

Appendices

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Appendix A

Glossary

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Aa

Access Control: The condition where the right of owners or occupants of abutting land or other persons to access in connection with a highway is fully or partially controlled by public authority.

Access Management: Involves managing where vehicles enter the highway to improve highway operations and reduce accidents.

Access Point: Location where vehicles can enter or exit a highway.

All-Way Stop Control: Traffic control at an intersection where all approaches are controlled by stop signs.

Ancestral boundaries: The boundaries represent the areas that were once inhabited by Indian Tribes to camp, hunt, fish, and gather vegetation for food consumption and basketry material, or had sacred ceremonial and burial sites.

Annual Average Daily Traffic (AADT): Daily traffic that is averaged over a calendar year or fiscal year.

Arterial: A class of street that primarily serves through-traffic and major traffic movements.

Arterial Highway: A general term denoting a highway primarily used by through traffic usually on a continuous route.

Average Daily Traffic (ADT): The average number of vehicles passing a specified point during a 24-hour period. Frequently used in relation to the “peak-month” average daily traffic.

Bb

Bike Route Class: Classification of a bicycle facility. There are three classes:

Class I - (bicycle facility separate from roadway) provides completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized.

Class II - (designated bicycle facility adjacent to roadway) provides a striped lane for one-way bike travel on a street or highway.

Class III - (non-designated but open to bicycles) provides for shared use with pedestrians or motor vehicle traffic.

Cc

California Environmental Quality Act (CEQA): 1970 state legislation which requires state agencies to regulate activities with major consideration for environmental protection.

Caltrans or Department: California Department of Transportation.

Capacity: The number of vehicles that a facility can accommodate during a specified period of time. It represents the flow rate that can be achieved during peak periods of demand. Capacity is also used to estimate the maximum

amount of traffic that a facility can accommodate while maintaining a prescribed level of operation (Level of Service).

Changeable Message Signs (CMS): Electronic signs that can change the message it displays. Often used on highways to warn and redirect traffic. Also referred to as variable or electronic message signs.

Channelization: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movement of both vehicles and pedestrians.

Clear Recovery Zone: An area clear of fixed objects adjacent to the roadway to provide a recovery zone for vehicles that have left the traveled way. A minimum clear recovery area of 20 feet on conventional highways and 30 feet on freeways and high-speed expressways is desirable.

Closed Circuit Television (CCTV): This ITS technology allows a camera to display remote verification of road and weather conditions, traffic conditions, and incidents. This television can have compatibility with other communications technologies, such as cable TV, kiosks, and the internet.

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

Concept LOS: Used to describe the target operational condition for a facility during the twenty-year planning horizon of the Transportation Concept Report. Planning studies for projects to improve highway capacity should begin at the time when a highway segment is projected to reach the concept LOS.

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

Context Sensitive Solutions: Caltrans utilizes this process to ensure that transportation projects are in harmony with communities, and that intrinsic qualities such as historic, aesthetic, and scenic resources are enhanced and preserved.

Conventional Highway: A highway without control of access, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations.

Corridor: A set of essentially parallel transportation facilities for moving people and goods between two points.

Corridor Preservation: Identify and discuss the locations targeted for corridor preservation, and address existing and future rail and highway corridor, and seaport and airport facility land reservation needs.

Dd

Daily Vehicle Miles of Travel: An estimate of Annual Vehicle Miles of Travel is the product of AADT x Segment Length x 365 days.

Delay: The time lost while traffic is impeded by some element over which the driver has no control.

Design Speed: A speed selected to establish specific minimum geometric (horizontal, vertical, site distance) design elements for a particular section of highway.

District: Department of Transportation Districts.

Ee

Easement: A right to use or control the property of another for designated purposes.

Encroachment: Occupancy of project right-of-way by non-project structures or objects of any kind or character.

Ff

Facility Concept: The intended number of through travel lanes and degree of access control for the entire route. Specific segments may differ based on location-specific factors. [see also Segment Concept (Existing), and Segment Concept (20-year)]

Federal Highway Administration (FHWA): An agency of the US Department of Transportation that funds highway-planning programs.

Fee Title: This is the highest possible form of ownership in real property. It entitles the owner to use the property in any manner consistent with federal, state, and local laws and ordinances.

Free Flow Speed: The average speed of vehicles on a given facility, measured under low-volume conditions, when drivers tend to drive at their desired speed and are not constrained by delay from traffic control devices.

Freight: The transportation of freight, or goods, through a combined network of highways, rail lines, seaports, airports, pipelines, intermodal terminals, and international border crossings. The goal is to do this in the most efficient way possible.

Functional Classification: Guided by federal legislation, refers to a process by which streets and highways are grouped into classes or systems according to the character of the service that is provided (i.e., Principal Arterials, Minor Arterials and Major Collectors).

Gg

Geometric Design: Geometric design is the arrangement of the visible elements of a road such as alignment, grades, sight distances, widths, slopes, etc.

Grade: As used in capacity analysis, grade refers to the average change in elevation on the segment under study, expressed as a percentage.

Hh

Highway: Term applies to roads, streets, and parkways, and also includes right-of-way, bridges, railroad crossings, tunnels, drainage structures, signs, guard rails, and protective structures in connection with highways.

Highway Advisory Radio (HAR): An ITS technology that provides valuable information to travelers through prerecorded messages that contain traffic information, road conditions, chain requirements and road closures, etc. Transmission is generally accomplished through low-powered AM broadcast.

Highway Advisory Radio (HAR) Flasher: An ITS technology that signals the traveling public that information is available for a specific route via a nearby transmitting HAR.

Highway Capacity Manual (HCM): Updated in 2000 by the Transportation Research Board of the National Research Council, the HCM presents various methodologies for analyzing the operation (Level of Service) of transportation systems.

Highway Classification: For purposes of capacity analysis, separation of two-lane highways into Class I, II or III. Class I includes major interregional routes, Class II includes smaller links in the system and Class III includes segments of two-lane highway in smaller developed areas or communities.

Highway Trust Fund: Federal user fees on gasoline, etc. go into this fund. Used to reimburse states for federal-aid projects.

Ii

Incident Management: Technologies that allow transportation managers to identify and respond quickly to incidents on the highway system.

Initial Study: A preliminary analysis prepared by the lead agency to determine whether an environmental impact report (EIR) or negative declaration must be prepared pursuant to the California Environment Quality Act (CEQA).

Intelligent Transportation Systems (ITS): Use of advanced sensor, computer, and electronic systems to increase the safety and efficiency of the transportation system.

Intermodal: The ability to connect, and make connections between modes of transportation.

Interregional Transportation Strategic Plan (ITSP): The ITSP identifies six key objectives for implementing the Interregional Improvement Program and strategies and actions to focus improvements and investments. This document also addresses development of the interregional road system and intercity rail in California, and defines a strategy that extends beyond the 1998 State Transportation Improvement Program (STIP).

Intersection: The general area where two or more roadways join or cross, which include roadside facilities for traffic movements in that area.

Interstate Highway System: The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. The Interstate System also connects the US to internationally significant routes in Mexico and Canada.

LI

Left-Turn Lane: A storage area designated to only accommodate left turning vehicles.

Local Street or Local Road: A street or road primarily used for access to residences, businesses, or other abutting property.

Mm

Maintained Miles: The length of a facility that is preserved and kept in the safe and usable condition to which it has been improved.

Maintenance Service Level (MSL): For maintenance purposes, routes within the state highway system are assigned a Maintenance Service Level classification of either Class 1, 2, or 3.

Metropolitan Planning Organization (MPO): By federal provision, the Governor designates this organization by principal elected officials of general-purpose local governments. MPOs are established to create a forum for cooperative decision making. Each MPO represents an urbanized area with a population of over 50,000 people.

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

Mode Choice: Type of transportation: auto, bicycle, bus, pedestrian, rail, etc.

Multimodal: The availability of transportation options using different modes within a system or corridor.

Nn

National Environmental Policy Act (NEPA): 1969 legislation requiring all federal agencies to prepare an environmental impact statement evaluating proposed federal actions which may significantly affect the environment.

National Scenic Byway (NSB): To be designated as a NSB, a road must possess at least one of the following six intrinsic qualities: archaeological, cultural, historic, natural, recreational, or scenic. The significance of the feature(s) contributing to the distinctive characteristics of the corridor's intrinsic qualities must be recognized throughout the multi-state region.

Non-Motorized Transportation Facility: That combination of vehicles and ways generally including bikeways, bicycles, sidewalks, bridle paths and horses which permit the transport of people.

Pp

Passing Lane: A lane added to improve passing opportunities in one direction of travel on a two-lane highway.

Peak:

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 demands for transportation services is the heaviest.

Post Mile (PM): Using miles and counties, the PM system identifies specific and unique locations in the California highway system.

Prescriptive: Type of easement that comes into existence without formal action because of long-term historical use in a corridor. A prescriptive right cannot be established over land owned by a governmental entity.

Public Participation: The active and meaningful involvement of the public in the development of transportation plans and programs.

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 to another. Routes and schedules may be determined through a cooperative arrangement.

Rr

Region (Transportation Planning): A geographical area assigned to a Regional Transportation Planning Agency (RTPA) responsible for regional transportation planning.

Regional Transportation Plan (RTP): State-mandated documents to be developed biennially by all Regional Transportation Planning Agencies (RTPAs). They consist of policy, action, and financial elements.

Regional Transportation Planning Agency (RTPA): Created by AB 69 to prepare regional transportation plans and designated by the Business, Transportation and Housing (BT&H) secretary to receive and allocate transportation funds. RTPAs can be Councils of Government (COGs), Local Transportation Commissions (LTCs), Metropolitan Planning Organizations (MPOs), or statutorily-created agencies.

Rehabilitation: Activities which preserve the quality and structural integrity of a roadway by supplementing normal maintenance activities.

Relinquishment: A transfer of the state's right, title, and interest in and to a highway, or portion thereof, to a city or county.

Resurfacing: A supplemental surface or replacement placed on an existing pavement to restore its riding qualities or increase its strength.

Right-of-Way: Real estate acquired for transportation purposes, which includes the facility itself (highway, fixed guideway, etc.) as well as associated uses (maintenance structures, drainage systems, roadside landscaping, etc.).

Roadbed: That portion of the roadway extending from curb line to curb line or shoulder line to shoulder line. Divided highways are considered to have two roadbeds.

Roadway: That portion of the highway included between the outside lines of the sidewalks, or curbs and gutters, or side ditches including also the appertaining structures, and all slopes, ditches, channels, waterways, and other features necessary for proper drainage and protection.

Road Weather Information Systems (RWIS): This ITS system collects pavement temperature, visibility, wind speed and direction, and precipitation data and presents the data in a

useable format to transportation system operators, potentially for the travelling public.

Ss

Segment: A portion of highway identified for analysis that is homogenous in nature.

Segment Concept (Existing): This term is applied to specific segments of a facility and describes the existing number of through travel lanes and any special features that may currently exist in the segment (such as auxiliary travel lanes, carpool lanes, access control, etc.). [see also Facility Concept, and Segment Concept (20-year)]

Segment Concept (20-Year): This term is applied to specific segments of a facility and describes the number of through travel lanes and any special features that may be needed twenty years in the future in order to maintain the Concept LOS in the segment. [see also Facility Concept, and Segment Concept (Existing)]

Separate Turning Lane: An auxiliary lane for traffic in one direction, which has been physically separated from the intersection area by a traffic island.

Shoulder: The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of base and surface courses.

Signalized Intersection: A place where two roadways cross and have a signal controlling traffic movements.

Stakeholder: Individuals and organizations that are actively involved in the project, or whose interests may be positively or negatively affected as a result of project execution or project completion. They may also exert influence over the project and its results. In transportation, stakeholders include FHWA, CTC, RTPAs, transportation departments, transportation commissions, cities and counties, Native American Tribal Governments, economic development and business interests, resource agencies, transportation interest groups, the public and the Legislature.

State Freeway and Expressway System: The statewide system of highways declared by the Legislature to be essential to the future development of California.

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

State Routes: State highways within the state, other than Interstate and US routes, which serve intrastate and interstate travel. These highways can be freeways, expressways or conventional highways.

State Scenic Highway (SSH): The Legislature's intent is to designate certain portions of the state highway system as SSH to establish the state's responsibility for the protection and enhancement of California's natural scenic beauty by identifying those portions of the state highway system which, together with the adjacent scenic corridors, require special scenic conservation treatment. The Department shall establish and apply pertinent planning and design standards for development of official scenic highways.

State Transportation Improvement Program (STIP): Biennial document, adopted by the California Transportation

Commission (CTC), which provides the schedule of projects for development over the upcoming five years.

Surface Transportation Assistance Act (STAA) Trucks:

This act required states to allow larger trucks on the "National Network," which is comprised of the Interstate system plus the non-Interstate Federal-aid Primary System. "Larger trucks" includes (1) doubles with 28.5-foot trailers, (2) singles with 48-foot semitrailers and unlimited kingpin-to-rear-axle (KPRA) distance, (3) unlimited length for both vehicle combinations, and (4) widths up to 102 inches.

Tt

Terrain: The surface features of an area of land; topography. In capacity analysis, classification into one of three categories: flat, rolling or mountainous.

Thrie Beam: A standard Caltrans median barrier composed of 12-gauge, triple-corrugated galvanized steel beam mounted on wood posts and blocks.

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

Traffic Conflicts: Exist wherever two vehicles have the potential of occupying the same space.

Traffic Lane: The portion of the traveled way for the movement of a single line of vehicles.

Traffic Markings: All lines, words, or symbols (except signs) officially placed within the roadway to regulate, warn, or guide traffic.

Traffic Sign: A device mounted on a fixed or portable support, conveying a message or symbol to regulate, warn, or guide traffic.

Traffic Signal: A power-operated control device by which traffic (including vehicles, pedestrians, and bicycles) is alternately directed to stop and permitted to proceed. A traffic signal assigns the right-of-way to the various traffic movements.

Transit: Generally refers to passenger service provided to the general public along established routes with fixed or variable schedules at published fares. Related terms include: public transit, mass transit, public transportation, urban transit and paratransit.

Transportation Concept Report (TCR): Planning document that identifies current operating conditions, future deficiencies, route concept, concept level of service (LOS) and conceptual improvements for a route or corridor.

Transportation Demand Management (TDM): "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 the peak hours.

Transportation Equity Act for the 21st Century (TEA21): As an addition to Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, TEA21, which was enacted June 9, 1998, authorizes highway, highway safety, transit and other surface transportation programs for the following 6 years.

Transportation Improvement Program (TIP): Federally required annual schedule of projects for transportation development for the upcoming five years. A project must be in the appropriate regional-Federal TIP to receive Federal or CTC funding.

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

Transportation Permits: The Department of Transportation has the discretionary authority to issue special permits for the movement of vehicles/loads exceeding statutory limitations on the size, weight and loading of vehicles contained in Division 15 of the California Vehicle Code. Requests for such special permits requires the completion of an application for a Transportation Permit from the office of Traffic Operations-Transportation Permits. Route Classes for length are labeled yellow, green, blue, brown and red. Route Classes for weight are labeled purple, orange and green. See <http://www.dot.ca.gov/hq/traffops/permits/> for more information.

Transportation System Management (TSM): TSM is (1) a process oriented approach to solving transportation issues considering both short and long-term implications, and (2) a services and operations process in which low-cost, environmentally-responsive, and efficiency-maximizing improvements are implemented on existing facilities.

Travel Way: The portion of the roadway for the movement of vehicles, exclusive of shoulders.

Two-Way Stop Control: Traffic control at an intersection where the minor approaches are controlled by stop signs but the major street is not.

Typical Section: Depiction of the basic (or typical) design elements/features for an existing or planned facility. Typical sections can be prepared for a variety of facilities, including: highway sections, lane transition areas, medians, interchanges, pavement structural sections, bike paths and drainage systems.

Uu

U.S. Department of Transportation: The principal direct Federal funding agency for transportation facilities and programs. Includes the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Federal Railroad Administration (FRA), and others.

U.S. Forest Service Scenic Byway: "U.S. Forest Service Scenic Byways" can consist of a combination of federal, interstate, state and county roads. The route needs to showcase the outstanding scenery of the National Forest System, interpret the management activities of National Forests, as well as the cultural and national values and attractions, and cultivate partnerships with local communities and organizations to enhance rural economic diversity.

U.S. Route: A network of highways of statewide and national importance. These highways can be freeways, expressways or conventional highways.

Vv

Vehicle Miles Traveled (VMT): Used in trend analysis and forecasts. (1) On highways, a measurement of the total miles traveled in all vehicles in the area for a specific 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 router or line or network during a specific time period.

Vista Point: A paved area beyond the shoulder, which permits travelers to safely exit the highway to stop and view a scenic area. In addition to parking areas, trash receptacles, interpretive displays, and in some cases rest rooms, drinking water and telephones may be provided.

Volume: The number of vehicles passing a given point during a specified period of time.

