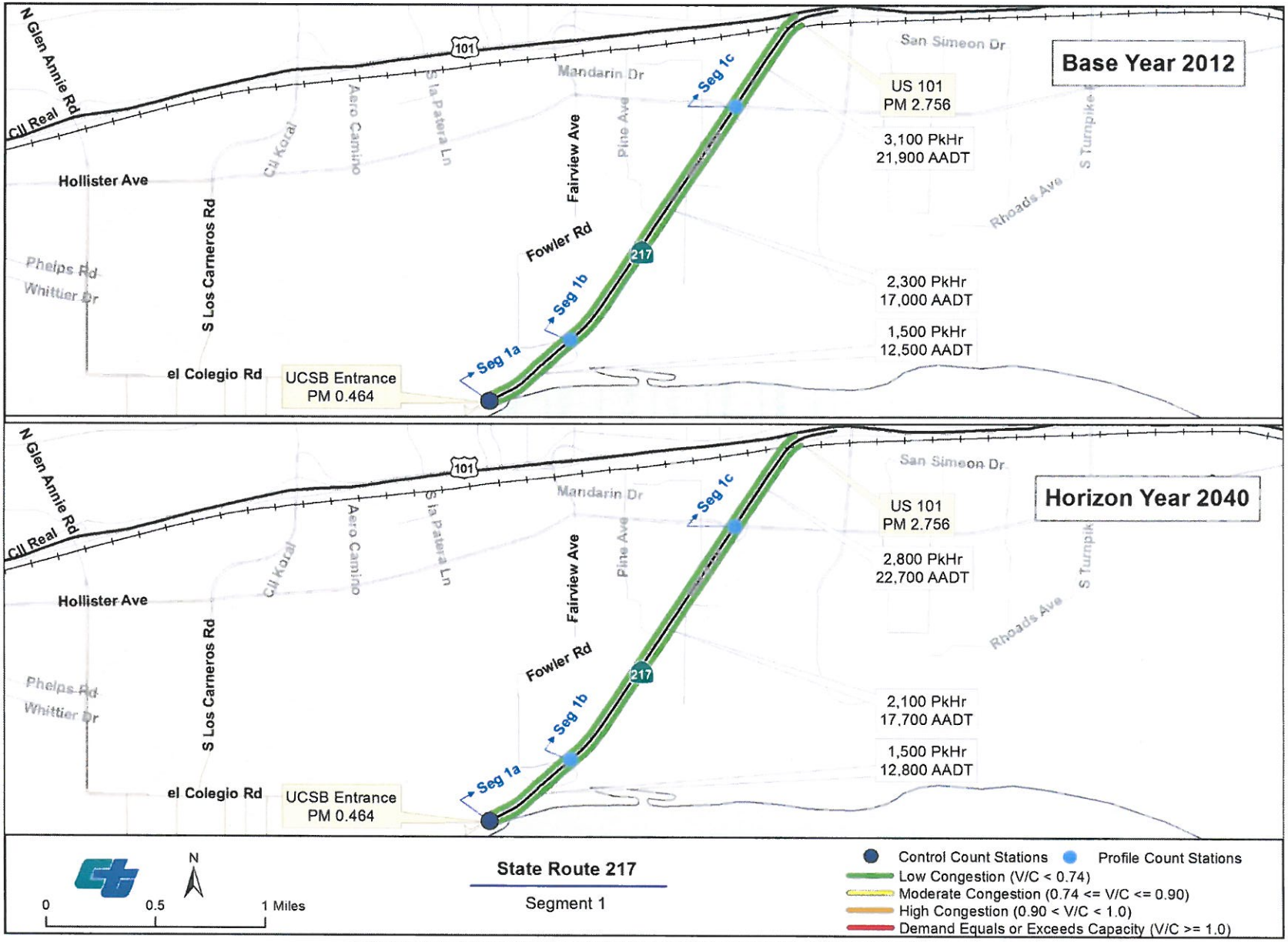

FIGURE 3.3: SEGMENT 1-BASE YEAR/ HORIZON YEAR CONGESTION

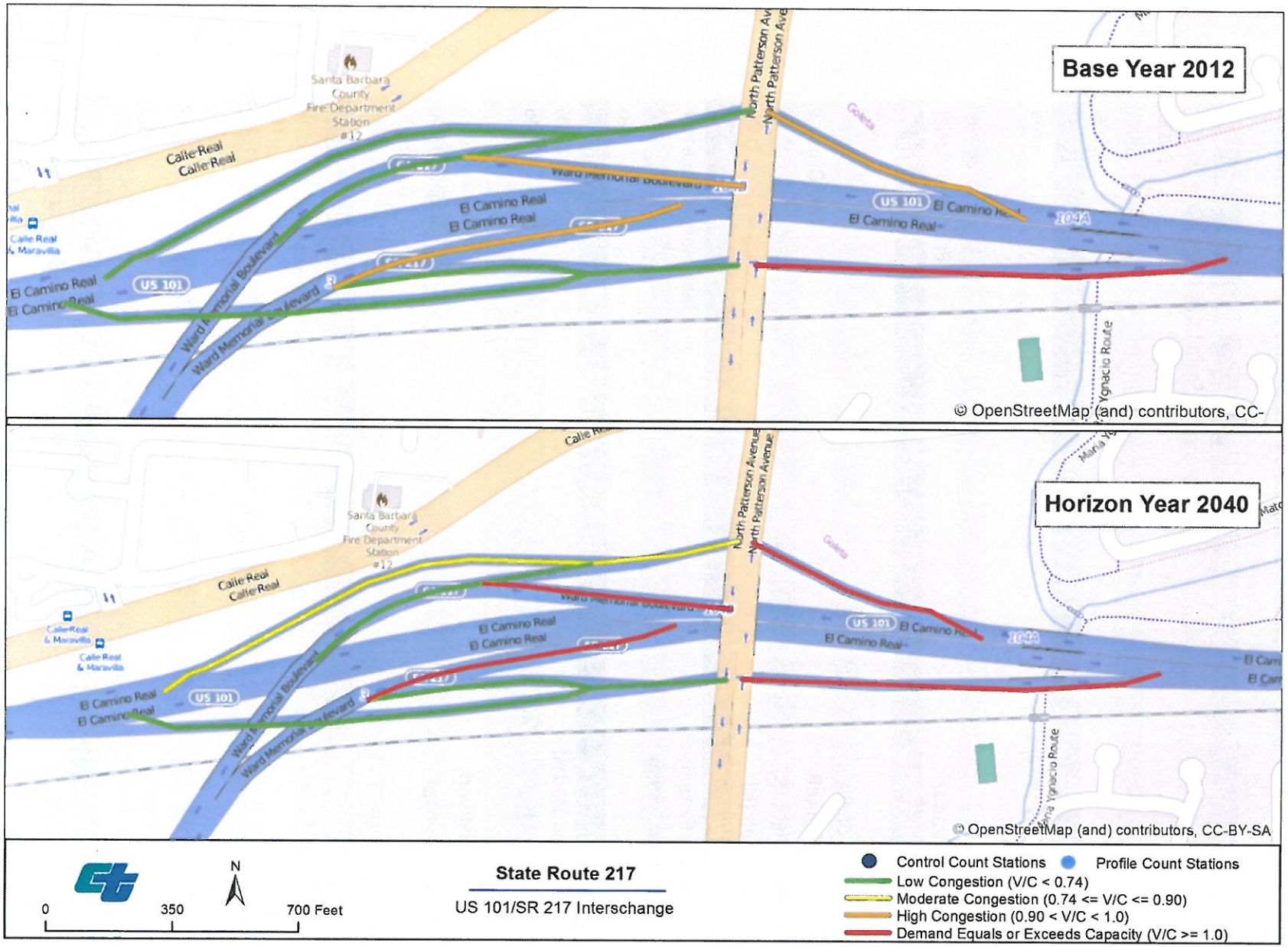

FIGURE 3.4 US 101/ SR 217 INTERCHANGE

Segment Characteristics

Category	Segments→
Feature	**1**
Location Description	
Segment Description	From UCSB Entrance to US 101
Begin PM	0.000
End PM	2.989
Length (miles)	2.506
Highway Type	
Freeway/Expressway System Designation	Yes
Facility Type	Freeway
Functional Classification	Principle Arterial
Highway Characteristics	
Number of Lanes	2-4
Pavement Condition Right	Minor
Pavement Condition Left	No Distress
Shoulder Width Right (ft)	0-8+
Shoulder Width Left (ft)	0-8+
Highway Designations	
National Highway System	Intermodal Connector
Interregional Road System	No
Scenic Highway	No
Freight	
Percent Trucks (ex: 1%-2%)	2%-3%
District Key Freight Highway Facility	No
California Truck Network	Terminal Access
Annual Freight Tonnage	0 - 5,000,000
