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State Route 84

Transportation Concept Report

2004 through 2024

California Department of Transportation
District 3
Planning- Southwest and East
Katherine Eastham, Chief
(916) 274-0614

Report Prepared by

Crystal De Castro
Associate Transportation Planner
(916) 274-0636

Travel Data
Office of Travel Forecasting and Modeling
Dennis Azevedo, Chief
(530) 741-5130

July 2005

APPROVAL RECOMMENDED:

JODY E. JONES

District Director
District 3

DATE

WAYNE A. LEWIS

Deputy District Director
Planning and Local Assistance

DATE

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Introduction

What is a Transportation Concept Report?

A Transportation Concept Report (TCR) is a long-term planning document that each Caltrans District prepares for every State highway, or portion thereof, in its jurisdiction, and is where long-range corridor planning in Caltrans usually begins. The purpose of a TCR is to determine how a highway will be developed and managed over a twenty-year period so that it delivers the targeted level of service and quality of operations that define the Route Concept (see below for a discussion of how Route Concepts are developed). It is important to note that TCRs provide Concept information and do not determine policy.

In addition to the 20-year Route Concept, the TCR includes an Ultimate Concept, which is the ultimate goal for the route beyond the twenty-year planning horizon. Ultimate Concepts must be used cautiously, however, because unforeseen changes in land use and other variables make forecasting beyond twenty years difficult.

The TCR first presents an overview of the route's current condition and general goals for its future. The route is then divided into segments for analysis. Each segment's Fact Sheet contains a variety of technical, statistical, historical, and other useful information that provide a deeper understanding of the route and a context for the Concepts developed for it.

Planning strategies identified by the relevant Regional Transportation Planning Agencies and/or Metropolitan Planning Organizations are, in most cases, integrated into the TCR. The objective is to have local, regional, private sector, and State consensus on corridor Concepts, planning strategies, and improvement priorities.

Whenever a local jurisdiction is updating their General Plan, Caltrans requests that State highways within the jurisdiction be recognized and adopted as part of the circulation system. Furthermore, we request that the Concept Improvements described in the applicable TCR as necessary to meet the Concept Level of Service be adopted as part of the Plan. Finally, we request that the Concept Level of Service (LOS) standard be adopted by the jurisdiction. The jurisdiction has the option of adopting a higher LOS standard and acknowledging the inconsistency with the TCR and the associated funding participation limitations by the State for State highway improvements.

Transportation Concept Reports also include right-of-way widths, an inventory of biological resources known to exist in the vicinity of the highway, and maps showing the general location of rare species and natural communities. Right-of-way and environmental information provided in a TCR are relative to the route or route segment and are not to be considered project specific. Precise right-of-way needs cannot be defined until the appropriate environmental and engineering studies are completed. In the back of the TCR is a glossary of terms and acronyms, and a list of references used to prepare the report.

District 3 is continually striving to improve the quality and usefulness of its TCRs. Future updates will include expanded environmental information, the results of an operational analysis of heavily-congested route segments, and a corridor-level landscape or aesthetic master plan, if available, to help incorporate specific, context-sensitive features into highway projects.

Route Concept Development

A Transportation Concept Report (TCR) assesses a highway's current and future operating conditions and uses other information to establish a 20-year Route Concept for each segment along the route. A Route Concept is comprised of a Concept Level of Service and a description of the Concept Facility. The TCR then determines the nature and extent of improvements needed to attain the Route Concept.

Concept Level of Service

Concept Level of Service (LOS) reflects the minimum level or quality of operations that is appropriate for each route segment, and is considered to be reasonably attainable within the 20-year planning period. Caltrans also uses the Concept Level of Service as the CEQA level of significance threshold when evaluating the impacts of local development plans and projects. A significant impact is identified if a specific local development plan or project results in a level of service on the highway segment or intersection that is below the Concept LOS, and must be mitigated.

