

STAFF REPORT



MEETING DATE:	5/8/13
SUBJECT:	Presentation Regarding Caltrans Draft State Route 273 Transportation Concept Report
AGENDA ITEM:	8
STAFF CONTACT:	Dan Little

STAFF RECOMMENDATION:

It is recommended that the board of directors receive a presentation from Steve Pendergast, Associate Transportation Planner from Caltrans, regarding the Draft State Route 273 Transportation Concept Report (TCR).

DISCUSSION:

A TCR is a long-term plan for California's State Highway System. The State Route 273 TCR has been prepared by Caltrans in consultation with SRTA, the cities, county, tribal governments, private businesses and the general public. A summary of the plan is attached. The entire plan can be viewed on the Caltrans website at <http://www.dot.ca.gov/dist2/planning/conceptrpts.htm>.

A final report will be provided to the board of directors for acceptance at the June meeting.

A handwritten signature in blue ink, appearing to read "Dan Little", is written over a horizontal line.

Daniel S. Little, AICP, Executive Director

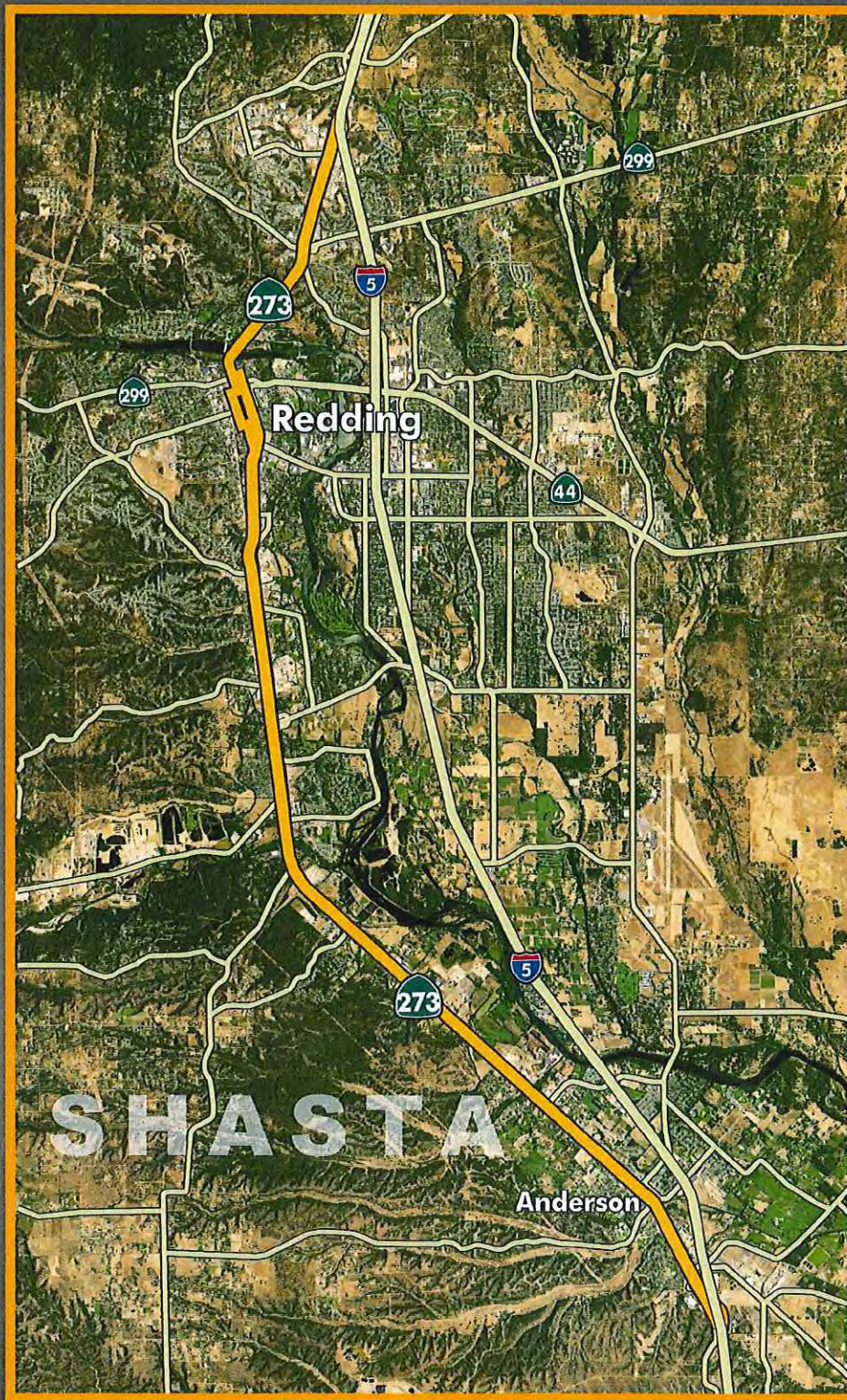
Attachments: Executive Summary of State Route 273 Transportation Concept Report
Purpose of a Transportation Concept Report