Ww

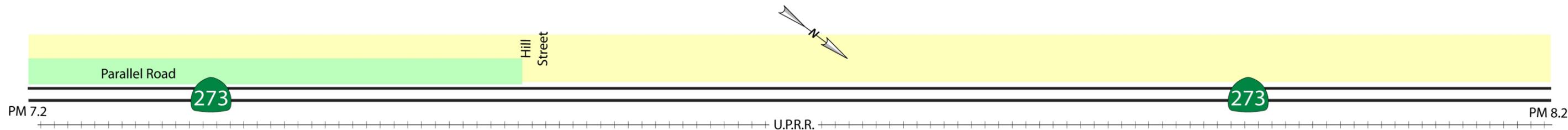
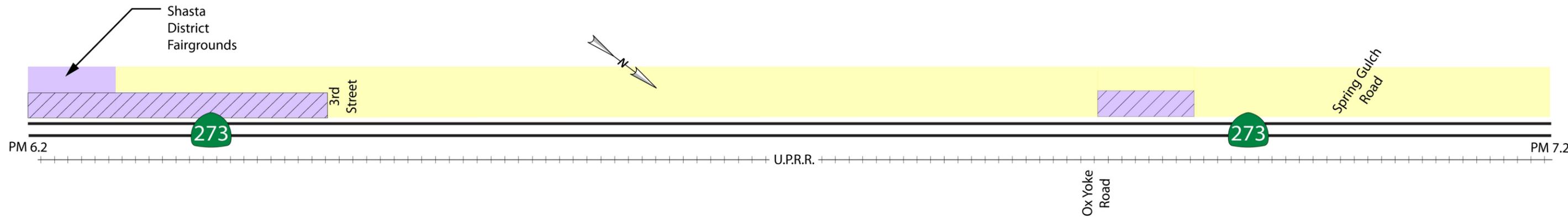
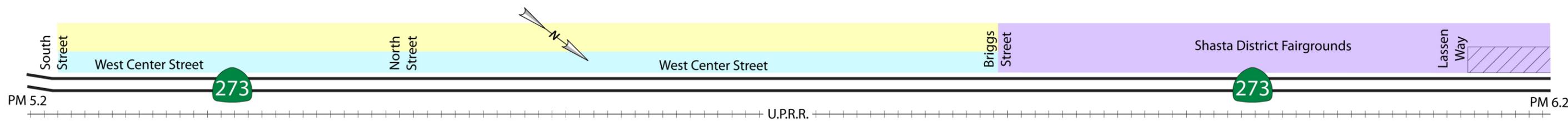
Weaving: The crossing of traffic streams, moving in the same general direction, accomplished by merging and diverging.

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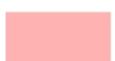
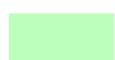
Appendix B

Route Ownership Profile

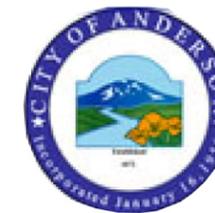
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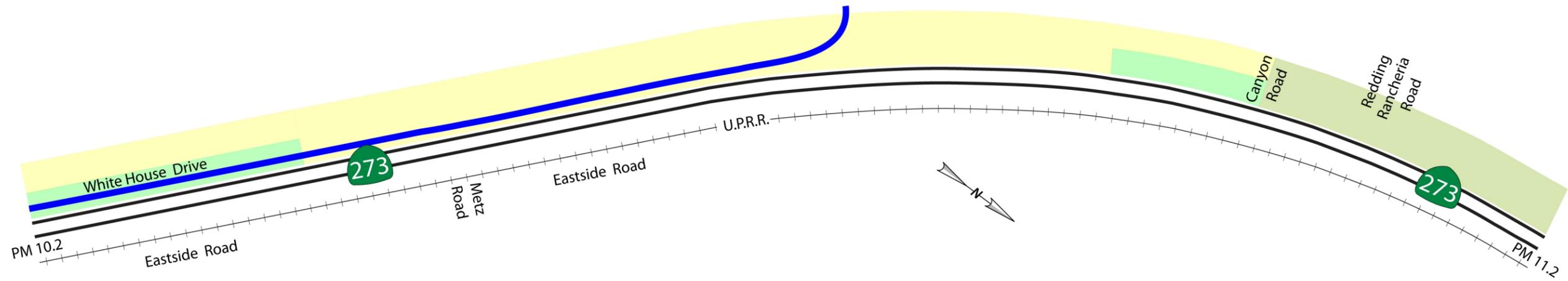
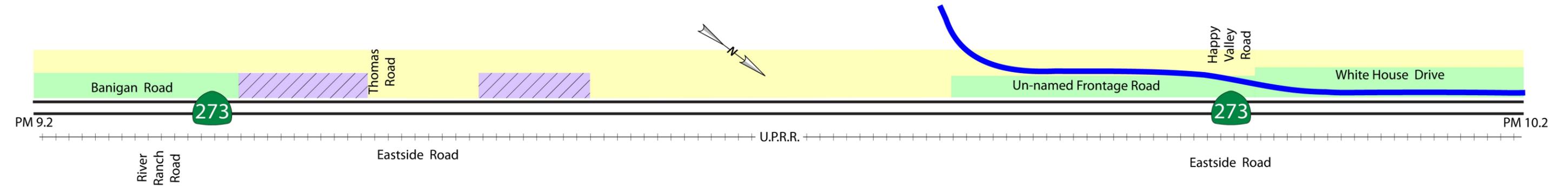
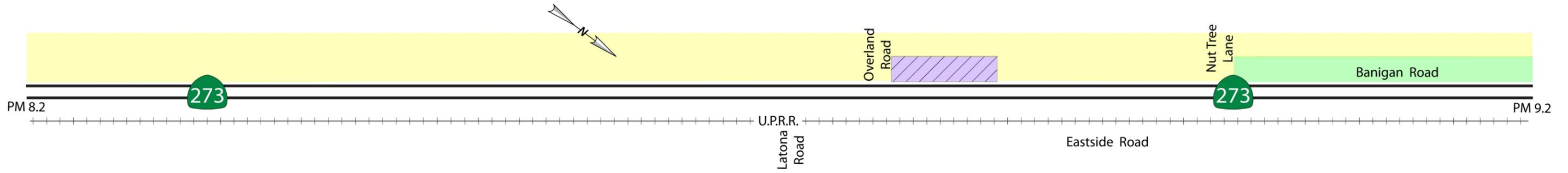
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|  | Private Property |  | City of Redding |
|  | City of Anderson |  | Shasta County |
|  | Future Frontage Road |  | A.C.I.D. Canal (Anderson Cottonwood Irrigation District) |

Map not to scale



**State Route 273
Ownership Profile**

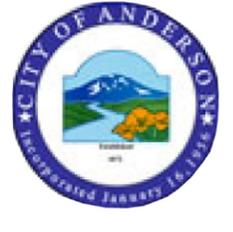
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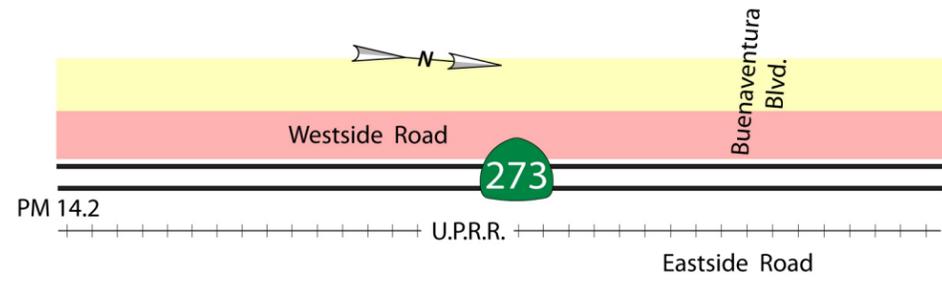
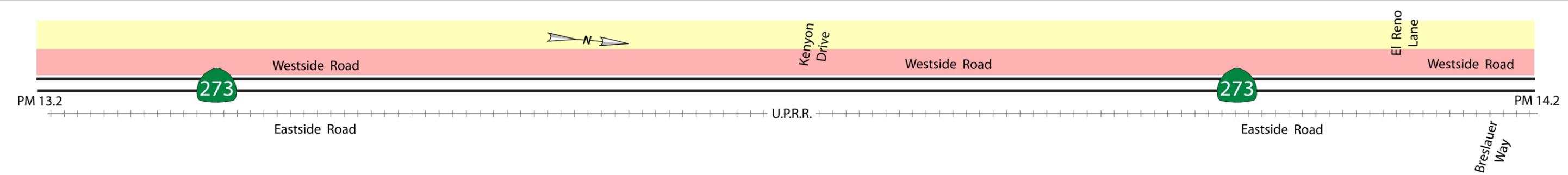
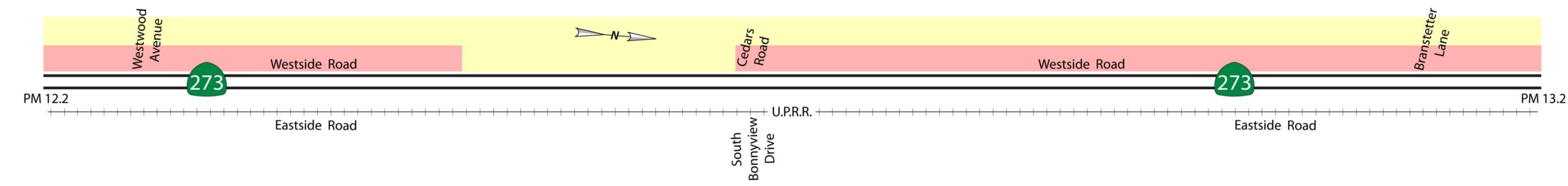
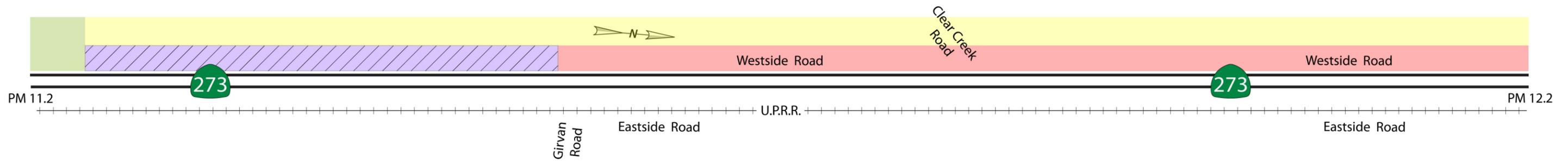
- State of California
- Private Property
- City of Anderson
- Future Frontage Road
- Redding Rancheria
- City of Redding
- Shasta County
- A.C.I.D. Canal (Anderson Cottonwood Irrigation District)

Map not to scale



State Route 273 Ownership Profile

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LEGEND

- State of California
- Redding Rancheria
- Private Property
- City of Redding
- City of Anderson
- Shasta County
- Future Frontage Road
- A.C.I.D. Canal (Anderson Cottonwood Irrigation District)

Map not to scale



State Route 273 Ownership Profile

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Appendix C

Stop Control Locations

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Stop Control Locations on SR 273

Location / Road Name	Post Mile	Intersection Lighting	Comments
Marx Way (east); Access point (west)	4.58	State owned, cost distribution: 50/50 State/City	Access point (west) to Blue Oak Court Apartments; diverter island upon exiting Blue Oak only allows SB 273 access.
Access Point (west)	5.05	No	Access point is paved with a stop sign; SR 273 NB cannot be accessed. (Access to Anderson Farm and Yard Supply, and other businesses).
Hayes Street (west)	5.68	Utility owned, State bills utility for electricity	
Lassen Way (west)	6.14	Utility owned, State bills utility for electricity	
Casual Lane (west)	6.84	No	Access point is a gravel road approach with no stop sign.
Access to Parallel Road (west); Access point (east)	7.24	Utility owned, cost distribution: 50/50 State/Co.	Access point (east) is barricaded off from traffic (Private access to Siskiyou Forest Products).
Hill Street (west)	7.54	Utility owned, cost distribution: 50/50 State/Co.	
Access point (east)	7.57	Light on wood pole	Access point for Siskiyou Forest Products.
Rona Lane (west)	7.66	No	Access point is paved with no stop sign.
Latona Road (east); Access point - Amen Street (west)	8.62	Utility owned, cost distribution: 66.7% State / 33.3% Co.	Access point (east) Jolly Giant Flea Market, Meeks Lumber and Hardware, etc.; Access point (west) is paved.
Overland Drive (west)	8.77	No	
Access point (west)	9.05	No	Access point to Banigan, a short frontage road.
Jessie Road (west)	9.22	No	Also access to Banigan Road.
Access point (west)	9.27	No	Access point to Banigan, a short frontage road.
Thomas Road (west)	9.43	No	
"Unnamed" Frontage Road (west)	9.78	No	Access to Midway Market and an unnamed frontage road to the north to Happy Valley Road.
Access point (east and west)	10.35	Lights on wood poles	Eastside Road (east); White House Drive (west).
Sky Ranch Airport Road (west)	10.74	No	Access to Sky Ranch Airport and Redding RC and Hobby.
Branstetter Lane (west)	13.13	Utility owned, cost distribution: 66.7% state / 33.3% City	Access to Westside Road to the north and south.
Kenyon Drive (west)	13.72	Utility owned, cost distribution: 66.7% State / 33.3% City	Access to Westside Road to the north and south.
Geary Street (east)	15.01	Lights in median	
Sutter Street (east)	15.09	Lights in median	
Veda Street (west)	15.10	Lights in median	
Grange Street (west)	15.44	State owned, cost distribution: 66.7% State / 33.3% City	Center island only allows southbound SR 273 access. Grange Street crosses SR 273; however, the intersection is off-set with only west leg stop-controlled.

Location / Road Name	Post Mile	Intersection Lighting	Comments
Spruce Street (west)	15.51	Light on wood pole, and also in median	
Fell Street (east)	15.54	Lights in median	
Elmwood Street (west)	15.58	No	
Parkview Avenue (east)	15.81	Light on metal pole, and also in median	To back side of City Hall.
Begin Couplet			
Northbound – portions of SR 273 are also known as Pine Street and Eureka Way			
East Street (east)	16.08	Lights on wood and also on metal poles	SR 273 is one-way NB at this point; SR 273 SB cannot be accessed.
Lincoln Street (west)	16.18	Light on metal pole	
Gold Street (west)	16.25	Light on metal pole	
Eureka Way (east)	16.76	Light on metal pole	
Southbound – portions of SR 273 are also known as Market Street, Tehama Street, California Street, and Gold Street			
Promenade parking entry / exit - Butte Street (east)	R16.66	Light on metal pole	SR 273 is one-way SB at this point – cannot access SR 273 NB from here. Butte Street does not connect between NB and SB SR 273.
Promenade parking entry / exit – just north of Yuba Street (east)	R16.63	Light on metal pole near access point	
Gold Street EB at California Street	16.34	Light on metal pole	Gold Street EB at California Street.
California Street NB at Gold Street	16.33	Light on wood pole	California Street NB at Gold Street.
Lincoln Street	16.18	Lights on wood and also on metal poles	
Hill Street (west)	16.05	Light on wood pole	SR 273 is one-way SB at this point; SR 273 NB cannot be accessed.
End Couplet			
Sulphur Creek Road (west)	17.91	No	

Source: California Department of Transportation, District 2, Office of System Planning and TASAS Highway Inventory; Information in the "Intersection Lighting" column is from the California Department of Transportation, District 2, Office of Maintenance Engineering - Exhibit A – Traffic Signal and Lighting Agreement.

Notes:

- Intersections listed by side-street name only. When side streets only approach from one side, the label "west" or "east" is added after that street's name.
- Color shading used in "Location / Road Name" column indicates local jurisdiction intersection is located within. The jurisdiction may or may not be responsible for each intersection listed.
City of Anderson
Shasta County
City of Redding
- The stop control locations in the southbound couplet are handled differently than the rest of the route, in that they are listed in decreasing post mile order to reflect the direction of vehicle travel along this portion of the route.
- NB, SB, EB, WB – Northbound, Southbound, Eastbound, Westbound. Indicates the direction of travel of a vehicle approaching and/or entering the intersection.
- "Intersection Lighting" column: If yes, ownership (if known) is noted along with the cost distribution for the maintenance and electricity of the lighting.

Appendix D

Signalized Intersections

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SR 273 Signalized Intersections

This appendix provides information on each signalized intersection along SR 273 as well as conditions that may affect the operation and/or management of the intersection. This information is intended for general planning purposes and should not be used to undertake project design or construction. **The Caltrans District 2 Office of Traffic Engineering and Operations should be contacted prior to undertaking any research, design, construction, or other activities when signalized intersections may be involved.**

Table Heading Abbreviations:

NB, SB, EB, WB – Northbound, Southbound, Eastbound, Westbound. Indicates the direction of travel of a vehicle approaching and/or entering the intersection.

N, S, E, W – North, South, East, West. Indicates the side of the intersection on which a feature (such as a crosswalk) is found.

Table Heading Definitions:

Intersection/Road Name – The name of the road that intersects with SR 273, shaded by jurisdiction as shown below. If the road is a State Highway, the Route number is also listed.

City of Anderson
Shasta County
City of Redding

PM – Post Mile. The mileage measured from south to north from the beginning of SR 273 at Interstate 5. Note: Actual starting Post Mile of SR 273 at I-5 is PM 3.81.

Date Installed (Major Modification) – Date signal was initially installed (Date of last Major Modification).

No. Legs – The number of road connections at the intersection. Indicated by either a 4 (road connections on both sides) or a 3 (road connection on one side only, E or W indicates side).