Typical Concept LOS standards in District 3 are LOS D in rural areas and LOS E in urban areas. However, some heavily congested route segments now have a Concept LOS F because the improvements required to bring the level of service to E are not considered feasible. Level of service is established through travel forecasting data analysis, using regional models where available. (See the Glossary for a definition of Level of Service.)

Concept Facility

The description of a facility reflects its number of travel lanes, and degree of access onto the highway by local streets and driveways. (See the Glossary for an explanation of Access Control.) The Concept Facility will provide the amount of vehicle-carrying capacity necessary to achieve the Concept LOS. In some cases, people-carrying capacity will also be incorporated. Auxiliary lanes are not considered a part of the mainline roadway and, therefore, are not included in the number of travel lanes indicated in a Concept.

Concept Improvements

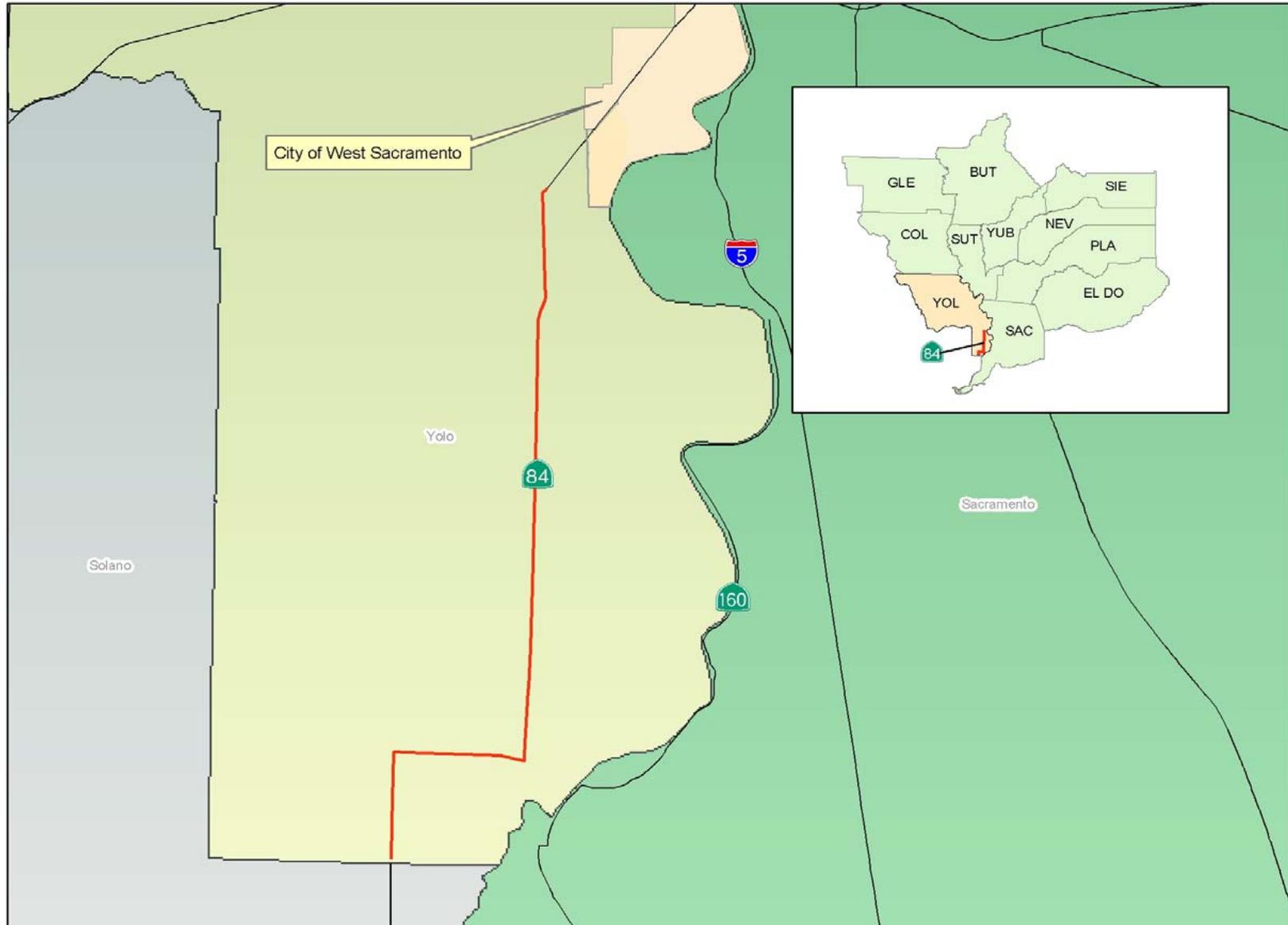
The range of improvements available to achieve a Route Concept is heavily influenced by environmental, political, and fiscal conditions. In many areas, planned projects are subject to meeting air quality conformity standards. Unanticipated safety projects and routine roadway maintenance are not included in Route Concept Improvements, although both will occur throughout the corridor as needed.