Executive Summary

SR 273 is a portion of former US 99 which served as the linkage between Mexico and Canada on the west coast prior to completion of Interstate 5 (I-5). With I-5 providing for interregional travel and long distance freight movement, SR 273 has come to serve primarily local travel within Shasta County and the cities of Anderson and Redding (**Exhibit ES-1**).

Given the limited role SR 273 has in providing for interregional travel and the existence of many constraints to management and expansion (such as proximity of the railroad and frontage roads), District 2 has established a Concept Level of Service (LOS) of D for SR 273. All twelve of the segments identified for SR 273 (**Exhibit ES-2**) currently operate at LOS C or better. Only two of the segments (5 and 9A) are forecast to fall below LOS D by 2030. Given this and the other information contained in this report, District 2 and its partner agencies have established the following strategies/actions to pursue through 2030:

- Expand to six lanes between Canyon Road and South Bonnyview Road.
- Utilize operational strategies including lane channelization, installation of traffic control devices, traffic signal coordination and travel demand management.
- Deploy Intelligent Transportation Systems (ITS) elements including closed circuit television and changeable message signs.
- Cooperate with local transit service providers to meet community needs.
- Coordinate with local agencies as they develop local pedestrian plans and in implementation of pedestrian improvements such as sidewalks and curb ramps.
- Develop a Class II bike facility along the route in cooperation with local agencies and developers.
- Preserve existing operating right of way and access control while disposing of parcels that were acquired for frontage roads but never utilized.