Channelization – The distinct paths of travel provided for a vehicle at the intersection by pavement markings and/or signage (a dash indicates a movement that is not possible). Left, Thru, Right indicate the direction of travel of a vehicle through the intersection and a number indicates the number of lanes available for each movement. Lanes which share two or more movements are given the following codes:

TL = Through - Left
TR = Through - Right
LR = Left - Right
LTR = Left - Through - Right
FR = Free - Right

Bike Lane – NB, SB, EB, WB in this column indicates that a bike lane is present at the intersection, and from which direction it enters the intersection.

Pedestrian Crosswalk – Y (yes) or N (no) in the appropriate column indicates whether a pedestrian crosswalk is present at the intersection (column heading refers to which side of the intersection it is on).

Railroad – The distance (in feet) measured from the Edge of Travel Way (ETW) on SR 273 to the closest railroad track centerline. E (east) or W (west) indicates which side of the intersection the tracks are located on. Only distances of 500 feet or less are reported.

Cross-Street/Frontage Road Distance – The distance (in feet) from the ETW of SR 273 at the listed intersection/road to the ETW of the closest cross-street or frontage road intersection with the listed road. E (east) or W (west) indicates on which side of SR 273 the cross-street or frontage road intersection is located. For example, Eastside Road intersects with Girvan Road to the east of the SR 273/Girvan intersection. The distance from the ETW of SR 273 to the ETW of Eastside Road is 105 feet. This appears as E-105 in the table. Only distances of 500 feet or less are reported.

Comments – Notes about items unique to the intersection.

Couplet – The portion of SR 273 where two one-way facilities handle traffic in opposite directions, and are separated by a physical barrier of one or more city blocks, including the Market Street Promenade in downtown Redding. Each roadway has its own name but the same route designation.

The intersections in the southbound couplet are handled differently than the rest of the route, in that they are listed in decreasing post mile order to reflect the direction of vehicle travel along this portion of the route.

Note: Google Earth was used to measure distances.

SR 273 Signalized Intersections

Intersection / Road Name	PM	Date Installed (Major Modification)	No. Legs	Channelization												Bike Lane	Pedestrian Crosswalk				Railroad	Cross-Street / Frontage Road	Comments	
				NB			SB			EB			WB				N	S	E	W				
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right									
Pleasant Hills Drive	4.12	08/19/90 (01/26/01)	4	2	2	1	1	2	1	2	1	1	1	1	1	1	EB	N	Y	Y	Y	-	W - 460	Cross-street is Rhonda Road. East leg is a private approach serving "Shasta Outlets."
Factory Outlets Drive (Deschutes Road)	4.30	08/01/90	3E	-	2	1	1	2	-	-	-	-	1	LR	1	-	N	Y	Y	N	-	-	Class I Bike Lane on west side to Pleasant Hills Drive.	
Pinon Avenue / Barney Street	4.45	3/23/90 (01/26/01)	4	1	2	1	1	2	1	-	LTR	-	-	LTR	-	-	N	Y	N	N	-	W - 65	Cross-street is Ponderosa Street.	
Bruce Street	4.92	12/03/07	4	1	2	-	1	2	1	-	LTR	-	-	LTR	-	-	N	Y	Y	Y	E - 500	E - 40	Cross-street is E. Hillside Drive.	
South Street	5.21	04/15/74 (01/20/01)	4	1	2	1	1	2	1	-	TL+TR	-	1	LTR	-	NB	Y	Y	N	N	E - 65	E - 150 W - 30	Cross-streets: E. Center Street (E), W. Center Street (W).	
North Street	5.44	04/01/77 (01/20/01)	4	1	2	1	1	2	1	1	TR	-	1	TR	-	-	N	Y	N	N	E - 60	E - 150 W - 30	Cross-streets: E. Center Street (E), W. Center Street (W).	
Briggs Street	5.83	04/21/97 (01/17/01)	3W	1	2	-	-	2	1	1	LR	1	-	-	-	-	N	Y	N	N	E - 60	W - 25	Cross-street is W. Center Street.	
Alexander Street / 3rd Street	6.40	04/04/01	4	1	2	1	1	2	1	-	TR	1	-	TL	1	-	N	Y	Y	Y	E - 65	-		
Ox Yoke Road	6.90	08/16/06	4	1	2	1	1	1+TR	-	-	LTR	-	-	TL	1	-	Y	N	Y	Y	E - 60	E - 410	Cross-street is N. Hirsch Ct. West leg is a private approach serving local businesses.	
Spring Gulch Road	7.07	08/15/06	3W	1	2	-	-	2	1	-	LTR	-	-	-	-	-	N	Y	N	Y	E - 60	-		
Happy Valley Road	9.90	08/07/00	3W	1	2	-	-	2	1	-	-	-	1	-	1	-	N	Y	N	Y	E - 65	W1 - 50 W2 - 150	Cross-streets: W1 - unnamed road to the south, W2 - White House Drive to the north. A.C.I.D. Canal is approximately 80 feet from SR 273 ETW.	
Canyon Road	11.09	06/20/95 (01/19/09)	3W	1	2	-	-	2	1+FR	1	LR	-	-	-	-	-	N	Y	N	Y	E - 75	W - 65	Cross-street is Canyon Road (S), Redding Rancheria (N). A.C.I.D. Canal is approximately 200' from SR 273 ETW.	
Girvan Road	11.57	05/21/87 (07/13/00)	4	1	2	1	1	2	1	-	LTR	-	1	LTR	-	-	N	Y	N	N	E - 45	E - 105 W - 85	Frontage road is Eastside Road to the north. Cross-street is Westside Road to the north.	
Clear Creek Road	11.83	10/24/05	3W	1	2	-	1	2	1	1	-	1	-	-	-	-	N	Y	N	Y	E - 55	W - 70	Cross-street is Westside Road to the south.	
Westwood Avenue	12.27	03/20/72 (01/26/01)	3W	1	2	-	-	2	1	2	-	1	-	-	-	-	N	Y	N	Y	E - 55	W - 100	Cross-street is Westside Road.	
South Bonnyview Road / Cedars Road	12.68	04/18/73 (05/13/01)	4	1	2	1	2	2	1	1	2	1	2	TR	1	EB	N	Y	N	Y	E - 45	W - 95	Frontage road is Westside Road. WB traffic on South Bonnyview has a pre-emptive signal for the railroad tracks.	
Breslauer Way	14.18	10/11/79 (02/21/02)	4	1	2	1	1	2	1	-	TL	1	-	TL	1	-	N	Y	N	N	E - 65	E - 135 W - 20	Frontage Roads: Eastside Road (E) and Westside Road (W). West leg is short.	
Buenaventura Boulevard	14.48	10/10/79 (05/08/01)	3W	2	2	-	-	2	1	1	-	2	-	-	-	-	N	N	N	N	E - 70	W - 420	Frontage Roads on west side: Westside Road to the south, Railroad Avenue to the north (intersection is signalized).	
Wyndham Lane	14.96	10/04/91 (07/06/00)	4	-	2	-	-	2	-	-	LTR	-	1	-	1	-	Y	N	N	N	-	-	West leg is a private approach serving local businesses.	
Ellis Street	15.16	01/04/91 (03/09/01)	3E	1	2	-	1	2	-	-	-	-	-	LTR	-	-	N	Y	Y	N	-	E - 400	Cross-street is Mark Street. NB left allowed; however, only a u-turn is possible as the west leg of this intersection is blocked by landscaping and concrete curbs (pedestrian movement allowed on sidewalk on west leg of T-intersection).	
Grange Street	15.46	12/16/10	3E	-	2	-	1	2	-	-	-	1	-	LTR	-	-	Y	Y	Y	Y	-	E - 360	Cross-street is Favretto Avenue. Grange Street crosses SR 273; however, the intersection is off-set and only the east leg is signalized.	

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SR 273 Signalized Intersections

Intersection / Road Name	PM	Date Installed (Major Modification)	No. Legs	Channelization												Bike Lane	Pedestrian Crosswalk				Railroad	Cross-Street / Frontage Road	Comments
				NB			SB			EB			WB				N	S	E	W			
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right								
Angelo St. / California St.	15.66	04/01/77 (10/04/01)	4	1	2	1	1	1+TR	-	-	TL	1	-	TL	1	-	Y	N	N	N	-	E - 350	Cross-street is State Street.
Begin Couplet																							
Northbound - Portions of SR 273 are also known as Pine Street and Eureka Way																							
Cypress Avenue	15.97	04/01/77 (01/08/98)	3	-	2+TR	1	2	2	-	-	-	-	2	-	2	-	Y	N	Y	N	-	-	Non-standard intersection. East Street is nearby. There are many approaches to intersection.
South Street	16.32	04/01/77 (06/06/00)	4	1	3	1	-	-	-	-	1+TL	-	-	1+TR	-	-	Y	Y	Y	Y	-	E - 325	Cross-street is East Street.
Sacramento Street	16.36	04/01/77 (06/06/00)	4	-	3	-	-	-	-	-	TL	-	-	TR	-	-	Y	Y	Y	Y	-	E - 325	Cross-street is East Street.
Placer Street	16.43	04/01/77 (06/06/00)	4	1	3	-	-	-	-	-	1+TL	-	-	1+TR	-	-	Y	Y	Y	Y	-	E - 325 W - 335	Cross-streets: East Street (E), Market Street (W).
Yuba Street	16.50	04/01/77 (06/05/00)	4	-	1+TL+TR	-	-	-	-	-	TL	-	-	TR	-	-	Y	Y	Y	Y	-	E - 325	Cross-street is East Street. Yuba Street does not connect between northbound and southbound SR 273.
Butte Street	16.58	04/01/77 (06/06/00)	4	-	1+TL+TR	-	-	-	-	-	TL	-	-	TR	-	-	Y	Y	Y	Y	-	E - 325	Cross-street is East Street. Butte Street does not connect between northbound and southbound SR 273.
Tehama Street at Pine Street (44/273)	16.66	04/01/78 (08/02/00)	4	-	2+TR	1	-	-	-	-	2+TL	-	-	-	-	-	Y	Y	Y	Y	-	E - 325 W - 325	One-way streets, some turning movements not possible.
Shasta Street	16.74	04/01/75 (08/02/00)	4	-	1+TL+TR	-	-	-	-	-	-	-	-	2+TR	1	-	Y	Y	Y	Y	-	E - 325 W - 330	Cross-streets: East Street (E), Market Street (W). One-way streets, some turning movements not possible.
Southbound - Portions of SR 273 are also known as Market Street, Tehama Street, California Street, and Gold Street																							
Eureka Way (44/273/299)	L00.00 (SR 44)	4/1/77 (06/06/00)	4	-	-	-	-	2	1	1	-	2	1	2	2	-	N	Y	Y	Y	-	E - 325 W - 320	Cross-streets: Pine Street (E), California Street (W). Complex intersection: one-way streets, two-way streets, and two highways intersect (299/273), and another begins (44).
Shasta Street	L00.10 (SR 44)	4/1/77 (02/16/01)	4	-	-	-	-	2+TR	-	-	-	1	1	2	-	-	Y	Y	Y	Y	-	E - 330 W - 325	Cross-streets: Pine Street (E), and California Street (W).
Tehama Street at Market Street (44/273)	16.80	07/01/94	3	-	-	-	2	LR	-	-	2	-	-	-	-	-	Y	N	N	Y	-	E - 325 W - 325	Cross-streets: Pine Street (E), California Street (W). Pedestrian movement allowed on sidewalk on south leg of T-intersection.
Tehama Street at California Street	16.73	04/01/78 (12/12/00)	4	-	-	-	-	TL+TR	-	1	1	1	1	LTR	-	-	Y	Y	Y	Y	W - 255	E - 325	Cross-street is Market Street (cross-street is on 273 alignment) Non-standard intersection.
Yuba Street	16.59	04/01/77 (03/20/01)	4	-	-	-	1	2+TR	-	-	TR	-	-	LT	-	-	Y	Y	Y	Y	W - 235	-	East leg serves Redding's Downtown Parking Structure. Yuba Street does not connect between northbound and southbound SR 273.
Placer Street	16.54	04/01/77 (03/20/01)	4	-	-	-	1	2+TR	-	-	1+TR	-	-	1+TL	-	-	Y	Y	Y	Y	W - 275	E - 335 W - 400	Cross-streets: Market Street (E), Railroad Avenue (W).
Sacramento Street	16.44	04/01/77 (03/20/01)	4	-	-	-	-	1+TL+TR	-	-	TR	-	-	TL	-	-	Y	Y	Y	Y	-	E - 340 W - 180	Cross-streets: Market Street (E), Center Street (W).
South Street	16.40	04/01/77 (03/20/01)	4	-	-	-	-	1+TL+TR	-	-	1+TR	-	-	1+TL	-	-	Y	Y	Y	Y	W - 400	E - 325 W - 325	Cross-streets: Market Street (E), Waldon Street (W).
Gold Street	16.26	04/01/77 (12/18/00)	4	-	-	-	-	1+TL	-	-	LTR	2	-	LR	-	-	Y	N	Y	Y	-	E - 330 W - 330	Cross-streets: Pine Street (E), California Street (W). Non-standard intersection. Gold Street does not cross railroad tracks to the west.

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SR 273 Signalized Intersections

Intersection / Road Name	PM	Date Installed (Major Modification)	No. Legs	Channelization												Bike Lane	Pedestrian Crosswalk				Railroad	Cross-Street / Frontage Road	Comments
				NB			SB			EB			WB				N	S	E	W			
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right								
End Couplet																							
Trinity Street	16.91	04/01/78 (01/12/01)	4	1	1+TR	-	1	1+TR	-	-	TL	1	-	TL	1	-	Y	Y	Y	Y	-	E - 365 W - 320	Cross-streets: Pine Street (E), California Street (W).
Riverside Drive	17.03	09/12/96 (12/19/00)	3W	1	2	-	-	2	1	1	-	1	-	-	-	-	N	Y	Y	Y	-	W - 380	Cross-street is California Street.
Quartz Hill Road	17.39	09/19/90 (06/11/01)	4	1	1+TR	-	1	2	1	1	TL	1	-	LTR	-	-	Y	Y	Y	Y	-	W - 350	Cross-street is Loma Street.
Arboretum Drive	17.56	08/20/96 (01/26/01)	4	1	2+TR	-	1	2+TR	-	-	LTR	-	1	LTR	-	NB, SB	Y	N	Y	Y	-	-	West leg is a private approach serving local businesses.
Benton Drive	17.80	5/24/2001	4	1	2	1	1	2	1	1	LTR	-	-	LTR	-	NB, SB	N	Y	Y	Y	-	-	East leg is a private approach serving local businesses.
Lake Boulevard	18.62	04/01/77 (08/16/02)	4	2	2	1	1	2	FR	1	2	FR	2	1+TR	-	-	N	Y	N	N	-	-	Hilltop Drive, a major intersection with Lake Boulevard, is approximately 700 feet to the east.
Twin View Boulevard / North Point Drive	18.80	11/20/95 (07/27/01)	4	1	2	1	1	2	1	-	TL	1	-	TL	1	-	Y	N	N	N	-	E - 160 W - 105	Cross-streets: Twin View Boulevard (E) and Redwood Boulevard (W) - both to the north.
Caterpillar Road	19.77	11/17/89 (05/14/01)	4	1	2	1	1	2	1	1	TR	-	1	TR	-	-	Y	N	Y	Y	-	W - 370	Cross-street is Prestige Way to the south.
Source: California Department of Transportation, District 2 (Office of System Planning and Office of Traffic Engineering and Operations)																							
Important Note: Be sure to contact the Caltrans District 2 Office of Traffic Engineering and Operations prior to undertaking any research, design, construction, or other activities when signalized intersections may be involved.																							
Note: In the southbound section of the couplet, some of the post miles listed are for State Route 44, which shares a portion of its alignment with SR 273. When two state routes share an alignment, the route with the lower number is dominate and its post miles are used.																							
"Channelization" section coded based on the permitted direction of travel of a vehicle through the intersection, regardless of the actual orientation of SR 273 at the intersection.																							

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Appendix E

Bridges and Structures

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Bridges and Structures on SR 273

City	PM	Bridge Number	Structure Name	* Length	* Deck Width	* Minimum Vertical Clearance	Year Built	Year Widened
	3.81	06 0139L	S. Anderson Separation	159.12	58.83	15.06	1966	2011
	3.81	06 0139R	S. Anderson Separation	159.12	58.83	15.06	1966	2011
AND	4.52	06 0104	A.C.I.D. Canal	21.98	91.86	-	1948	1961
AND	5.10	06 0005	Anderson Creek	123.03	85.63	-	1948	1994
AND	5.10	06 0196Y	Anderson Creek	120.08	23.62	-	1921	-
-	7.10	06 0006	Spring Creek	105.97	97.11	-	1914	1994
RDG	10.97	06 0007	China Gulch	24.93	0.0	-	1937	1951
-	11.23	06 0203	Clear Creek	470.14	94.16	-	1995	-
RDG	12.58	06 0009	Olney Creek	78.08	106.63	-	1940	1994
RDG	13.31	06 0010	A.C.I.D. Canal	78.08	92.85	-	1942	1995
RDG	13.88	06 0011	Oregon Gulch	86.94	92.85	-	1942	1994
RDG	14.31	06 0012	Canyon Creek	131.89	92.85	-	1942	1995
RDG	14.77	06 0013	South Redding UP	161.09	0.0	14.93	1938	-
RDG	17.08	06 0014	Sacramento River	789.04	70.54	-	1935	1961
RDG	17.97	06 0022	Sulphur Creek	26.90	0.0	-	1936	1954
-	19.06	06 0109	Boulder Creek	21.98	0.0	-	1953	-
RDG	20.00	06 0137G	N273-N5 Connector OC/Sep	356.96	34.12	-	1965	-

Source: California Department of Transportation, District 2, Workplan Bridge Inspection Report

Notes:

1. Minimum Vertical Clearance is applicable when the structure passes over the highway. Bridge number 06-0013 (South Redding UP) is the only location less than the 15.09' specification.
2. There are no structures with a weight limit restriction. The only structure with a less than full permit load rating is the Sacramento River bridge.
3. There are no scour critical bridges on SR 273 at this time.