Because a highway is but one part of an interconnected transportation network, District 3 takes a corridor approach to developing TCRs. The corridor may include additional transportation systems, such as bus or rail transit service, bicycle facilities, heavy rail, a seaport, airports, interregional bus service, and local roadways. All of these systems reduce excess highway demand by providing travelers and shippers of goods with non-highway or non-driving options. Expansion of those that can provide a notable improvement to mobility within the corridor are included as Concept Improvements.

Where a Concept LOS is F, the TCR recommends general operational improvements and alternate modes of travel as starting places for further study. However, because the number of route segments with a Concept LOS F is expected to increase, operational (that is, non-capacity-increasing) improvements are now the primary strategy for optimizing the operation of the existing highway infrastructure. To fully integrate this strategy, future TCRs will include an operational analysis of heavily congested urban route segments. The results of this analysis will determine which specific operational improvements will become Concept Improvements.

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Map 1 – State Route 84 Location Map



Transportation Concept Report Summary

Table 1 – Concept Summary

Segment County Description	Pkm	PM	LOS			Existing Facility	20-Year Concept Facility	Improvements Toward Concept Facility
			2003	2023 No Build	Concept			
1 Yolo Solano/ Yolo County line to the City of West Sacramento	0.00/ 25.25	0.00/ 15.69	B	B	B	2C	2C	<ul style="list-style-type: none"> Maintain roadway as needed. Additional SR 84 signs where appropriate.

PM = Postmile
Pkm = Postkilometer
C = Conventional highway

Concept Rationale

In District 3, State Route (SR) 84 is 2-lane minor arterial approximately 15.69 miles (25.25 KM) long and runs south to north through Yolo County. This route serves local traffic in the rural area of West Sacramento. In May 2003, PM 15.69 to PM 24.20 of SR 84 was officially relinquished to the City of West Sacramento. The land use surrounding the relinquished portion includes residential and commercial development. The existing and future land use surrounding the current SR 84 (PM 0-15.69) is zoned for agriculture and low density residential. Caltrans will consider any relinquishment opportunity for this entire segment.

Segment Summary

SR 84 is 1 segment. This segment summary discusses the existing conditions and land uses that will impact mobility along the corridor.

Segment 1 (YOLO- PM 0.00-15.69/Km 0.00-25.25)

Segment 1 is a 2-lane conventional highway that begins at the Solano/Yolo County line. This segment passes through agriculture and low density residential housing. The Sacramento River parallels the highway and a portion of this route runs on top of the Sacramento Deep Water Channel levee. This segment is currently operating at level of service (LOS) B. The concept and the ultimate facility is a 2- lane conventional highway. Major widening is not recommended because of the limited right-of-way and the low traffic volumes. Various structural section repairs along with normal interval maintenance and rehabilitation may be necessary over the next 20 years due to unstable expansive soil along this route.



Segment Description: Solano/Yolo County line north to the City of West Sacramento boundary line.