SR 273 TRANSPORTATION CONCEPT REPORT



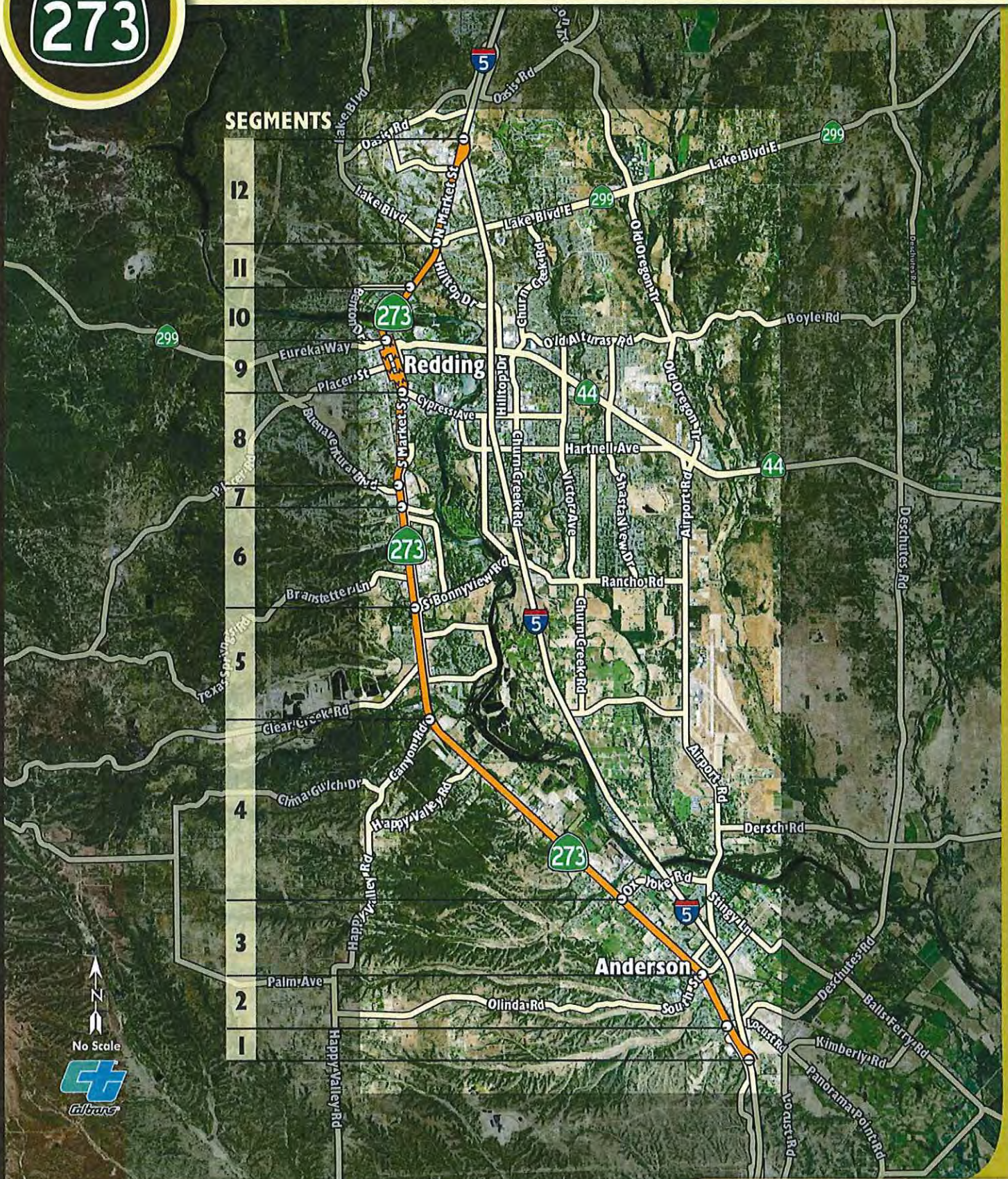
STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION • OFFICE OF SYSTEM PLANNING



CALIFORNIA STATE ROUTE 273

SEGMENTS

- 12
- 11
- 10
- 9
- 8
- 7
- 6
- 5
- 4
- 3
- 2
- 1



Purpose of a Transportation Concept Report (TCR)

A TCR is the first step in planning for the future of a route. By defining the route's needs, the TCR will help focus planning efforts on the most significant problems and acts as a catalyst for discussion about how best to invest on the route.

The TCR promotes a continuing, cooperative, and comprehensive planning process (three C process). A TCR is an analysis of a transportation route prepared by Caltrans in cooperation with other agencies that establishes a 20-year consensus-based concept. The TCR contains a variety of data that influences the route such as traffic volumes, land uses, economic conditions, local arterials, alternative transportation modes, and environmental conditions. Working with numerous internal and external stakeholders is an important part of the process.

As a long-range plan, the TCR is intended to help identify potential future issues on the state highway system before they occur and present possible improvement options to address the identified issues; however, the report does not commit funding or resources for projects. Rather, the TCR presents concepts for highway improvements that may be used to guide future highway investment decisions for route capital improvements. Information in TCRs is used during the preparation of Regional Transportation Plans (RTPs), General Plans (GPs), Project Initiation Documents (PIDs), the State Transportation Improvement Program (STIP), and other regional or local traffic improvement programs. Additionally, the TCR should consider these documents and programs when it is prepared.

A TCR is:

- A long-term 20-year plan for California's state highway system.
- A report prepared by Caltrans with assistance from Regional Transportation Planning Agencies, Local Transportation Commissions, cities, counties, communities, tribal governments, private businesses, and the general public.
- A specific route concept document.

A TCR is *not*:

- A funding document that provides money for specific projects.
- An environmental document that conducts an environmental review for specific projects or alternative alignment.

A TCR is developed to:

- Analyze traffic conditions, demographics, economies, and environmental concerns.
- Consider multimodal transportation solutions such as transit, nonmotorized, railways, seaports, and airports.
- Identify potential future projects.

A TCR is necessary to:

- Develop a consensus-based vision for a route.
- Identify social, environmental, economic, and quality of life goals.
- Provide Caltrans and Regional Transportation Planning Agencies with a more coordinated and integrated approach to managing transportation resources.