* Measurements are in feet

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Appendix F

Environmental Features

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Environmental Features

Air Quality:

Currently, Shasta County is an Attainment / Unclassified Area and conformity requirements do not apply.

Cultural Resources:

Projects proposed on SR 273 have high potential to affect cultural resources. These resources include prehistoric Native American archaeological sites, historic sites associated with early settlement of Shasta County, architectural resources associated with early development of the highway, and a Casino operated on tribal lands.

Floodplains:

The SR 273 corridor crosses over several creeks. Most of the creeks have a mapped 100-year floodplain which can be reviewed on the Federal Emergency Management Agency (FEMA) maps. Because the floodplains are based on 100-year storm events, much of the floodplain area is not apparent when viewed from a project site. All projects in the SR 273 corridor should review FEMA maps to see if a project area is subject to inundation by the 100-year flood.

<http://www.msc.fema.gov> – FEMA Map Service Center

Hazardous Waste:

SR 273 was the primary north-south highway prior to the construction of Interstate 5. Due to the period of time that the highway was used, and the type of fuels used in cars at that time, the corridor has a history of Aerially Deposited Lead (ADL) in the roadside soils. This requires special provisions for the proper handling and disposal of soils that contain ADL. Furthermore, there are many properties that used to be, and currently are, gas and service stations. These sites often have underground fuel storage tanks and may contain contaminated soil due to leaking fuel tanks. When a project is proposed, adjacent properties should be investigated to determine if the property has the potential to contain underground storage tanks. Some properties will appear on the State Department of Toxic Substance Control (DTSC) also known as *Cortese List* sites.

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Appendix G

Capacity Analysis and Level of Service

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Capacity Analysis and Level of Service

Capacity analysis and estimates of Level of Service (LOS) for SR 273 were based on daily traffic volumes using a volume-to-capacity ratio methodology consistent with planning level methods contained in the Highway Capacity Manual, Special Report 209, Transportation Research Board, Fourth Edition, December 2000. Use of generalized threshold values to estimate LOS is appropriate for long range planning when basic facility features (such as number of through travel lanes) are to be identified. Identification of specific features of a project (such as number, location, and length of turn lanes or width of shoulders) must be determined by more detailed modeling at the time a project is actually developed.

Exhibit G1 on the following page provides the Average Daily Traffic criteria (thresholds) for each LOS for a four-lane arterial roadway. The volume thresholds shown in the first line of **Exhibit G1** (22,000/A, 25,000/B, 29,000/C, 32,500/D, 36,000/E) represent the maximum volume of traffic that can be accommodated at each LOS under “ideal” conditions. “Ideal” conditions may be thought of as “perfect” conditions, where there are no impediments to operation of the highway (such as trucks and other heavy vehicles, roadway curvature, grades, on-street parking, cross traffic, etc.). As the number and degree of impediments increase, the actual volume of traffic that can be accommodated at each LOS decreases. Since actual conditions found on most roadways are rarely “ideal”, an important consideration in determining LOS using generalized thresholds is estimating the degree to which actual conditions vary from ideal conditions.

For SR 273, the volume thresholds used to determine LOS for each highway segment were reduced between 10 and 40 percent based on the degree to which actual conditions in each segment deviate from the “ideal” condition. **Exhibit G1** shows the applicable volume threshold for each LOS based on application of a 10, 20, 30 or 40 percent “adjustment factor”. The adjustment factor applied to each highway segment in order to estimate LOS is provided in the “Traffic Volumes and Level of Service” section of the Segment Fact Sheet for each segment. To account for the lane configuration in the couplet portion of SR 273 (three Northbound or three Southbound, one-way lanes rather than four contiguous lanes - two Northbound/two Southbound), an additional adjustment was made as shown in **Exhibit G1**.

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Exhibit G1

Level of Service Criteria for Four-Lane Arterial Roadways

Roadway Type	Average Daily Traffic (ADT) – Total of Both Directions				
	LOS “A”	LOS “B”	LOS “C”	LOS “D”	LOS “E”
4-Lane Arterial¹	22,000	25,000	29,000	32,500	36,000
Adjustment Factors²					
1 = 10%	19,800	22,500	26,100	29,250	32,400
2 = 20%	17,600	20,000	23,200	26,000	28,800
3 = 30%	15,400	17,500	20,300	22,750	25,200
4 = 40%	13,200	15,000	17,400	19,500	21,600
Couplet Area³	9,900	11,250	13,050	14,625	16,200

Source: Based on Highway Capacity Manual, Special Report 209, Transportation Research Board, Fourth Edition, December 2000.

Notes:

1. Volume thresholds are approximate and assume “ideal” roadway characteristics. Actual thresholds for each LOS may vary depending on a variety of factors, including: roadway curvature and grade, intersection or interchange spacing, percentage of trucks and other heavy vehicles, lane widths, shoulder widths, signal timing, on-street parking, volume of cross traffic and pedestrians, etc.
2. Reduction to volume thresholds to account for actual roadway characteristics
3. Thresholds first modified to reflect number of lanes and then adjustment factor applied

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Appendix H

Bicycle Evaluation

- **Bicycle Plans**
- **Agency Bicycle Outreach Meetings**
- **Bicycle Outreach to Shasta Wheelmen**
- **Bicycle User Survey**

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Locally Adopted Plans: Summary of Bicycle Components

Shasta RTA:

- Regional Transportation Plan – 2010
 - Create a transportation environment that encourages non-motorized alternatives.
 - Focus on Class II and III bike facilities adjacent to selected roadways.
 - Coordinate local agency bicycle facilities improvement plans in order to link major activity centers and communities together.

City of Anderson (PM 3.8-6.4):

- General Plan – 2007
 - Create a bicycle system that provides connections throughout Anderson and with neighboring areas, and serves both recreational and commuter areas.
 - Design new roadway facilities to accommodate bicycle traffic to include Class I, II, or III bicycle facilities as appropriate (GP Circulation Element, BP-6).
 - Coordinate City bicycle routes with Shasta County and the State facilities.
- 2007 Bicycle Transportation Plan – 2007
 - The City proposes mostly Class I with some Class II for SR 273 with a goal to create a safe, efficient and coordinated transportation environment that encourages bicycling:
 - Class I from Pinion Avenue. to South Street
 - Class I or II from South Street to North City Limits
 - Current projects include a Class I bike path from South Street to Pleasant Hills Drive (design and construct Class I and Class II bikeways adjacent to State Route 273 – BTA funded project).

Shasta County (PM 6.4-10.3):

- General Plan – 2004
 - In the event funding is available, a parallel bicycle path could be constructed along transportation routes that experience heavy automobile traffic, such as Highway 273. (GP Open Space and Recreation 6.9.2 Trails)

- The overall goal of the bikeway plan for Shasta County is to provide for a safe, effective, efficient, balanced, and coordinated bicycling system at reasonable cost that serves the needs of the people of the County. (GP Circulation Element – 7.4.015 Bikeways)
- Recognize bicycle circulation as functional alternatives to the automobile in urban and suburban areas. (GP Circulation Element – Pedestrian and Bicycle Modes C-5, C-5a, C-5c)
- Bicycle Transportation Plan – 2010
 - Develop a continuous county bicycle system that is part of a Complete Streets transportation system.
 - Construct Class II facilities in conjunction with road, street and state highway improvement projects which coincide with County BTP corridors, when feasible.

City of Redding PM (10.3-20.0):

- General Plan – 2000-2020
 - To make the most of commuter bicycle use, a comprehensive system of bikeways needs to be established.
 - Identifies Class II for SR 273.
- Parks, Trails and Open Space Master Plan – 2004 (with no specific details to SR 273)
 - The City has identified various potential bikeways and paths that are expected to be built by land developers as part of their requirements.
 - Several feeder routes to the Sacramento River Trail are planned, allowing access from adjacent residential areas.
- Bikeway Action Plan – 2010-2015
 - To expand the City bikeway system and to improve the connections for cyclist in the city and to the surrounding areas.
 - To upgrade SR 273 from South Bonnyview to the City Limits (3.88 miles total) to a Class II facility. (Appendix B-25)
 - To upgrade SR 273 (N. Market) from a Class III to a Class II from Benton Drive to Lake Blvd.
 - The City does not envision any additional Class I facilities. (Appendix D-34)

Agency Bicycle Outreach Meetings

- **City of Anderson**
- **City of Redding**
- **Shasta County**

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Agenda

SR 273 Bicycle Transportation Discussion

Tuesday, February 22, 2011 (9:30-10:30 AM)
City of Anderson

❖ Introduction

- Project Summary
- Two goals for today:
 1. Verify accuracy of summaries
 2. Discuss your vision for bicycle transportation along State Route 273

❖ Plan Summaries

- Other Agencies
- City of Anderson – Verify accuracy of summaries

City of Anderson (PM 3.8-6.4):

- General Plan – 2007
 - Create a bicycle system that provides connections throughout Anderson and with neighboring areas, and serves both recreational and commuter users.
 - Design new roadway facilities to accommodate bicycle traffic to include Class I, II, or III bicycle facilities as appropriate (GP Circulation Element, BP-6).
 - Coordinate City bicycle facilities with Shasta County and State facilities.
- 2007 Bicycle Transportation Plan – 2007
 - The City proposes mostly Class I with some Class II for SR 273 with a goal to create a safe, efficient and coordinated transportation environment that encourages bicycling:
 - Class I from Pinion Ave. to South St.
 - Class I or II from South St. to North City Limits
 - Current projects include a Class I bike path from South Street to Pleasant (design and construct Class I and Class II bikeways adjacent to State Route 273 – BTA funded project).

❖ Your vision for bicycle transportation along the SR 273 corridor

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City of Anderson Bicycle Transportation Summary Meeting

(Meeting Notes)

February 22, 2011 (9:30 - 10:30)

Anderson City Hall
1887 Howard St., Anderson

Attendees:

(Jeff Kiser, Public Works Director – unavailable at time of meeting)
David Durette, Deputy Public Works Director (filled in for Jeff Kiser)
Scott White, Senior Transportation Planner
Steve Pendergast, Associate Transportation Planner
Tamy Quigley, Lead on Bicycle Transportation component of SR 273 TCR

City contact: Jeff Kiser, Public Works Director – 378-6636, jkiser@ci.anderson.ca.us

Introduction:

Summarized Project: We're at a point in the TCR process where we would like City of Anderson's vision for bicycle transportation in the community and along the SR 273 corridor. Tamy has reviewed local agency plans related to bicycle transportation, and we would like to discuss our summary of these plans with you.

Primary goals for this meeting were:

1. Verify accuracy of plan summaries: General Plan (2007); 2007 Bicycle Transportation Plan
2. Discuss your vision for bicycle transportation along SR 273

Plan Summaries:

Tamy gave a brief verbal summary of City of Redding, Shasta County, and Shasta Co. RTPA plans, which are all generally supportive of Class II bike lanes along SR 273.

City of Anderson concurred that the following accurately summarizes their General Plan (2007), as well as their 2007 Bicycle Transportation Plan:

City of Anderson (PM 3.8-6.4):

- General Plan – 2007
 - Create a bicycle system that provides connections throughout Anderson and with neighboring areas, and serves both recreational and commuter users.
 - Design new roadway facilities to accommodate bicycle traffic to include Class I, II, or III bicycle facilities as appropriate (General Plan Circulation Element, BP-6).
 - Coordinate City bicycle facilities with Shasta County and State facilities.
- 2007 Bicycle Transportation Plan – 2007
 - The City proposes mostly Class I with some Class II for SR 273 with a goal to create a safe, efficient and coordinated transportation environment that encourages bicycling:
 - Class I from Pinon Avenue to South Street
 - Class I or II from South Street to North City Limits
 - Current projects include a Class I bike path from South Street to Pleasant (design and construct Class I and Class II bikeways adjacent to State Route 273 – BTA funded project).

City of Anderson's vision for Bicycle Transportation along the SR 273 corridor:

Vision: Create a network along SR 273 of mostly Class I with some Class II

Other City of Anderson thoughts concerning the SR 273 corridor:

City of Anderson anticipates an estimated completion date of late April 2011 for their BTA funded Class I/Class II project currently under construction.

Due to the high cost of constructing a new bridge over Anderson Creek (PM 5.10) to accommodate a Class I bike path, it was decided the money could be better spent improving bicycle access to Anderson River Park, a popular destination for bicyclists. Therefore, their BTA project will result in a Class I facility from Pleasant Hills Drive (PM 4.13) to Bruce Street (PM 4.92), and a Class II facility from Bruce Street to South Street (PM 5.20).



Agenda

SR 273 Bicycle Transportation Discussion

Tuesday, February 1, 2011 (1:30-3:00 PM)
City of Redding – Parkview CR

❖ Introduction

- Project Summary
- Two goals for today:
 1. Verify accuracy of summaries
 2. Discuss your vision for bicycle transportation along State Route 273

❖ Plan Summaries

- Other Agencies
- City of Redding – Verify accuracy of summaries

City of Redding PM (10.3-20.0):

- General Plan – 2000-2020
 - To make the most of commuter bicycle use, a comprehensive system of bikeways needs to be established.
 - Identifies Class II for SR 273.
- Parks, Trails and Open Space Master Plan – 2004 (with no specific details to SR 273)
 - The City has identified various potential bikeways and paths that are expected to be built by land developers as part of their requirements.
 - Several feeder routes to the Sacramento River Trail are planned, allowing access from adjacent residential areas.
- Bikeway Action Plan – 2010-2015
 - To expand the City bikeway system and to improve the connections for cyclists in the city and to the surrounding areas.
 - To upgrade SR 273 from South Bonnyview to the City Limits (3.88 miles total) to a Class II facility.
 - The City does not envision any additional Class I facilities. (Appendix D-34)

❖ Your vision for bicycle transportation along the SR 273 corridor

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City of Redding Bicycle Transportation Summary Meeting

(Meeting Notes)

February 1, 2011 (1:30 - 3:00)

Redding City Hall
777 Cypress Avenue

Attendees:

Brian Crane, Public Works Director
Zach Bonnin, Transportation Planner
Scott White, Senior Transportation Planner
Steve Pendergast, Associate Transportation Planner
Tamy Quigley, Lead on Bicycle Transportation component of SR 273 TCR

Staff contact: Zach Bonnin, Transportation Planner, 245-7116, zbonnin@ci.redding.ca.us

Introduction:

Summarized Project: We're at a point in the TCR process where we would like City of Redding's vision for bicycle transportation in the community and along the SR 273 corridor. Tamy has reviewed local agency plans related to bicycle transportation, and we would like to discuss our summary of these plans with you.

Primary goals for this meeting were:

1. Verify accuracy of plan summaries: General Plan (2000-2020); Parks, Trails and Open Space Master Plan (2004); and Bikeway Action Plan (2010-2015)
2. Discuss your vision for bicycle transportation along SR 273

Plan Summaries:

Tamy gave a brief verbal summary of City of Anderson, Shasta County, and Shasta Co. RTPA plans. City of Anderson proposing mostly Class I with some Class II for SR 273. Shasta County and Shasta Co. RTPA are generally supportive of Class II bike lanes.

Brian asked that we add the extension of the Class II on North Market (SR 273), from Benton Drive to Lake Blvd., to the Bikeway Action Plan – 2010-2015 summary. With this addition, City of Redding concurred that the following accurately summarizes their General Plan (2000-2020), their Parks, Trails and Open Space Master Plan (2004), and their Bikeway Action Plan (2010-2015):

City of Redding PM (10.3-20.0):

- General Plan – 2000-2020
 - To make the most of commuter bicycle use, a comprehensive system of bikeways needs to be established.
 - Identifies Class II for SR 273.
- Parks, Trails and Open Space Master Plan – 2004 (with no specific details to SR 273)
 - The City has identified various potential bikeways and paths that are expected to be built by land developers as part of their requirements.
 - Several feeder routes to the Sacramento River Trail are planned, allowing access from adjacent residential areas.
- Bikeway Action Plan – 2010-2015
 - To expand the City bikeway system and to improve the connections for cyclist in the city and to the surrounding areas.
 - To upgrade SR 273 from South Bonnyview to the City Limits (3.88 miles total) to a Class II facility. (Appendix B-25)

- To upgrade SR 273 (N. Market) from a Class III to a Class II from Benton Drive to Lake Blvd. The Bikeway Action Plan lists “Existing / Proposed” for the road segment from Quartz Hill Road to Lake Blvd. Quartz Hill Road to Benton Drive is the “existing” portion, and Benton Drive to Lake Blvd. is the “proposed” section. (Appendix B-25)
- The City does not envision any additional Class I facilities within its jurisdiction. (Appendix D-34)

City of Redding’s vision for Bicycle Transportation along the SR 273 corridor:

Vision: Create a network of Class II Bike Lanes

Reasoning: Greater opportunity to actually build Class II projects. A Class II network is more reasonable and viable to build and maintain than a Class I network, and fits better into the city’s overall bicycle transportation system.