Photolog URL (Intranet) amp.dot.ca.gov/photolog/ROADPHOTOS/YOL/#



County Location Map		Postmile Limits		Concept Summary	
Begin Postmile	0.00			Existing Facility Type:	
End Postmile	15.6			2- Lane Conventional Highway	
Hwy. Log Length[mi.]	16.0			Concept Facility, Long-Term Planning Horizon	
Begin KiloPost	0.00			2- Lane Conventional Highway	
End KiloPost	25.2			Ultimate Facility (Beyond Horizon)	
Hwy. Log Length[km]	25.7			2- Lane Conventional Highway	

Traffic Data		Annual Traffic Volume Growth Rate			Concept Performance	
Base Year of Data	2004	Existing Facility, Base Year	Horizon Yr minus 10, No Actions	Horizon Year, No Actions	Horizon Year with Concept Improvements and Other Concept Actions	
Level of Service (LOS)	B	B	B	B	Caltrans LOS: B	
Volume/Capacity [V/C] Ratio	0.07	0.09	0.10	Traffic Data Notes		
Average Annual Daily Traffic	1640	2040	2440			
Peak Hour Volume	185	230	275			
Peak Hour Directional Split	56.00%	56.00%	56.00%			
Percent Trucks	59.50%	59.50%	59.50%			

Local Jurisdiction LOS Standard			
Jurisdiction Name	Main-street	Local LOS Standard	Local LOS Standard General Plan Source and Year, Approximate Community Limits, Other
West Sacramento	No	C	City Streets

IMPROVEMENT PROJECTS NEEDED TO MEET CONCEPT			
Project Description	Project Limits/ Action Boundaries	Type of Improvement	Year Needed
NO CONCEPT IMPROVEMENTS AT PUBLICATION			

Planned Projects (Not Currently Programmed)						
Plan Document/Agency	RTP Year	Project Description	Postmile Limits	10-Year SHOPP	Other Plans (Document and Year)	Cost (1,000's)
NO PROJECTS PLANNED						

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Programmed (Funded) Projects Document and Year	Project Description	Postmile Limits	STIP (Year)	SHOPP (Year)	RSTP	CMAQ	TEA	Other Funds (List all Types)
	NO PROGRAMMED PROJECTS							

MAJOR ISSUES AND CHALLENGES

This segment is currently operating at level of service (LOS) B. The concept and the ultimate facility is a 2- lane conventional highway. Major widening is not recommended because of the low traffic volumes and the limited right-of-way . The projected traffic demand has a volume capacity (v/c) ratio of .10 at year 2024.

Various structural section repairs along with normal interval maintenance and rehabilitation may be necessary over the next 20 years due to unstable expansive soil along this route. It is recommended that more SR 84 signage be placed along the highway so drivers are aware they are SR 84, especially during foggy conditions.

Caltrans will also consider any relinquishment opportunity for this entire segment.

HIGHWAY CLASSIFICATION / SYSTEM DESIGNATIONS

Functional Classification	Minor Arterial	National Truck Network:	California Legal
National Highway System	Non NHS	Scenic Route	Non Scenic
Freeway-Expwy / Access	Conventional Highway	Lifeline Route	Non Lifeline
Rural/Urban or Mix	1	Statewide Significance	Non Interregional Route System
General Terrain	Flat		

LAND USE

Current Land Use Zoning Type:	Future -- Horizon Year Land Use:
Agriculture	Agriculture
Local Development Issues:	
Mitigation Proposed/Adopted:	None
General Land Use Discussion:	

Agriculture with low density housing is the dominant land use around SR 84. The Sacramento River parallels the highway and a portion of the route runs on top of the Sacramento Deep Water Channel levee.

The 1983 Yolo County General Plan is currently being updated and will have a draft available by Spring 2005. The existing land use surrounding SR 84 is currently zoned for agriculture and low density residential and will continue as such in the next 20 year planning period. The land south of SR 84 is the Southport Area. The City of West Sacramento plans to have approximately 10,000 homes, various commercial, and mixed use development in the Southport area.

