

REPORT TO SHASTA COUNTY RTPA

SUBJECT		MEETING DATE	ITEM NUMBER
Caltrans 299/44/36/395 Focus Route Corridor Management Plan Presentation		06/26/07	10

It is recommended that the Agency receive a presentation from Caltrans District 2 staff regarding the draft 299/44/36/395 Focus Route Corridor Management Plan.

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DSL/jac

Corridor Management Plan (CMP) for the 299-44-36-395 East West Focus Route

1. Background-Scott

- This CMP document was initiated to meet the requirements of the Proposition 1B Bond Act passed by voters.
- A CMP is required on any route where Corridor Mobility Improvement Account (CMIA) funds are to be expended.
- Several projects on this corridor were candidates for CMIA funding:
 - Buckhorn Grade (SR 299)
 - Dana to Downtown (SR 44)
 - Central Redding I-5/44 Interchange
 - Susie 4-Lane (SR 36)
- The initial draft was submitted to Caltrans Headquarters on January 9, 2007.
- Although CMIA funding was not awarded to projects on this route, work has proceeded on the draft document so we will be better positioned for future elements of the Governor's Strategic Growth Plan.
- Strength in numbers for future funding (4 CA counties, 2 Districts, MPO).
- Because of the accelerated time line associated with the bond, this CMP builds largely upon existing documents and updating the information from those documents when needed.

2. The Corridor – Laura (Map attached):

- This corridor is the northern most significant east-west corridor in California connecting the Pacific Ocean at US 101 in the west to Reno, Nevada to the east.
- The 299/44/36/395 corridor contains a large portion of SR 299 (approx. 138 miles) on the west side of I-5, the entire SR 44 (approx. 107 miles), a small portion of SR 36 (approx. 10 miles) and a portion of US 395 (approx. 107 miles).
- The corridor connects SR 96, SR 3, SR 273, I-5, SR 89, SR 139 and SR 70.
- Lifeline access- important access for emergency response.
- Provides direct access to the only deep-water port in Northern California.
- Most of the 299/44/36/395 corridor is a two-lane conventional highway/two-lane expressway with intermittent passing lanes with exceptions in Arcata, Redding, Susanville, and Nevada where it is a 4-lane facility.

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3. Purposes of the CMP

- Evaluate mobility based on the function of a corridor rather than by jurisdictional boundaries or route designation.
- Identify problem areas.
- Develop a unified concept for managing, operating, improving, and preserving a corridor across all modes and jurisdictions.
- Show an investment strategy and highlight the next logical steps needed for mobility.
- Combine management strategies including Intelligent Transportation Systems (ITS) and capacity expansion to maximize operation of the corridor.
- Preserve the benefits achieved by investment in the corridor.
- Generate a consensus among partners regarding future improvement needs within the corridor.
- Programming of specific improvements identified on the CMP is subject to future actions.

4. Corridor Evaluation:

- The corridor is being evaluated in 16 large segments, six of which are in Shasta County:
 - o Buckhorn Grade
 - o Crystal Creek Road to Redding City Limits
 - o Redding Urban Area
 - o Deschutes to Shingletown
 - o Shingletown to SR 89
 - o SR 89 to connection at SR 36
- The Greater Redding Area has been divided into five smaller segments:
 - o Buenaventura Blvd to Continental Street (Begin Freeway)
 - o Continental Street to Central Interchange
 - o Central Redding I-5/44 Interchange
 - o Central Interchange to Airport Road (End Freeway)
 - o Airport Road to Deschutes Road
- Evaluation of future conditions on the segments within Shasta County will be based on traffic volumes provided by the Shasta County Regional Travel Demand Model and the Highway Capacity Manual 2000 methodologies.
- Areas in Shasta County where improvements are underway or will be needed in the future include:
 - o Buckhorn Grade
 - o SR 299/44 through Downtown Redding
 - o SR 44 from Downtown to I-5
 - o SR 44/I-5 Central Redding Interchange
 - o SR 44 between Airport and Deschutes

5. Next Steps:

- Working sessions with staff of partner agencies along the corridor are underway.
- Anticipate distribution of the draft document for public and agency review in August.
- Document is to be presented to the Trinity, Shasta and Lassen RTPA's for concurrence in September/October.
- What issues do you want to be sure are addressed in this plan?