Other City of Redding thoughts concerning the SR 273 corridor:

City of Redding beginning kickoff for update to its Downtown Redding Specific Plan (DRSP). Per Zach Bonnin, Doug DeMallie (Planning Manager) will add Steve as a Caltrans System Planning contact for involvement with the update.

Note: After meeting, Scott exchanged e-mail with Doug DeMallie. Chuck Aukland will coordinate with Steve during development of the DRSP.



Agenda

SR 273 Bicycle Transportation Discussion

Tuesday, January 25, 2011 (2:00-3:00 PM)

Shasta County Dept. of Public Works

❖ Introduction

- Project Summary
- Two goals for today:
 1. Verify accuracy of summary
 2. Discuss your vision for bicycle transportation along State Route 273

❖ Plan Summaries

- Other Agencies
- Shasta County – Verify accuracy of summary

Shasta County (PM 6.4-10.3):

- General Plan – 2004
 - In the event funding is available, a parallel bicycle path could be constructed along transportation routes that experience heavy automobile traffic, such as Highway 273. (GP Open Space and Recreation 6.9.2 Trails)
 - The overall goal of the bikeway plan for Shasta County is to provide for a safe, effective, efficient, balanced, and coordinated bicycling system at reasonable cost that serves the needs of the people of the County. (GP Circulation Element – 7.4.015 Bikeways)
 - Recognize bicycle circulation as functional alternatives to the automobile in urban and suburban areas. (GP Circulation Element – Pedestrian and Bicycle Modes C-5, C-5a, C-5c)
- Bicycle Transportation Plan – 2010
 - Develop a continuous county bicycle system that is part of a Complete Streets transportation system.
 - Construct Class II facilities in conjunction with road, street and state highway improvement projects which coincide with County BTP corridors, when feasible.

❖ Your vision for bicycle transportation along the SR 273 corridor

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Shasta County Bicycle Transportation Summary Meeting

(Meeting Notes)

January 25, 2011 (2:00 - 3:00)

Shasta County Dept Public Works
1855 Placer Street

Attendees:

Pat Minturn, Public Works Director
Dan Little, Executive Director, Shasta County RTPA (SCRTPA) – now SRTA
Sean Tiedgen, Assistant Planner, SCRTPA
Scott White, Senior Transportation Planner
Steve Pendergast, Associate Transportation Planner
Tamy Quigley, Lead on Bicycle Transportation component of SR 273 TCR

Staff contact: Sean Tiedgen, Assistant Planner, 245-6816, stiedgen@co.shasta.ca.us

Introduction:

Summarized Project: We're at a point in the TCR process where we would like Shasta County's vision for bicycle transportation in the community and along the SR 273 corridor. Tamy has reviewed local agency plans related to bicycle transportation, and we would like to discuss our summary of these plans with you.

Primary goals for this meeting were:

1. Verify accuracy of plan summaries: General Plan (2004); Bicycle Transportation Plan (2010)
2. Discuss your vision for bicycle transportation along SR 273

Plan Summaries:

Tamy gave a brief verbal summary of City of Anderson, City of Redding and SCRTPA plans. City of Anderson proposing mostly Class I with some Class II for SR 273. City of Redding and SCRTPA are generally supportive of Class II bike lanes.

Shasta County concurred that the following accurately summarizes their Shasta County General Plan (2004), as well as their Bicycle Transportation Plan (2010):

Shasta County (PM 6.4-10.3):

- General Plan – 2004
 - In the event funding is available, a parallel bicycle path could be constructed along transportation routes that experience heavy automobile traffic, such as Highway 273. (General Plan Open Space and Recreation 6.9.2 Trails)
 - The overall goal of the bikeway plan for Shasta County is to provide for a safe, effective, efficient, balanced, and coordinated bicycling system at reasonable cost that serves the needs of the people of the County. (General Plan Circulation Element – 7.4.015 Bikeways)
 - Recognize bicycle circulation as functional alternatives to the automobile in urban and suburban areas. (General Plan Circulation Element – Pedestrian and Bicycle Modes C-5, C-5a, C-5c)
- Bicycle Transportation Plan – 2010
 - Develop a continuous county bicycle system that is part of a Complete Streets transportation system.
 - Construct Class II facilities in conjunction with road, street and state highway improvement projects which coincide with County BTP corridors, when feasible.

Shasta County's vision for Bicycle Transportation along the SR 273 corridor:

Vision: Continuous Class II Bike Lane contiguous to SR 273.
Close all gaps in the bicycle transportation network by connecting to other facilities at jurisdictional boundaries.

Reasoning: Class I more difficult and expensive to construct and maintain than Class II. A separated facility is more difficult to access, therefore it is more costly to construct and maintain (less room for equipment to maneuver, harder to kept clean, lighting may be required, etc.). Greater opportunity to actually build Class II projects.

Other Shasta County thoughts concerning the SR 273 corridor:

Do not envision a continuous frontage road, now or in the future
Development potential in county along SR 273 is limited
SR 273 is expected to continue as a commuter/utilitarian route (not expected to be a recreational route)

Bicycle Outreach to Shasta Wheelmen

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Meeting notes from Shasta Wheelmen Monthly Meeting

September 6, 2010 --Upper Crust Pizza (7:00 PM)

What is your primary reason for riding on SR 273?

- ~ Connectivity to North and South areas
- ~ Commuting
- ~ Provides a continuous route option
- ~ Straight forward so ends up being quicker
- ~ Wide shoulders on northern section

How often do you ride on SR 273?

- ~ Twice a week on the Shasta Wheelmen ride – Tuesdays and Sundays
- ~ Three times a week for commute
- ~ Would ride more often if the road conditions were better

What time of the day do you ride SR 273 and why?

- ~ Ride early in the day to avoid high traffic times
- ~ Before or after 8 AM to avoid traffic
- ~ Not during afternoon peak traffic times

When you ride SR 273 are you alone or with a group, if group how many riders are you with?

- ~ Tuesday and Sunday rides are usually 10-20 riders and include southern sections of the route

Overall impression of the route:

- ~ Sierra Pacific to Latona Rd very rough, road in poor condition on both sides
- ~ Quartz Hill Rd to Trinity St - poor conditions on both sides of route; width of Market St Bridge is poor and often too many people on it so have to get off bike to walk or ride in lane on route

- ~ Shoulders are full of cracks and are in poor riding condition from Anderson to Redding in both directions
- ~ Clear Creek NB towards Westwood Village is a very poor design. If riding a tandem the whole bike cannot fit the current design without technical moves or getting off to get through. Not the best design for single bikes either.
- ~ So much debris in the shoulders use of the frontage roads is usually the case to avoid a tire or bike issue from the debris. Often debris is large and unavoidable or just a lot there.

What improvements would you make to SR 273?

- ~ Build a Class II from Anderson through Redding
- ~ Fix the potholes along the whole route but south end especially
- ~ Sweep the shoulders now and ongoing
- ~ Maintain the Class I sections ongoing, poor maintenance on surface and surrounding vegetation
- ~ Improve the shoulders along Market St Bridge, all the downtown area, and again near the RR tracks in S Redding all the way to Anderson
- ~ Improve sections with little to no shoulders to have at least 4 foot shoulders and keep them swept
- ~ Improve the signal detection at Breslauer and SR 273 to accommodate bicycles and pedestrians
- ~ Improve southbound right turn conflicts somehow

Bicycle User Survey

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Summary of Survey Monkey Results

This summary is based on the results of an October 2010 survey conducted through Survey Monkey regarding bicycle usage characteristics on State Route 273:

- Frequency of usage on the route ranged from several times a week to several times a month
- Primary reasons for using SR 273 are for recreation and commuting to work
- The parts of SR 273 that are more commonly used include: City of Anderson to Buena Ventura Blvd; Downtown Redding Area; North Market area
- Usage times coincide with the types of use noted with heaviest usage in the morning and afternoon
- Typical group size when riding was between one and four riders
- The majority of respondents felt that SR 273 is not well developed for bicycles
- Respondents felt that SR 273 is often the quickest route between the Cities of Anderson and Redding
- Respondents did not like the following about SR 273: shoulders are rough, narrow to non-existent in places, and have too much debris; narrow where route passes under the RR crossing south of Wyndham Lane; lacks lighting for bikes; fast cars; and noisy
- Priorities most commonly noted for the route are: continuous wide shoulders that are smooth and free of debris; and bicycle signs and markings
- Other items mentioned include: expansion joints on Sacramento River Bridge; bicycle/pedestrian activity in downtown areas; high speeds of vehicles; and close proximity to traffic

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Appendix I

Public Outreach

- **Tribal Outreach**
- **Shasta RTA TAC**
- **Public Workshop**
- **City of Redding Planning Commission**
- **Public Review Draft**
- **Shasta RTA - Draft**
- **Shasta RTA - Final**

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November 19, 2009

Tribal Outreach

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DEPARTMENT OF TRANSPORTATION

OFFICE OF SYSTEM PLANNING, MS #3

P. O. BOX 496073

Redding, CA 96049-6073

PHONE (530) 229-0518

FAX (530) 225-3578

TTY 711

*Flex your power!
Be energy efficient!*

November 19, 2009

United Tribes of Northern California
Tribal Chair – Gloria Gomes
20059 Parocast Road
Redding, CA 96003

Transportation Concept Report – State Route 273

Dear Honorable Tribal Chairperson Gloria Gomes:

The California Department of Transportation, District 2 (District) is currently updating the Transportation Concept Report (TCR) for State Route SR 273 (SR 273). The TCR is a twenty-year plan that guides the development of SR 273. This plan will be prepared with the assistance of the Shasta Regional Transportation Planning Agency (RTPA), Shasta County, City of Redding, City of Anderson, tribal governments, private businesses, community-based organizations, and the general public.

The plan will consider traffic conditions, land use, environmental conditions, and other issues related to highway operation and usage. This information will help to identify strategies to meet both current and future transportation demands while addressing the social, economic, and quality-of-life goals of local communities. In addition to automobile travel, this plan will consider bicycle and pedestrian facilities, railways, and airports.

Given that this route passes through or near tribal ancestral lands, your input will be of great value to the District as we develop these plans. If you would like to set a meeting to discuss items of interest to your organization, to identify the appropriate staff to work with during preparation of the TCR, or to discuss your thoughts with regards to public involvement, please contact Sandra Rivera, the District's Native American Liaison, at sandra_riviera@dot.ca.gov or at (530) 229-0516.

Please feel free to contact the Project Manager for this TCR, Steve Pendergast, at steve_pendergast@dot.ca.gov or at (530) 225-3436 with any questions you may have regarding this process. We look forward to the opportunity to work with you on this report.

Sincerely,

A handwritten signature in blue ink that reads "Scott White".

SCOTT WHITE

Chief, Office of System Planning

- c: Sandra Rivera D-2, Native American Liaison, Office of Advance Planning
Steve Pendergast, Associate Transportation Planner, Office of System Planning

"Caltrans improves mobility across California"

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DEPARTMENT OF TRANSPORTATION

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Redding, CA 96049-6073

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November 19, 2009

Redding Rancheria
Tribal Chair – Jack Potter, Jr.
2000 Redding Rancheria Road
Redding, CA 96001

Transportation Concept Report – State Route 273

Dear Honorable Tribal Chairperson Jack Potter, Jr.:

The California Department of Transportation, District 2 (District) is currently updating the Transportation Concept Report (TCR) for State Route SR 273 (SR 273). The TCR is a twenty-year plan that guides the development of SR 273. This plan will be prepared with the assistance of the Shasta Regional Transportation Planning Agency (RTPA), Shasta County, City of Redding, City of Anderson, tribal governments, private businesses, community-based organizations, and the general public.

The plan will consider traffic conditions, land use, environmental conditions, and other issues related to highway operation and usage. This information will help to identify strategies to meet both current and future transportation demands while addressing the social, economic, and quality-of-life goals of local communities. In addition to automobile travel, this plan will consider bicycle and pedestrian facilities, railways, and airports.

Given that this route passes through or near tribal ancestral lands, your input will be of great value to the District as we develop these plans. If you would like to set a meeting to discuss items of interest to your organization, to identify the appropriate staff to work with during preparation of the TCR, or to discuss your thoughts with regards to public involvement, please contact Sandra Rivera, the District's Native American Liaison, at sandra_rivera@dot.ca.gov or at (530) 229-0516.

Please feel free to contact the Project Manager for this TCR, Steve Pendergast, at steve_pendergast@dot.ca.gov or at (530) 225-3436 with any questions you may have regarding this process. We look forward to the opportunity to work with you on this report.

Sincerely,

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SCOTT WHITE

Chief, Office of System Planning

- c: Sandra Rivera D-2, Native American Liaison, Office of Advance Planning
Steve Pendergast, Associate Transportation Planner, Office of System Planning

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November 19, 2009

Wintu Tribe of Northern California
Tribal Chair - Wade McMasters
3576 Oasis Road
Redding, CA 96003

Transportation Concept Report – State Route 273

Dear Honorable Tribal Chairperson Wade McMasters:

The California Department of Transportation, District 2 (District) is currently updating the Transportation Concept Report (TCR) for State Route SR 273 (SR 273). The TCR is a twenty-year plan that guides the development of SR 273. This plan will be prepared with the assistance of the Shasta Regional Transportation Planning Agency (RTPA), Shasta County, City of Redding, City of Anderson, tribal governments, private businesses, community-based organizations, and the general public.

The plan will consider traffic conditions, land use, environmental conditions, and other issues related to highway operation and usage. This information will help to identify strategies to meet both current and future transportation demands while addressing the social, economic, and quality-of-life goals of local communities. In addition to automobile travel, this plan will consider bicycle and pedestrian facilities, railways, and airports.

Given that this route passes through or near tribal ancestral lands, your input will be of great value to the District as we develop these plans. If you would like to set a meeting to discuss items of interest to your organization, to identify the appropriate staff to work with during preparation of the TCR, or to discuss your thoughts with regards to public involvement, please contact Sandra Rivera, the District's Native American Liaison, at sandra_riviera@dot.ca.gov or at (530) 229-0516.

Please feel free to contact the Project Manager for this TCR, Steve Pendergast, at steve_pendergast@dot.ca.gov or at (530) 225-3436 with any questions you may have regarding this process. We look forward to the opportunity to work with you on this report.

Sincerely,

A handwritten signature in blue ink that reads "Scott White".

SCOTT WHITE

Chief, Office of System Planning

- c: Sandra Rivera D-2, Native American Liaison, Office of Advance Planning
Steve Pendergast, Associate Transportation Planner, Office of System Planning

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Redding, CA 96049-6073

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FAX (530) 225-3578

TTY 711

*Flex your power!
Be energy efficient!*

November 19, 2009

Winnemem Wintu Tribe
Tribal Chair - Caleen Sisk-Franco
14840 Bear Mountain Road
Redding, CA 96003

Transportation Concept Report – State Route 273

Dear Honorable Tribal Chairperson Caleen Sisk-Franco:

The California Department of Transportation, District 2 (District) is currently updating the Transportation Concept Report (TCR) for State Route SR 273 (SR 273). The TCR is a twenty-year plan that guides the development of SR 273. This plan will be prepared with the assistance of the Shasta Regional Transportation Planning Agency (RTPA), Shasta County, City of Redding, City of Anderson, tribal governments, private businesses, community-based organizations, and the general public.

The plan will consider traffic conditions, land use, environmental conditions, and other issues related to highway operation and usage. This information will help to identify strategies to meet both current and future transportation demands while addressing the social, economic, and quality-of-life goals of local communities. In addition to automobile travel, this plan will consider bicycle and pedestrian facilities, railways, and airports.

Given that this route passes through or near tribal ancestral lands, your input will be of great value to the District as we develop these plans. If you would like to set a meeting to discuss items of interest to your organization, to identify the appropriate staff to work with during preparation of the TCR, or to discuss your thoughts with regards to public involvement, please contact Sandra Rivera, the District's Native American Liaison, at sandra_riviera@dot.ca.gov or at (530) 229-0516.

Please feel free to contact the Project Manager for this TCR, Steve Pendergast, at steve_pendergast@dot.ca.gov or at (530) 225-3436 with any questions you may have regarding this process. We look forward to the opportunity to work with you on this report.

Sincerely,

A handwritten signature in blue ink that reads "Scott White".