RIGHT OF WAY

CALTRANS INTRANET RESOURCES FOR RIGHT OF WAY INFORMATION

Digital Highway Inventory Photography Program (DHIPP):

<http://svhqdhpp:8080/dhipp/view.html>

North Region Document Retrieval System (DRS):

<http://10.168.0.22/falcon/websuite.htm>

Current Right of Way as Summarized from Highway Log

	Number of Lanes	2	Feet	Meters
Average Lane Width:			12.00	3.66
Average Shoulder Width:			0.00	0.00
Average Median Width:			0.00	0.00

RIGHT OF WAY DISCUSSION--COMPARISON OF CURRENT EXTENT TO CONCEPT NEEDS

In May 2003, a portion of SR 84 was officially relinquished to the City of West Sacramento by the State of California. The limits of the relinquished highway were at the City limit of Sacramento (PM 15.69) to the northern terminus of SR 84 (PM 24.20). The land use surrounding the relinquished portion includes residential and commercial development. The existing SR 84 (PM 0-15.69) is currently zoned for agriculture and low density residential.

AIR QUALITY/ENVIRONMENTAL STATUS

Air Quality Management District: Yolo-Solano Air Quality Management District

Air Basin for this Segment Sacramento Valley

For Current Federal and State Air Quality Standard Area Designations and Other Information regarding the Above Air Basin and Air Quality Management District, please enter the following URL in a web browser:

pd.dot.ca.gov/env/air/

Other Environmental Conditions

The following information is a brief overview only. For specific environmental information, contact Caltrans District 3 Environmental Offices.

Flood Plain Concern	Flood Plain Designation 500-year floodplain	Flood Sensitivity
Farmland Concerns	Farmland Designation Cropland and Pastures	Protection Status
Wetlands Concerns	Types of Wetlands None	Wetlands Sensitivity
Wildlife and Habitat Concerns	Rare Animal Species Swainsons Hawk	Rare Plant Species None
	Natural Communities None	Habitat Sensitivity None

MODAL INTEGRATION AND COORDINATION

Commuter Services (Commuter Rail, Express Bus):	Intercity Services (Amtrak, Intercity Bus Routes):
None	None
Public Transit (Local Service):	Airports and Air Travel:
None	None
Non-Motorized Modes (Pedestrian, Bicycle, Trails):	Paratransit and Special (Medical Transit, etc.):
Class 3- Shared Roadway	None

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TRUCK VOLUMES				
	Daily Truck Volumes		% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle	25	3 Axle	22.0%	1.5%
4 Axle	16	4 Axle	13.6%	1.0%
5+ Axle	27	5+ Axle	23.9%	1.7%
Total:	68	Total:	59.5%	4.2%

TRAFFIC COLLISION RATES (Per Million Vehicle Miles)			
Actual Accident Rate on Highway Segment		Statewide Average Rate for Highway Type	
Fatal-plus-Injury Collision Rate::	Total Collision Rate::	Fatal-plus-Injury Collision Rate:	Total Collision Rate:
0.95	1.31	0.71	1.45
Source: TASAS Accident data from March 2001 to January 2003			
<i>Statewide average rates are calculated for all facilities of a similar type.</i>			

Appendix A: Current Design Standards

From Highway Design Manual, November 1, 2001

Paved Shoulder Width

<i>Conventional Highways – Multilane Undivided</i>	
Left	Right
--	2.4 meters (approx. 8 feet)

Traveled Way Width

<i>Conventional Highways – Multilane Undivided</i>
3.6 meters (approx. 12 feet)