Freight VMT	0 - 10,000
Reported Freight Issues	N/A
Intelligent Transportation Systems	
Number of Traffic Signals	0
Call Boxes	Yes
Changeable Message Signs	No
Closed Circuit TV	No
Vehicle Detection	Yes
Weigh-In-Motion Station	No
Ramp Meter	No
Modal	
Airports Served	Santa Barbara Municipal
Bicycle Access	Closed
AMTRAK Bus Stations	N/A

AMTRAK Rail Stations	N/A
AMTRAK Thruway Bus	No
Parallel/Nearby AMTRAK	Coast Starlight; Pacific Surfliner
Rail/SHS Crossings	Yes - Grade separated
Rail Crossing Description	UP
Environmental	
Air Pollution Control District	Santa Barbara County APCD
Surrounding Vegetation	Urban-Agriculture
Coastal Zone	Yes
Water Crossing Description	Atascadero Creek; San Pedro Creek; San Jose Creek (parallel)
Flood Zone	100 Year Flood Plain
Critical Habitat	Steelhead
Cultural & Scenic	
Historic Bridges	No
Lighthouses	No
Vista Points	No
Parks	Goleta Beach Park
Federal Lands	California Coastal Natl Monument
Landmarks	UC Santa Barbara
Location Description	
Urban/Rural	Rural/Urban
Local Planning Jurisdiction	SBCAG
County	Santa Barbara
City	City of Goleta
Map Legend Orientation	Profile

Table 3.3: Segment Characteristics

CHAPTER 4: CORRIDOR CONCEPT

Future growth and development is projected to have minimal operational impacts on SR 217. The following is the corridor concept for SR 217.

Segment	Route Concept
1	Maintain existing facility configuration as a two-lane access controlled expressway and four-lane freeway.

SBCAG will be conducting a Ramp Metering Study along US 101 in Goleta. This document identifies congestion at the US 101/ SR 217 interchange ramps. The on- and off ramps are approaching capacity and are projected to deteriorate even further by 2040. Following the results of the Ramp Metering Study, SBCAG, Caltrans and the city of Goleta will recommend viable improvements at this location.