SCOTT WHITE

Chief, Office of System Planning

- c: Sandra Rivera D-2, Native American Liaison, Office of Advance Planning
Steve Pendergast, Associate Transportation Planner, Office of System Planning

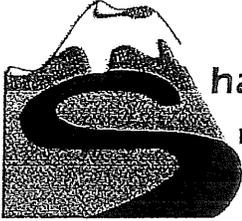
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February 9, 2010

Shasta TAC

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Shasta County

Regional Transportation
Planning Agency

1855 Placer Street • Redding, CA 96001 • (530)225-5654 • FAX (530)225-5667
E-Mail scrtpa@co.shasta.ca.us • HOME PAGE www.scrtpa.org

Daniel S. Little, Executive Director

TECHNICAL ADVISORY COMMITTEE AGENDA

**TUESDAY, FEBRUARY 9, 2010
3:00 P.M.**

SHASTA COUNTY DEPARTMENT OF PUBLIC WORKS
1855 PLACER STREET, REDDING, CALIFORNIA
WILLIAM E. LYMAN CONFERENCE ROOM

- ITEM #1 INTRODUCTIONS
- ITEM #2 AGENDA REVIEW FOR THE FEBRUARY 23, 2010, RTPA MEETING
- ITEM #3 CALTRANS HIGHWAY 273 AND 36 TRANSPORTATION CONCEPT REPORTS
- ITEM #4 CALTRANS STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
PROJECT UPDATE
- ITEM #5 ADJOURN

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Agency Kickoff Summary for Shasta TAC Meeting

February 9, 2010 (3:00 – 4:00)

Shasta County Department of Public Works

1. **Met w/Agencies:** City of Anderson, City of Redding, Shasta Co. RTPA, & Shasta Co. Dept. of Public Works
2. **Initial meetings to announce the kickoff of the SR 273 TCR and to:**
 - a. Determine the appropriate staff to work with from each agency
 - b. Determine the desired level of agency involvement
 - c. Gather initial thoughts for the route (what is important to each agency)
 - d. Discover the level of public involvement thought appropriate for route
 - e. Use information gathered to help set the scope and schedule for TCR
3. **A handout titled “Purpose of a Transportation Concept Report (TCR)”** was distributed at each agency kickoff meeting; it will also be available at public meetings (long range vision for a route – 20 yrs)
(Bring TCR hand-out copies in case requested)
4. **Schedule:** Under development
5. **Issues to consider during the TCR Process:**
 - A. **Facility:**
 - general consensus – 4 lanes, 20 years
 - I-5 is regional priority (6 lanes prior to 273)
 - B. **Focus on Operational Items:**
 - Bicycles / Pedestrians
 - this corridor over I-5
 - crossing, crosswalks, difficult where no control
 - Class I vs. Class II
 - demand for bike/ped use seems to be increasing (gaining popularity)
 - focus on areas w/ high concentrations of bike/ped use
 - Parkview Avenue by Gene’s Drive-In
 - Grange Street by Good News Rescue Mission
 - Westwood Rd. to Canyon Rd.
 - Pedestrian crossing on 273 at Breslauer
 - Railroad Overhead between Buenaventura and Wyndham Lane restricts bike/ped useage
 - Left / Right turn channelization
 - Alternate traffic control (roundabout)
 - Traffic calming in urban locations (such as bulb outs)
 - Minimize number of intersections/driveways onto 273 (focus traffic to existing intersections)
 - Signal synchronization
 - Business access issues north of Wyndham Lane (vehicles park, then back onto 273; uncontrolled access in this area)
 - C. **Other Issues:**
 - a. Drainage - getting across 273 from foothills to river
 - b. Transit:
 - i. Bus – RABA has some good routes on and along SR 273 to Breslauer Complex
 - ii. Light Rail – touched on in TCR, but not proposed in 20 year horizon
 - c. Shasta County Courthouse relocation
 - d. Beautification
 - e. Potential Future Development – Sky Ranch Airport, Breslauer Complex, Churn Creek Commons, Redding Rancheria, North Fork Ranches,
 - f. Sutter/Ellis/Wyndham area (W. side of 273) - like to see one good truck intersection

6. Plans and Studies:

- Regional Transportation Plan
- General Plans
- Bicycle Plans
- Cottonwood Community Plan
- City of Anderson Landscape Master Plan
- S. Bonnyview Road Study
- City of Redding - Downtown Specific Plan
- Southern Region Transportation Planning Study and Traffic Impact Fee Program (Gas Point Rd. area)

7. Groups:

- Focus meetings for businesses in vicinity of the following intersections:
 - Latona Road/273 - Jolly Giant, Big Foot Recycling Center, concrete plant
 - Clear Creek Road - J.F. Shea, concrete plant, and others
 - Breslauer Way - Breslauer Complex, Redding Lumber Transport (RLT), Shasta County Departments
 - Vic Hannan Landscape Materials
 - Parkview Avenue
- Redding Rancheria and other tribes
- Fairgrounds - manager
- ACID - canal parallels 273 for a long distance
- VIVA Downtown Redding
- Parkview Neighborhood Association
- Midtown Mall Benefit Corporation
- Good News Rescue Mission
- Market Street Promenade (downtown mall's new name)
- McConnell Foundation / Turtle Bay
- Shasta Injury Prevention Coalition
- Shasta Wheelmen
- Redding VELO
- Healthy Shasta
- Citizens for Smart Growth
- "Girvan Community Group" – loosely formed
- "Wyndham Lane Neighborhood" – loosely formed
- Title VI – Special Interest groups (Shasta Co.) for community based organizations

8. Public Outreach:

- a. From the initial meetings and discussions, it appears that (1) public workshop would be the most efficient method for conducting public outreach, rather than a focused meeting for each local agency.
- b. What do you think? / What are your thoughts?
- c. Location for Public Workshop - Do you think that a location somewhere in COR would be okay?

9. Anything else that we didn't cover here?

September 23, 2010

Public Workshop

Redding Library Community Room

Workshop Outreach – the following was done prior to the public workshop:

- Media Outreach was conducted
- Flyers were distributed
- News articles appeared in several publications
- REU, “Redding Connects” Newsletter: The public workshop was announced in their August and September 2010 editions of the “Redding Connects” newsletter which was delivered to all utility customers within the City of Redding

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Outreach Notices

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CALTRANS NEWS RELEASE

Date: August 31, 2010
District: District 2 - Redding
Contact: Steve Pendergast
Phone: 530-225-3436

FOR IMMEDIATE RELEASE

Public Workshop Scheduled for State Route 273

When: Thursday, September 23, 2010, from 5:30 – 7:00 pm

Where: Redding Library – Community Room
1100 Parkview Avenue, Redding, CA

The California Department of Transportation (Caltrans), in cooperation with City of Anderson, City of Redding, Shasta County Public Works, and Shasta County RTPA, will host a public workshop. The purpose of this event is to provide the public an opportunity to discuss the future of State Route 273. This input will assist Caltrans in developing a long-range planning document for the route called a Transportation Concept Report (TCR). The TCR is a plan that will address the next 20 years.

Caltrans welcomes any suggestions or comments the public may have regarding the future plan for State Route 273. Representatives from Caltrans will be available to take comments and answer questions. There will be a brief presentation followed by an opportunity to talk about your ideas on what you want State Route 273 to look like in 20 years. Your input is important and will help guide future development of State Route 273 in Shasta County. Comments or questions may be submitted at this meeting, by telephone, or by mail. Comments can be provided to Steve Pendergast by phone at (530) 225-3436, e-mail address (steve_pendergast@dot.ca.gov) or sent to Caltrans District 2, attention: Steve Pendergast, P.O. Box 496073, Redding, CA 96049-6073.

NOTE: An electronic version of this news release is available on the Internet at the following web address: <http://www.dot.ca.gov/dist2/news.htm>



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North state in brief: Sep. 1, 2010

- By [Record Searchlight staff](#)
- Posted August 31, 2010 at 10:36 p.m.

Highway 273

workshop planned

The California Department of Transportation will host a public workshop Sept. 23 to discuss the future of Highway 273.

The event will be held at the Redding Library inside the Community Room.

The public will have an opportunity to provide input that will assist Caltrans in developing a plan for the highway for the next 20 years.

For more information, contact Steve Pendergast at 225-3436

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Redding Connects

August 2010

Your Connection to City Services

In This Issue:

- Ride RABA
- Cal Trans Workshop
- Senior Home Repair
- Fire Safety Tips
- Ducky Derby
- Convention Center
- Calendar of Events

There are a lot of great reasons to ride the new RABA, and we've just added a few more!

Every time you ride RABA from July 19 through August 31, you can enter to win one of hundreds of free prizes from local merchants and the grand prize, a 42-inch high definition plasma TV from Clyde's Enterprises.

One ride on RABA and you're eligible to win. Winners are picked every week and the more you ride the better your chance of winning great gifts from:

- Waterworks Park
- Prime 11 Cinemas
- Viking Skate Country
- Cold Stone Creamery
- Round Table Pizza
- Great Harvest Bread Company
- Frasolini's Pizza and Espresso
- Red Lion Hotel
- Luigi's Pizza
- The D.A.T.E.
- Classic Trendz Boutique
- Hilton Garden Inn
- Hellerwork Structural Integration

See how easy it is to ride the new RABA! Check out all our routes and schedules at www.RABAride.com or call for information at 241-2877.

Ride and win. Now is the best time to take a ride on the new RABA!

RABA



Public Workshop to Discuss State Route 273 Hosted by Cal Trans

The California Department of Transportation (Caltrans) is hosting a public workshop to provide the public the opportunity to discuss the future of State Route 273. This input will assist Caltrans in developing a long-range planning document for the route called a Transportation Concept Report (TCR). The TCR is a plan that will address the next 20 years. This workshop will be held on Thursday, September 23, 2010 from 5:30 PM to 7:00 PM at the Shasta County Library - Community Room, 1100 Parkview Avenue, Redding, CA, (530) 245-7250. Comments or ques-

tions may be submitted at this meeting, by telephone, or by mail. Comments can be provided to Steve Pendergast by phone at (530) 225-3436, e-mail steve_pendergast@dot.ca.gov, or sent to Caltrans, District 2, Attention: Steve Pendergast, P.O. Box 496073, Redding, CA 96049-6073.



Redding Fire - Wildfire Safety

Wildland fires destroy hundreds of homes and acres of land every year across the country. Fire-safe landscaping is an effective tool that creates an area of defensible space between your home and flammable vegetation that protects against devastating fires.

The Redding Fire Department encourages you to keep fire safety at the forefront by learning how to landscape and maintain your property to minimize possible fire damage and slow fires if they start. Remember, fire safety is your personal responsibility...Fire Stops with You!

DEFENSIBLE SPACE WORKS:

In a fire situation, the dead trees and combustible shrubs surrounding your home act as fuel for fire. Removing combustible vegetation 100 feet from your home reduces the threat of fire. Follow these basic rules to create defensible space that works.

- Remove all dead plants, trees and flammable shrubs.
- Reduce excess leaves, plant parts and low-hanging branches.
- Replace dense flammable plants with fire-resistant plants. The choice of plants, spacing and maintenance are crucial elements in any defensible space landscaping plan.

TIPS FOR FIRE-SAFE LANDSCAPE:

- Create a defensible space perimeter by thinning trees and brush within 100 feet around your home.
- Beyond 100', remove dead wood, debris and low tree branches. Clean roof gutters of debris.
- Eliminate small trees and plants growing under trees. They allow ground fires to climb into tree crowns.

- Space trees 30' apart and prune to a height of 8 to 10 feet.
- Place shrubs at least 20' from any structures and prune regularly.
- Plant the most drought-tolerant vegetation within three feet of your home and adjacent to structures to prevent ignition
- Provide at least 10 to 15 foot separation between islands of shrubs and plant groups to effectively break-up continuity of vegetation.
- Landscape your property with fire-resistant plants and vegetation to prevent fire from spreading quickly.

MAINTAIN YOUR HOME AND SURROUNDING PROPERTY:

- Maintain a well-pruned and watered landscape to serve as a green belt and protection against fire.
- Keep plants green during the dry season.
- Trim grass on a regular basis up to 100 feet surrounding your home.
- Stack firewood at least 30 feet from your home.

2010



Watch for the Ducks!!!
The 21st annual Ducky Derby race will be held on September 26, 2010!
Duck drop time will be

at 3:30 p.m. in Redding's Caldwell Park. Although the Turtle Bay Arts and Crafts Fair is cancelled, come on down to enjoy the Drop and a Family Fun Day at the Aquatic Center! (More details coming soon).

If you are interested in becoming a sponsor or adopting a duck, contact Marge Beck at 225-8583 or margebeck@msn.com. Local students will soon be out selling duck adoption tickets. All proceeds benefit our local youth for substance abuse prevention programs and youth development programs.

Remember . . . our youth are our community's most precious asset!

Redding Convention Center Events Calendar

September

September 2-6	Crown Motors Car Sale
September 10-12	Sundial Music Festival and BBQ Cookoff
September 10	"Leann Rimes" in concert
September 12	"Jonny Lang w/Roy Rogers and the Delta Rhythm Kings" in concert
September 15	Shasta Senior Nutrition Commodities
September 16-19	(T) Boat and RV Show
September 23	Business Expo
September 24	"Cheech and Chong" stand-up comedy
September 27	College Quest

For additional information or to charge tickets by phone, contact the Redding Convention Center box office at **225-4130**

Box office hours: Monday-Friday 9:00 am - 5:00 pm
Patrons can go to

www.reddingconventioncenter.com
to reach our website and on-line ticketing information.

Informational meeting about HWY 273 future plans

Staff Reports

Tuesday, September 7, 2010

The California Department of Transportation will host a public workshop on future plans for State Route 273 between Redding and Anderson from 5:30 p.m. - 7 p.m. on Thursday, Sept. 23, in the Community Room at the Redding library, 1100 Parkview Ave.

Public comments will help Caltrans develop a long-range planning document to guide improvements for the next 20 years.

Comments or questions may be submitted at the meeting, by telephone or by mail.

Comments should be directed to Steve Pendergast by phone (530) 225-3436, by e-mail to steve_pendergast@dot.ca.gov or mailed to Caltrans, District 2, Attention Steve Pendergast, P.O. Box 496073, Redding, CA 96049-6073.



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Public Workshop Thursday for State Route 273

September 20, 2010 [No Comments](#) [Printer-Friendly](#) [ShareThis](#)



What: Public Workshop Scheduled for State Route 273

When: Thursday, Sept. 23, 5:30 to 7 p.m.

Where: Redding Library - Community Room
1100 Parkview Avenue, Redding, CA

The California Department of Transportation (Caltrans), in cooperation with City of Anderson, City of Redding, Shasta County Public Works, and Shasta County RTPA, will host a public workshop. The purpose of this event is to provide the public an opportunity to discuss the future of State Route 273. This input will assist Caltrans in developing a long-range planning document for the route called a Transportation Concept Report (TCR). The TCR is a plan that will address the next 20 years.

Caltrans welcomes any suggestions or comments the public may have regarding the future plan for State Route 273. Representatives from Caltrans will be available to take comments and answer questions. There will be a brief presentation followed by an opportunity to talk about your ideas on what you want State Route 273 to look like in 20 years. Your input is important and will help guide future development of State Route 273 in Shasta County. Comments or questions may be submitted at this meeting, by telephone, or by mail. Comments can be provided to Steve Pendergast by phone at (530) 225-3436, e-mail address (steve_pendergast@dot.ca.gov) or sent to Caltrans District 2, attention: Steve Pendergast, P.O. Box 496073, Redding, CA 96049-6073.

NOTE: An electronic version of this news release is available on the Internet at the following web address: <http://www.dot.ca.gov/dist2/news.htm>

-from Caltrans press release

A News Cafe, founded in Shasta County by Redding, CA journalist Doni Greenberg, is the place for people craving local Northern California news, commentary, food, arts and entertainment.

[ShareThis](#) 54 views



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Redding Connects

September 2010

Your Connection to City Services

In This Issue:

- Creek Clean-up Day
- Open Call for Artists
- Cal Trans Meeting
- Power Content Label
- Vote to Win Grant
- Convention Center
- Calendar of Events

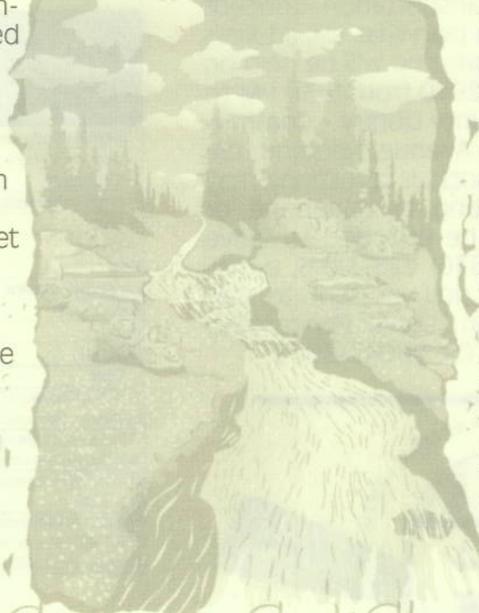
JOIN US FOR COMMUNITY CREEK CLEAN-UP DAY!

It's almost here -- Community Creek Clean-up 2010 and have we got another great event planned for you!

Creek Clean-up 2010 is an ambitious project to restore a riparian savannah to what is the City's most cherished recreational asset - the Sacramento River Trail.

The entire Trail has become over grown with non-native species and dead debris from long-standing fire suppression. This has resulted in both the creation of a serious fire hazard and the greatly reduced visibility of the Sacramento River.

Preserving Our Waterways



Community Creek Clean-up
Action Group

During four hours on Saturday, October 2, we will be removing himalayan blackberry bushes and Ailanthus trees. You can make a substantial contribution in the heart of Redding during a single morning of labor involving hundreds of your fellow citizens.

You can pre-register online at www.shastacreeks.com for the 5th Annual "Community Creek Clean-Up," which takes place on Saturday, October 2, from 8am to noon.

OPEN CALL FOR ARTISTS

The City of Redding is seeking artists to display their work during 2011 in City Hall and the Redding Library. Twenty-one artists, group of artists, or schools will be chosen to display original works of art. Individual artists with a limited body of work are encouraged to join with other artists to present a strong group exhibit. Local schools are urged to submit.

While we have limited space to showcase 3-dimensional artwork, please feel free to submit as we do exhibit free-standing art.

ARE
in the City

Information outlining submission requirements can be found at www.reddingart.org or at the Information Desk in the City Hall lobby located at 777 Cypress Avenue.