Bicycle Facilities

	Minimum Width of Traveled Way	Minimum Horizontal Clearance to Obstructions	Minimum Vertical Clearance to Obstructions
Class I Bikeway (One-way)	1.5 meters (approx. 5 feet)	0.6 meters (approx. 2 feet)	2.5 meters (approx. 8 feet)
Class I Bikeway (Two-way)	2.4 meters (approx. 8 feet)	0.6 meters (approx. 2 feet)	2.5 meters (approx. 8 feet)
Class II Bikeway (parking permitted with striped parking or stall)	1.5 meters (approx. 5 feet)	--	--
Class II Bikeway (parking permitted without parking stripe or stall)	3.3 meters (approx. 11 feet)	--	--
Class II Bikeway (parking prohibited)	1.5 meters (approx. 5 feet)	--	--
Class III Bikeway	* Note	--	--
<p><i>* Note: Minimum width is dependent on many factors, including the volume and character of vehicular traffic on the road, typical speeds, vertical and horizontal alignment, sight distance, and parking conditions.</i></p>			

California Natural Diversities Database

The California Natural Diversity Database (CNDDDB) is a statewide inventory of the locations and condition of the state's biological resources, rare species, and natural communities. The CNDDDB was used in this report to provide an initial assessment of the known biological resources in regards to State Route (SR) 84 in District 3. Impacts to biological resources affect both the feasibility of a project and the identification of alternatives.

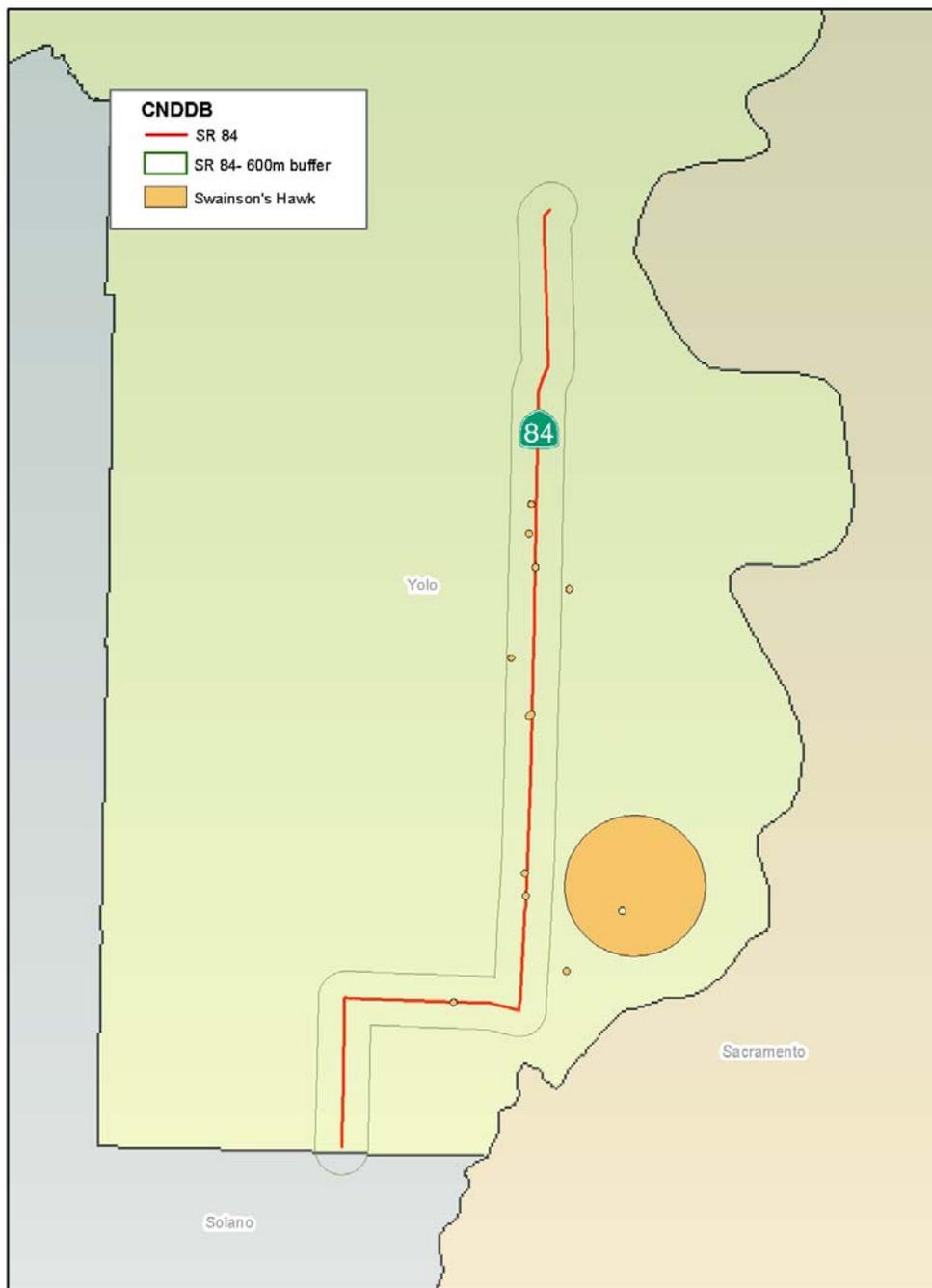
The following maps depict SR 84 as it extends approximately 15.69 miles through Yolo County. This information does not represent all possible environmental constraints that may exist.