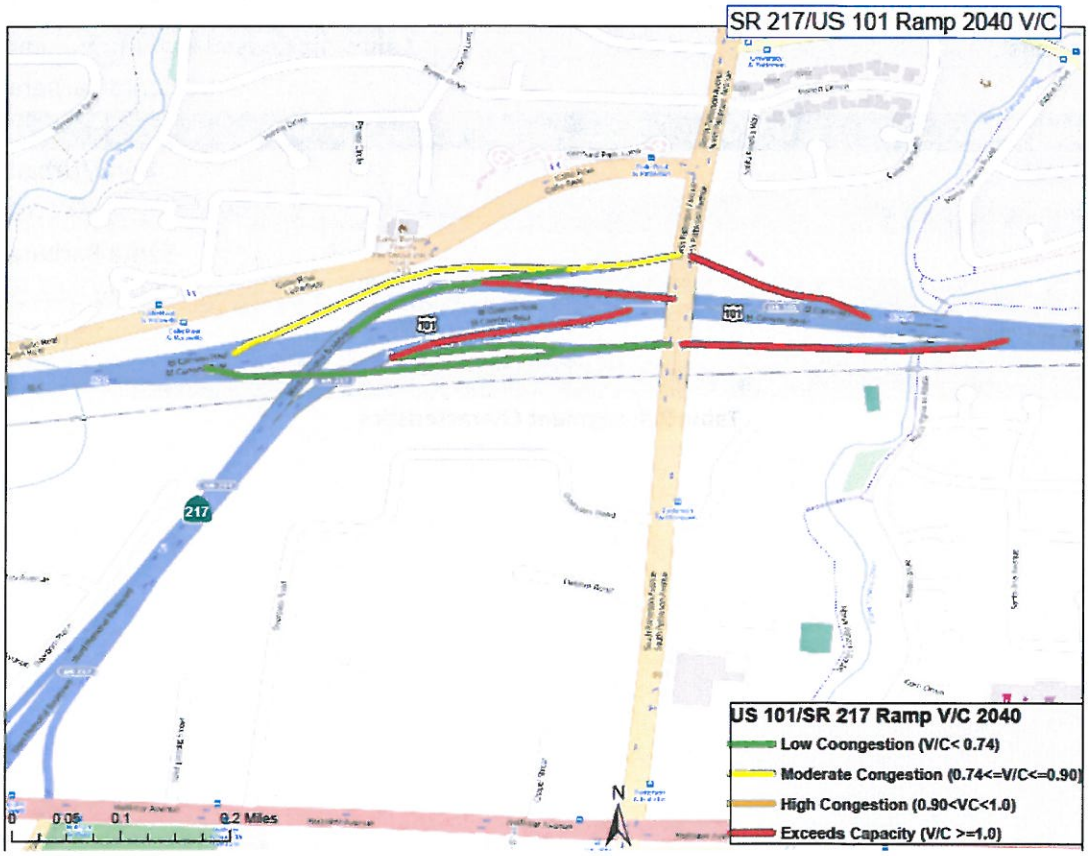

FIGURE 4.1: US 101/217 RAMPS

Corridor Performance Key Findings:

- Base Year (2012) Conditions: Congestion is low throughout the corridor in both directions.
- Horizon Year (2040) Conditions: Congestion remains low in both directions.
- Ramp improvements recommended at the US 101/SR 217 interchange to reduce projected congestion.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

Segment	Description	Planned or Programmed	Location	Source	Purpose	Implementation Phase
1	SR 217 AT US 101 Ramp Meter	Planned Strategies	SR 217/ US 101.	Caltrans 2013 Ramp Metering Development Plan	System Management	

TABLE 4.1 PLANNED STRATEGIES

RESOURCES

LIST OF PREPARERS

Larry Newland- Senior Transportation planner
Twenty-one years of experience in preparing system planning documents and environmental documents for CEQA/NEPA. Lead supervisor responsible for supervision and oversight of the TCR.

Brandy Rider - Branch Chief -Senior Transportation planner
Fifteen years of experience in preparing system planning documents and environmental documents for CEQA/NEPA. Lead supervisor responsible for supervision and oversight of the TCR.

Claudia Espino – PE Senior Transportation Engineer
Seventeen years of experience in Project Development in addition to nine years in Advanced Planning and Technical Support. Responsibilities include overseeing the technical input of this TCR.

Hana Mengsteab- Associate Transportation Planner
Three years of experience working in Caltrans system and regional planning. Responsible for overall preparation and development of the TCR.

Jeff Berkman - Transportation Modeler
Ten years of experience in transportation demand modeling. Lead Travel Forecaster responsible for corridor performance modeling and data analysis in the report.

Joe Londono- GIS Research Analyst
Responsible for organization and communication of technical data presented in the TCR.

SOURCES

[1] http://onramp.dot.ca.gov/tsi/ohsip/seqlisting.php
[2] http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=00001-01000&file=250-257
[3] http://www.dot.ca.gov/hq/tsip/hseb/highway_systems/NHS_statehighways.pdf
[4] http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm
[5] http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=00001-01000&file=163-164.56
[6] http://www.dot.ca.gov/hq/tpp/corridor-mobility/documents/library/Caltrans_High_Emphasis_Routes_HER.doc
[7] http://www.dot.ca.gov/hq/tpp/corridor-mobility/documents/library/List_of_Focus_Routes.doc
[8] http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/
[9] http://www.dot.ca.gov/hq/traffops/trucks/truckmap/truck-route-list.xlsx
[10] http://www.dot.ca.gov/hq/traffops/trucks/truckmap/
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APPENDICES

THE FOLLOWING APPENDICES CAN BE ACCESSED AT:
http://www.dot.ca.gov/dist05/planning/system_planning.htm#TCRs.

- APPENDIX A: STATE ROUTE 227 DATA SHEET
- APPENDIX B: ABOUT THE TCR