**Public Workshop
to Discuss
State Route 273
Hosted by
Cal Trans**

The California Department of Transportation (Caltrans) is hosting a public workshop to provide the public the opportunity to discuss the future of State Route 273. This input will assist Caltrans in developing a long-range planning document for the route called a Transportation Concept Report (TCR). The TCR is a plan that will address the next 20 years. This workshop will be held on Thursday, September 23, 2010 from 5:30 PM to 7:00 PM at the Shasta County Library - Community Room, 1100 Parkview Avenue, Redding, CA, (530) 245-7250. Comments or questions may be submitted at this meeting, by telephone, or by mail. Comments can be provided to Steve Pendergast by phone at (530) 225-3436, e-mail steve_pendergast@dot.ca.gov, or sent to Caltrans, District 2, Attention: Steve Pendergast, P.O. Box 496073, Redding, CA 96049-6073.



Vote To Win The Grant

In the spirit of team play, Add Some Color, MLB Players and Baseball Tomorrow have partnered with Simpson University and community members to construct the Redding Community Baseball Field on the SU campus. The facility will provide a family-friendly venue for Redding youth baseball, the Colt .45s, area high school and collegiate baseball teams. This community project will enable youth sports to maximize resources while encouraging sportsmanship, positive development and team work.

WE NEED YOUR VOTE

The Let's Play Ball committee is submitting an application to the Pepsi Refresh project for a grant to finish the community baseball field. We need your vote to win our grant. Visit www.facebook.com/letsplayball for details.



Redding Electric Utility

**POWER CONTENT LABEL
2009 Actual Power Mix**

ENERGY RESOURCES	2009 REDDING POWER MIX* Based on retail sales	2009 CA POWER MIX** (for comparison)
Eligible Renewable	9.4%	13.9%
-- Biomass & Waste	1.3%	2.8%
-- Geothermal	3.0%	6.3%
-- Small hydroelectric	3.7%	2.0%
-- Solar	0.2%	0.4%
-- Wind	1.2%	2.4%
Coal	9.4%	1.8%
Large Hydroelectric	25.7%	12.2%
Natural Gas	32.2%	56.7%
Nuclear	0.0%	15.3%
Other (1)	23.3%	0.0%
Total	100%	100%

* 52% of Redding's Power Mix is Redding generation or specifically purchased from individual suppliers. Non-specific purchases are treated as 2009 CA Gross Power Mix.

** Percentages are estimated annually by the California Energy Commission based upon electricity sold to California consumers during the previous year.

(1) This value represents energy from a sale of wind & hydro renewable energy credits for calendar year 2009.

For specific information about this electricity product, contact the City of Redding Electric Utility at 530-339-7300. For general information about the Power Content Label contact the California Energy Commission at 1-800-555-7794 or on the web at www.energy.ca.gov/consumer.

**Redding Convention Center
Events Calendar
October**

- October 1-2 CCPRA Pro Rodeo Final - Rodeo Grounds
- October 8-10 Big Bike Weekend
- October 13 Shasta Community Concert Association Presents "The New Christy Minstrels"
- October 15 Ron White Stand up comedy
- October 16 Green Baby Expo
- October 19 Breast Cancer Awareness Luncheon
- October 23-24 Redding Home and Garden Show
- October 27 Shasta County Public Health Drive Thru Flu Clinic
- October 29 Taste of Home Cooking School

For additional information or to charge tickets by phone, contact the Redding Convention Center box office at **225-4130**

Box office hours: Monday-Friday 9:00 am - 5:00 pm
Patrons can go to

www.reddingconventioncenter.com
to reach our website and on-line ticketing information.

Public Workshop



STATE ROUTE 273
TRANSPORTATION
CONCEPT REPORT



Thursday, Sept 23 • 5:30-7:00 PM
Redding Library, Community Room
1100 Parkview Avenue, Redding

The purpose of the event is to provide the public the opportunity to discuss the future of State Route 273. There will be a brief presentation followed by an opportunity to talk about your interests. Please attend this workshop and share your views with us.

FOR MORE INFORMATION:

Project Manager
Steve Pendergast
530-225-3436
steve_pendergast@dot.ca.gov

Public Information
530-225-3260



CALTRANS IS AN EQUAL OPPORTUNITY AGENCY • FEDERAL LAW PROHIBITS DISCRIMINATION



CALTRANS DISTRICT 2

For individuals with disabilities, we will provide assistive services such as assistive listening devices, sign-language interpreting, real-time captioning, note-takers reading or writing assistance, or training/meeting materials in Braille, large print, on audiocassette, or on computer disk. To obtain such services or copies in one of these alternate formats, please call or write, a minimum of 20 working days prior to the event, to request these needed reasonable modifications: Department of Transportation Attn: Equal Employment Opportunity Officer, 1657 Riverside Drive, Redding, CA 96001 (530) 225-3055 Voice, Voice, 711 Statewide TTY



**State of California
Department of Transportation
Office of System Planning
Attn: Steve Pendergast, Project Manager
P.O. Box 496073
Redding, CA 96049-6073**



Redding's Mayor Jones Biking Kids to School



In This Issue

[Bike Count Volunteers](#)

[Planning Commissions](#)

[Walk to School Day](#)

[Shasta Living Streets](#)

[Bike Rodeo!](#)

[Take A Kid Mt Biking](#)

[Join Our Mailing List!](#)

Bicycling & Walking Updates

From the NorCal Bicycle Partnership & Healthy Shasta

Caltrans Seek Input on Route 273

California Department of Transportation will host a public workshop on Thursday, September 23, 5:30-7 pm at the Redding Library. There will be a brief presentation followed by time to share your views for the State Route 273 Transportation Concept Report. Note that Route 273 traverses downtown Redding and Anderson. For info call 225-3436 or [Caltrans Email](#)



NorCal Bicycle Partnership

NorCal Bicycle Partnership will meet soon to discuss future plans and direction for the group. We encourage you to join us! Contact us for more details: 225-3478 or [Email NorCal Bike](#)

Local Links

[Trails maps & health t](#)

[Healthy Shasta](#)

[Local clubs, events a group rides:](#)

[Shasta Wheelmen](#)

[Redding Velo](#)

[Redding Mountain Bik](#)

[We Ski II](#)

Take a Kid Mountain Biking Day

Sunday, October 4th
Swasey Recreation Area
Contact Redding Mountain Biking and BLM at 224-2157

NorCal Bicycle Partnership & Healthy Shasta

www.healthyshasta.org

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Workshop

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Agenda

State Route 273 Public Workshop
Thursday, September 23, 2010 (5:30-7:00 PM)
Redding Library, Community Room - Redding, CA

- ✚ **Welcome / Introduction** (10 min.)
- ✚ **Meeting Purpose**
- ✚ **“Purpose of a Transportation Concept Report (TCR)”?** - (see reverse)
- ✚ **How can you help?**
- ✚ **Small Group Discussions** (45 min – 1 hr)
 - Public Participation Survey
 - Route Now
 - Vision for Route
- ✚ **Small Groups report back to other groups and Wrap-up** (15 min)

✚ **Contact Information:**

Caltrans
Attn: Steve Pendergast
System Planning, MS 3
P.O. Box 496073
Redding, CA 496073-6073
E-mail address: steve_pendergast@dot.ca.gov
(530) 225-3436

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State Route 273 - Public Workshop

Redding Library, Community Room
September 23, 2010 (5:30 – 7:00)

Summary of Comments

These notes are based on comments provided at the public workshop, as well as written comments, e-mails, and phone calls received.

Attendees included staff from City of Anderson, City of Redding, Shasta County, Shasta County Regional Transportation Agency (RTPA), Shasta College, VIVA Downtown, and about a dozen members of the public. There were about 30 people in attendance at the workshop.

City of Redding

- Avoid eliminating crosswalks downtown.

City of Anderson

- Interested in maintaining a downtown that is tight-knit, multi-use, and focused on being pedestrian friendly.
- Very dated/original improvement. Entering Anderson on SR 273 from the north, modernized improvements are desired at entrance to Anderson.
- No clear way of knowing that you have arrived at Anderson from the north - need to establish community identity.
- Bicycle and pedestrian facilities are more developed in southern half of Anderson – destinations are more difficult to get to in northern Anderson.
- Caltrans is a good partner with Safe Routes to School and Bicycle Transportation Account.

Bicycle and Pedestrian

- SR 273/North Market thought of as a freeway. Doesn't have a welcome feeling to use the route other than with your car.
- SR 273 and RR separate schools and residential areas – restricts bicycle and pedestrian access. Limits school access options to primarily busing/private vehicles.
- Railroad can be a constraint/conflict for bicycles and pedestrians (especially for school-aged kids).
- SR 273 reasonably accommodates bicycle travel north of downtown Redding. Would like to see improvements through downtown and to the south.
- Downtown Redding is not bicycle friendly.
- Pedestrian facilities are not continuous along either the east or west side of southbound SR 273, just north of Tehama Street. Travel requires crossing SR 273 multiple times.
- Signal spacing/timing and vehicle speeds between Redding and Anderson affect pedestrian use at crossing locations (pedestrians hesitate to cross pending confirmation traffic will stop).
- Pedestrian crossing of SR 273 is restricted/not permitted from Lincoln Avenue to the Angelo Avenue/California Street intersection, yet there are numerous attractions in the area (grocery stores, restaurants, South City Park, etc.).
- Modernize pedestrian crossing heads throughout corridor – make count-down heads a priority.
- Protected medians for pedestrians.
- Maybe a trail on the east side of SR 273 near Haven Humane.

- No continuous sidewalks on east side of SR 273 – intermittent sidewalks from Wyndham Lane to Sutter Street, and Grange Street to Parkview Avenue.
- Would like to see crosswalks in downtown Redding improved like those on Hilltop.
- Dark at night in area of Mission – pedestrians make unanticipated moves.

Route Design

- Traffic calming/context sensitive design along whole route (maybe medians, trees, street furniture).
- Roundabouts seem to work in other areas and work well as traffic calming.
- Redding has 6 lanes in downtown with 3 routes coming in and 2 going out, and State Routes 44 and 299 going 2 different directions in and out of town.
- Would like to see smoother pavement between Buenaventura Blvd. and Anderson.
- Lengthen southbound left-turn lane at access road to Haven Humane.
- Two-way on Tehama Street is good; tremendous help (near Promenade).
- Westwood Manor – only one exit out onto SR 273.
- Need another bridge over Sacramento River (east/west crossing).
- Provide a route around downtown Redding for trucks.
- Direct traffic around downtown Redding.
- Consider completing Buenaventura Blvd. from SR 273 to Oasis Road (need bridge over Sacramento River).
- Consider realigning southbound SR 273 to connect directly from Market Street Bridge to the intersection of California and Tehama Streets. This would eliminate southbound 90-degree turns at Market Street Promenade.
- Consider connecting Westside Road across Clear Creek Road.
- Would like to see southern part turned into a freeway (more open, not a lot of houses there).
- Extend six lanes from where it ends at Cypress Avenue, all the way to Anderson.
- Some people don't know SR 273 is an alternate route to I-5; will need to expand SR 273 in 20-year horizon.
- There are a limited number of opportunities to cross railroad tracks (for bicycles, pedestrians, vehicles, etc.).

Congestion

- Pine Street and Eureka Way intersection is congested.
- Pine Street north at Eureka Way – congestion/traffic back-up (real congested).
- Win-River Casino access causes traffic congestion.
- Change to Sav-Mor Foods, from Holiday Quality Foods, (at Westwood Village) has caused an increase in traffic.
- Northbound traffic backs up when vehicles are turning left onto Buenaventura Blvd. from SR 273. (This issue was addressed in 2010 by adding a dual left-turn).

Transit

- Additional RABA stops would be nice. For example: at Grange Street.
- What alternate modes are being considered for SR 273 (rail, transit, bicycle)?

Aesthetics

- Continue theme at SR 273/Cypress Avenue all the way to Buenaventura Blvd.
- Would like to see landscaping/water features between Cypress Avenue and Buenaventura Blvd.
- Aesthetics – would like to see landscaped medians and lighting.
- Avoid removing street trees; add more when possible.
- Would like to see more parks – some residential parks & other good parks: Anderson River Park and Lake Redding are nice examples.
- Additional landscaping/sidewalks/planting.
- Cypress Avenue to Westwood Manor – dark at night.

Signals

- Consider signal timing for entire corridor, rather than just Redding.
- Like not having too many signals between Redding and Anderson, or else synchronize lights.
- Have lived here since 1966. Traffic has really increased. Didn't have traffic lights on SR 273 back then.
- Westwood light (left) not activated by motorcycles.

Intersections

- Breslauer Way intersection is a challenge for bicycles/pedestrians/ADA.
- Intersections need to be designed and improved for all users.
- Would like to see interchanges at busy intersections like at Canyon Road, South Bonnyview Road, and roads that serve as main connections to Igo.
- Breslauer Way intersection confusing at Westside Road. So many potential areas for conflict: Railroad tracks, driveways, frontage road. Nice if moved Westside Road to the west at Breslauer Way, as was done with Kenyon Road, Branstetter Lane, and Railroad Avenue/Westside Road at Buenaventura Blvd.

Other

- Speed limit should be lower near Redding Library due to many pedestrians.
- Consider potential impacts on businesses, pedestrians, and cyclists if changes are made near the Promenade.
- Would like to know about projects ahead of time so people can be involved in the process.
- Would like to see local contractors used when possible.
- Need better signage from SR 273 to hospital (Mercy Medical Center).
- Proposed Del Webb development may impact SR 273.
- Identity for city jurisdictions “know you arrived” (Anderson and Redding).
- Want SR 273 to feel like a city street rather than a highway.
- Add signage directing SR 273 northbound to Highway 44 connection, prior to Cypress Avenue.
- Change designation from SR 273 back to old historic 99.
- Add signage directing to historic 99.
- Westwood Manor – people cross railroad tracks on foot/carry bicycles, suggested overcrossing of railroad and SR 273.

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November 9, 2010

City of Redding

Planning Commission

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Development Services Department Planning Division

AGENDAS/RESULTS | ORDINANCES | PUBLIC DOCUMENTS | MAJOR PROJECTS
LINKS | FEE SCHEDULES | HANDOUTS & FORMS ONLINE | ENVIRONMENTAL DOCUMENTS

HOT LINKS

LATEST DEVELOPMENTS

PERMIT CENTER

ENGINEERING

BUILDING

PLANNING

GIS/MAPS

CONTACT US

CITY OF REDDING
MAIN PAGE

REDDING PLANNING COMMISSION
Regular Meeting, 4 p.m.
Tuesday, November 9, 2010
City Council Chambers
777 Cypress Avenue
Redding, California

AGENDA

1. ROLL CALL - 4 p.m.
2. APPROVAL OF MINUTES - of the meetings of September 14, September 28, and October 12, 2010.
3. ANNOUNCEMENTS
4. PLANNING COMMISSION ITEMS
 - a. Consent Calendar - None.
 - b. Public Hearing
 - (1) [USE PERMIT UP-11-07 AMENDMENT](#), a request by The McConnell Foundation in partnership with the Redding School of the Arts to amend the use permit authorization for construction of a public charter-school campus at 975 Shasta View Drive in an "RS-3" Residential Single Family District. The applicant has requested amendment of certain permit conditions pertaining to traffic-circulation improvements based upon additional traffic-impact analysis. Environmental Determination: Addendum to the Mitigated Negative Declaration. Staff Recommendation: Adoption of the Addendum and approval. Continued from the meeting of October 26, 2010. L-010-390 **ADOPTED ADDENDUM AND APPROVED**
 - (2) [USE PERMIT APPLICATION UP-8-10](#), by AT&T, requesting approval to install a wireless communication facility on property located northwest of the intersection of Old Alturas Road and Shasta View Drive (addressed as 2452 Old Alturas Road) in a "PF" Public Facilities District. The facility would consist of antennas mounted to a 113-foot-tall multicarrier cell tower disguised to appear as a pine tree and placement of related equipment within a 240-square-foot equipment shelter. Environmental Determination: Categorically Exempt. Staff Recommendation: Approval. L-010-390 **APPROVED**
5. **COMMISSION CONSIDERATION** - Caltrans Transportation Concept Report for State Route 273—Presentation by Steve Pendergast, Caltrans Office of System Planning. A-050
6. PUBLIC PARTICIPATION - This item is set aside for the public to address the Planning Commission on any items of concern not listed on the Agenda.
7. SHASTA COUNTY PLANNING COMMISSION REFERRAL ITEMS - None.
8. COMMISSIONERS' COMMENTS
9. DIRECTOR'S REPORT
10. ADJOURNMENT

NOTICE: Any documents produced by, or submitted to, the City and distributed to the Planning Commission regarding any item on this agenda will be available at the Permit Center Counter at City Hall, 777 Cypress Avenue, Redding, California, prior to 4 p.m., the day of the meeting.

APPEALS: Decisions by the Planning Commission may be appealed to the City Council by submitting a written appeal, together with the applicable fee, within ten calendar days to the Development Services Department at 777 Cypress Avenue, Redding, California. Appeals must be received by the Development Services Director within ten calendar days of the Commission's Action.

[\[Agendas/Results\]](#) [\[Ordinances\]](#) [\[Public Documents\]](#) [\[Major Projects\]](#)
[\[Links\]](#) [\[Fee Schedules\]](#) [\[Handouts & Forms Online\]](#)

Douglas DeMallie , Planning Manager
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State Route 273 Presentation COR - Planning Commission Meeting

Tuesday, November 09, 2010 (4:00-5:30 PM)
City of Redding, Council Chambers - Redding, CA

1. Good evening Chairman Burroughs and Commissioners (~ 10 min)

Introduce myself

- Jim Hamilton asked me to come here today...
- SR 273 is an important route for COR as well

2. What is a Transportation Concept Report (TCR)?

- I would like to highlight some key areas of the Purpose of a TCR handout

3. General Timeline:

- Kickoff meetings with agencies began earlier this year
- Public outreach and data collection phase is going on now
- Draft expected in 2012, and will be posted on the District 2 Website
- Final Document is expected by June 2013

4. Held Public Outreach Meeting on September 23, 2010 to solicit public input for the future of State Route 273 (Vision) – (see “Public Workshop” flyer)

- Conducted small group discussions (route now, vision for route)
 - Kinds of comments received include (see workshop comments summary)
 - Workshop Notes available with DRAFT

5. Opportunities for your involvement / comments

- Now
- Via e-mail / phone
- Agency coordination meetings
- DRAFT

6. Do you have any questions or comments at this time?

Handouts:

- 1 - Purpose of a TCR
- 2 - Summary of Workshop Comments

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Handout #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.

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Handout #2

Summary of Comments received from the public at the September 23rd Public Workshop

Redding Library, Community Room
September 23, 2010 (5:30 – 7:00)

(public workshop, as well as written comments, e-mails, phone calls, etc.)

Traffic:

- Would like to see southern part turned into a freeway
- 3 lanes from Redding to Anderson (some people don't want 3 lanes – keep it the way it is)
- Would like to see interchanges south of Redding: South Bonnyview Road, Canyon Road near Casino, and at road that goes out to Igo (Clear Creek Rd. or Olinda Rd.??)
- Direct traffic around downtown
- Longer and more left-turn lanes
- Another bridge over Sac (east/west crossing)
- Like not too many signals

Congestion:

- Several comments about congestion downtown and near the Casino

Bicycle and Pedestrian:

- Look at bicycle and pedestrian connection for entire route
- There are a limited number of opportunities to cross RR tracks
- Consider features such as bike lanes, protected medians, count-down pedestrian signals

Other:

- Are there plans for additional bus stops?
- Would like to see more parks
- Landscaped medians & lighting

Workshop notes will be available with the DRAFT

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April 22, 2013

Caltrans News Release

**SR 273 TCR – DRAFT
for Public Review**

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NEWS RELEASE

Today's Date: Monday, April 22, 2013

District: District 2 - Redding

Contact: Trisha Coder

Phone: (530) 229-0511

FOR IMMEDIATE RELEASE

STATE ROUTE 273 TRANSPORTATION CONCEPT REPORT (TCR) PUBLIC DRAFT

REDDING – The California Department of Transportation (Caltrans), District 2, in cooperation with the City of Anderson, City of Redding, Shasta County Public Works and Shasta Regional Transportation Agency (SRTA) has released the Public Draft of the State Route 273 Transportation Concept Report. The purpose is to provide the public an opportunity to give feedback on the future of State Route 273 (SR 273). That feedback will be instrumental in planning for the route over the next 20 years.

An electronic version of this report can be viewed on the internet at the following web address: <http://www.dot.ca.gov/dist2/planning/conceptrpts.htm>

Caltrans welcomes any suggestions or comments the public may have regarding the future plan for SR 273. Your input is important and will help guide future development of SR 273 in Shasta County. Comments can be submitted to Steve Pendergast by phone at (530) 225-3436, by e-mail (steve_pendergast@dot.ca.gov), or sent to Caltrans District 2, Attention: Steve Pendergast, 1657 Riverside Dr., Redding, CA 96001. Please submit your comments by Friday, May 17, 2013.

Caltrans would also like to remind the traveling public to please move over or slow down when they see Caltrans vehicles flashing warning lights along the side of the highways, and to Slow for the Cone Zone.

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NOTE: An electronic version of this news release is available on the Internet at the following web address: <http://www.dot.ca.gov/dist2/news.htm>



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May 8, 2013

**Shasta Regional
Transportation Agency Board**

(SRTA)

- **Agenda**
- **Staff Report**

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Daniel S. Little, Executive Director

PUBLIC MEETING NOTICE

The next regular meeting of the Shasta Regional Transportation Agency (MPO) will be held on **WEDNESDAY, MAY 8, 2013, AT 2:00 P.M.**, or as soon thereafter as is possible, at the **SHASTA COUNTY BOARD OF SUPERVISORS CHAMBERS**, 1450 Court Street, Suite 263, Redding, California.

AGENDA

- ITEM #1 CALL TO ORDER/ROLL CALL
- ITEM #2 PLEDGE OF ALLEGIANCE
- ITEM #3 STAFF INTRODUCTIONS
- ITEM #4 PUBLIC COMMENT PERIOD - This is the time set aside for citizens to address the board on consent agenda items or matters not on the agenda within the jurisdiction of the board. By law, the board cannot take action on matters not on the agenda, but may schedule an item for a future meeting.

CONSENT CALENDAR

- ITEM #5 ALL MATTERS LISTED UNDER THE CONSENT CALENDAR ARE CONSIDERED TO BE ROUTINE AND WILL BE ACTED UPON BY ONE MOTION. THERE WILL BE NO SEPARATE DISCUSSION OF THESE ITEMS UNLESS GOOD CAUSE IS SHOWN PRIOR TO THE TIME THE AGENCY VOTES ON THE MOTION TO APPROVE.
- ITEM #5-1 MINUTES – FEBRUARY 26, 2013, SRTA MEETING
- ITEM #5-2 FUTURE MEETING SCHEDULE THROUGH APRIL 2014 - Information Only
- ITEM #5-3 CORRESPONDENCE
- ITEM #5-4 2013 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT #2
- ITEM #5-5 AMEND PERSONAL SERVICES AGREEMENT FOR LEGAL COUNSEL
- ITEM #5-6 APPROVE INVESTMENT OF INTERGOVERNMENTAL LOAN FUND
- ITEM #5-7 AUTHORIZE RESOLUTION FOR A 2013 SECTION 5311(f) CAPITAL PROJECT ASSISTANCE APPLICATION – FIRST CLASS SHUTTLE, INC.

**RECOMMENDATION: APPROVAL OF ALL ITEMS
ON THE CONSENT CALENDAR**

REGULAR CALENDAR

- ITEM #6 EXECUTIVE DIRECTOR'S REPORT
- ITEM #7 CALTRANS UPDATE ON REGIONAL TRANSPORTATION PROJECTS
- ITEM #8 PRESENTATION REGARDING CALTRANS STATE ROUTE 273 TRANSPORTATION CONCEPT REPORT
- ITEM #9 APPROVE TRANSPORTATION DEVELOPMENT ACT (TDA) POLICIES AND PROCEDURES AND APPROVE AMENDED CONFLICT OF INTEREST CODE
- ITEM #10 PRESENTATION REGARDING SRТА PLANNING FUNDS AND ELIGIBLE USES
- ITEM #11 ADOPT THE FISCAL YEAR 2013/14 OVERALL WORK PROGRAM (OWP)
- ITEM #12 ADJOURN

Parties with a disability as provided by the Americans with Disabilities Act who require special accommodations or aides in order to participate in the public meeting should make the request to SRTA at least 48 hours prior to the meeting.

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 "D. 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

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June 25, 2013

SRTA Board

- **Agenda**
- **Staff Report**

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Daniel S. Little, Executive Director

PUBLIC MEETING NOTICE

The next regular meeting of the Shasta Regional Transportation Agency (MPO) will be held on **TUESDAY, JUNE 25, 2013, AT 3:00 P.M.**, or as soon thereafter as is possible, at the **CITY OF SHASTA LAKE COUNCIL CHAMBERS**, 4488 Red Bluff Avenue, City of Shasta Lake, California.

AGENDA

- ITEM #1 CALL TO ORDER/ROLL CALL
- ITEM #2 PLEDGE OF ALLEGIANCE
- ITEM #3 STAFF INTRODUCTIONS
- ITEM #4 PUBLIC COMMENT PERIOD - This is the time set aside for citizens to address the board on consent agenda items or matters not on the agenda within the jurisdiction of the board. By law, the board cannot take action on matters not on the agenda, but may schedule an item for a future meeting.

CONSENT CALENDAR

- ITEM #5 ALL MATTERS LISTED UNDER CONSENT CALENDAR ARE CONSIDERED TO BE ROUTINE AND WILL BE ACTED UPON BY ONE MOTION. THERE WILL BE NO SEPARATE DISCUSSION OF THESE ITEMS UNLESS GOOD CAUSE IS SHOWN PRIOR TO THE TIME THE AGENCY VOTES ON THE MOTION TO APPROVE.
- ITEM #5-1 MINUTES – MAY 8, 2013, SRTA MEETING
- ITEM #5-2 MINUTES – JUNE 3, 2013, I-5 ANTLERS BRIDGE REPLACEMENT PROJECT TOUR
- ITEM #5-3 FUTURE MEETING SCHEDULE THROUGH JUNE 2014 - Information Only
- ITEM #5-4 CORRESPONDENCE
- ITEM #5-5 APPROVE TECHNICAL SERVICES AGREEMENT FOR 2015 REGIONAL TRANSPORTATION PLAN (RTP) ENVIRONMENTAL IMPACT REPORT (EIR)
- ITEM #5-6 ACCEPT CALTRANS STATE ROUTE 273 TRANSPORTATION CONCEPT REPORT
- ITEM #5-7 ACCEPT FISCAL YEARS 2009/10, 2010/11, AND 2011/12 TRIENNIAL PERFORMANCE AUDIT
- ITEM #5-8 APPROVE SRTA FINANCIAL AND ACCOUNTING POLICIES AND PROCEDURES, SECTION 700 (GRANTS AND PROJECT COST ESTIMATING), SECTION 800 (PURCHASING AND CONTRACTING), AND SECTION 900 (GRANT MANAGEMENT)
- ITEM #5-9 DISBURSEMENTS VERIFICATION

**RECOMMENDATION: APPROVAL OF ALL ITEMS
ON THE CONSENT CALENDAR**

REGULAR CALENDAR

- ITEM #6 EXECUTIVE DIRECTOR'S REPORT
- ITEM #7 APPROVE FY 2013/14 UNMET TRANSIT NEEDS FINDINGS AND TDA CLAIMS
- ITEM #8 APPROVE 2013 PUBLIC PARTICIPATION PLAN
- ITEM #9 PROGRESS REPORT ON THE 2015 REGIONAL TRANSPORTATION PLAN (RTP)
- ITEM #10 UPDATE ON TRAVEL DEMAND MODEL DEVELOPMENT AND REGIONAL GIS PLATFORM
- ITEM #11 PRESENTATION OF LOCAL AGENCY TRANSPORTATION PROJECTS
- ITEM #12 ACCEPT REGIONAL SURFACE TRANSPORTATION PROGRAM BUDGET & CONSIDER RELATED POLICY
- ITEM #13 CONSIDER LABOR SUBCOMMITTEE ACTION RELATED TO SALARIES, BENEFITS, AND HUMAN RESOURCES POLICIES AND PROCEDURES
- ITEM #14 ADJOURN

Parties with a disability as provided by the American Disabilities Act who require special accommodations or aides in order to participate in the public meeting should make the request to the SRTA at least 48 hours prior to the meeting.

STAFF REPORT



MEETING DATE:	6/25/13
SUBJECT:	Accept Caltrans State Route 273 Transportation Concept Report
AGENDA ITEM:	5-6
STAFF CONTACT:	Ellen Talbo

SUMMARY:

Caltrans District 2, in consultation with SRTA and local agencies, has prepared a transportation concept report for State Route 273. An up-to-date transportation concept report is an important step toward funding for future improvements. It is customary for SRTA to provide concurrence with transportation concept reports affecting the Shasta County region.

STAFF RECOMMENDATIONS:

It is recommended that the board of directors:

1. Adopt Resolution No. 13-07, concurring with the State Route 273 Transportation Concept Report; and
2. Authorize executive director to sign the concurrence block on the State Route 273 Transportation Concept Report final report signature sheet.

DISCUSSION:

Prepared by the local Caltrans district, a transportation concept report provides one unifying concept for managing, operating, improving, and preserving a specific transportation corridor. It analyzes the corridor by segment, discusses issues, and provides management strategies over a 20-year planning horizon. Having an up-to-date transportation concept report is an important step toward receiving funding for future improvements.

The board of directors received a summary presentation of the State Route 273 Transportation Concept Report from Caltrans District 2 staff on May 8. The State Route 273 corridor runs between Interstate 5 at the southernmost city limits of Anderson to Interstate 5 at the northernmost city limits of Redding. State Route 273 is a portion of former US 99 which served as the primary north-south transportation corridor prior to completion of Interstate 5. With Interstate 5 now providing for interregional travel and long distance freight movement, State Route 273 has come to serve primarily local travel within Shasta County and the cities of Anderson and Redding.

The State Route 273 Transportation Concept Report identifies the following projects and policies through 2030:

- Increase capacity to six lanes between Canyon Road and South Bonnyview Road;

- Improve operations via lane channelization, traffic control devices, traffic signal coordination, and travel demand management;
- Deploy Intelligent Transportation Systems elements such as 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; and
- Preserve existing operating right-of-way and access control while disposing of parcels that were acquired for frontage roads but never utilized.

Concurrence with the State Route 273 Transportation Concept Report does not commit the agency to any future projects or priorities. The State Route 273 Transportation Concept Report will, however, be considered during preparation of the Regional Transportation Plan and transportation improvement programs.

ALTERNATIVES:

The board of directors may concur with the State Route 273 Transportation Concept Report with suggested revisions, or continue the item and request further information.

OTHER AGENCY INVOLVEMENT:

The State Route 273 Transportation Concept Report was prepared by Caltrans District 2. SRTA and local agencies were consulted during preparation of the report. The Technical Advisory Committee concurs with the staff recommendation.

FINANCING:

There is no fiscal effect associated with accepting the report.



Daniel S. Little, AICP, Executive Director

Attachments: Resolution 13-07 – Resolution to Accept the Transportation Concept Report for State Route 273 (April, 2013)
Draft Transportation Concept Report is Available on Caltrans District 2 Website at
<http://www.dot.ca.gov/dist2/planning/conceptrpts.htm>

Appendix J

Reference Listing

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Reference Listing

Caltrans:

- Annual Average Daily Truck Traffic on the California State Highway System: <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm>
- California Interregional Blueprint (December 2012)
- California Log of Bridges on State Highways, California Department of Transportation
- California Transportation Plan 2025 (April 2006)
- California Transportation Plan 2030, Addendum to the California Transportation Plan 2025 for SAFETEA-LU Compliance (October 2007)
- Caltrans Project Scope Summary Report (PSSR): “Route 273 ADA Project, Construct ADA Compliant Pedestrian Curb Ramps” - September 2011
- Department of Transportation: <http://www.dot.ca.gov>
- District 2 Cycling Guide (June 2008): <http://www.dot.ca.gov/dist2/pdf/bikeguide.pdf>
- Division of Research, Innovation, and System Information (DRISI) - California Road System (CRS) Maps, California Department of Transportation
- Highway Design Manual - California Department of Transportation
- Office of Truck Services: <http://www.dot.ca.gov/hq/traffops/trucks/>
- Traffic Data Branch: <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm>

Local Agencies:

City of Anderson:

- 2007 Bicycle Transportation Plan
- City of Anderson Pedestrian Accessibility & Safety Master Plan - Draft Report - September 2011
- General Plan 2007

City of Redding:

- Bikeway Action Plan 2010-2015
- Downtown Mall Circulation Improvement Project, Traffic Circulation Analysis - Draft Report
- Downtown Mall Circulation Improvement Project, Traffic Circulation Analysis - Technical Appendix (April 28, 2003)
- Downtown Redding Specific Plan - adopted January 2001
- General Plan 2000-2020
- Parks, Trails and Open Space Master Plan - 2004 (no specific details to SR 273)
- Pedestrian Safety Assessment - April 2010
- http://rabaride.com/pdf/RABA_SHORT_RANGE_TRANSIT_PLAN_OCT2007.pdf - RABA Short Range Transit Plan
- Summary Report to the City Council from the Downtown Parking Committee - Jan. 2007
- Traffic Circulation Study for Downtown Mall Improvements - May 2003
- Transportation Concept Report - Downtown Railroad Grade Separation and Switching Operation Relocation - April 28, 2003
- Urban Area Transportation Study - January 2002

Shasta County:

- General Plan (As Amended Through September 2004)
- Bicycle Transportation Plan (2010)
- ITS Architecture Plans
- Shasta County Regional Transportation Plan (2010)
- Shasta County Travel Demand Model (2011 Update)

Other:

California Department of Finance, Demographic Research Unit, State Census Data Center:
http://www.dof.ca.gov/research/demographic/state_census_data_center/census_2010/

California Highways: <http://www.cahighways.org>

California Manual on Uniform Traffic Control Devices (California MUTCD)

FEMA Map Service Center - <http://www.msc.fema.gov>

Highway Capacity Manual, Special Report 209, Transportation Research Board, Fourth Edition,
December 2000

Regional Transportation Plan Guidelines, California Transportation Commission (CTC)

U.S. Highways: <http://www.us-highways.com/>