Other environmental issues include air quality, cultural resources (historic and prehistoric), floodplain encroachment, hazardous materials, noise, visual impacts, and the cumulative impacts of regional projects. Any project that is being considered for programming would require an environmental document in compliance with all State, Federal, and Local environmental laws and regulations.

Table 2 – SR 84 Special Status Species (Common Names)

<i>ANIMAL</i>	<i>PLANT</i>	<i>HABITAT</i>
• Swainson's Hawk	• None	• None

Map 2 – California Natural Diversities Database (Yolo County)



Appendix B: Federal & State Environmental and Resource Agencies

Federal Agencies

US Army Corps of Engineers – Sacramento District

1325 J Street
Sacramento, CA 95814-2922
(916) 557-5100

USDA Natural Resources Conservation Service – Grass Valley

113 Presley Way, Suite 1
Grass Valley, CA 95945-5846
(530) 272-3417
(530) 477-8055 (fax)

USDA Natural Resources Conservation Service – Auburn Service Center

251 Auburn Ravine Road, Suite 106
Auburn, CA 95603-3719
(530) 885-6505
(530) 823-5504 (fax)

US Fish and Wildlife Service – Pacific (Region 1)

Sacramento Fish and Wildlife Office Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

US Environmental Protection Agency – Region 9

75 Hawthorne Street
San Francisco, CA, 94105

National Marine Fisheries Service – Sacramento Area Office

650 Capitol Mall, Suite 8-300
Sacramento, CA 95814-4708
(916) 930-3600
(916) 930-3629 (fax)

State Agencies

California Department of Fish and Game

Sacramento Valley – Central Sierra Region
1701 Nimbus Road
Rancho Cordova, CA 95670
(916) 358-2900

Regional Water Quality Control Board

Central Valley Region – Sacramento Office (5S)
3443 Routier Road
Sacramento, CA 95827-3098
(916) 255-3000
(916) 255-3015 (fax)

Appendix C: Glossary and Acronyms

Acronyms and Terms taken from the "Caltrans Acronyms & Transportation Terms Commonly Used in System and Advanced Planning"

A

AADT: Annual Average Daily Traffic

Air Basin: An area or territory that contains similar meteorological and geographical conditions. In California, the Air Resources Board (ARB) established nine air basins.

Annual Average Daily Traffic (AADT): The average 24-hour volume, being the total number during a stated period divided by the number of days in that period. Unless otherwise stated, the period is a year. The term is commonly abbreviated as ADT or AADT.

B

C

Capacity Enhancement: New facilities projects and operational improvements which add through lanes.

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

Class I Facility or Bikeway: Class I bikeways (bike paths) are facilities with exclusive right of way, with cross flows by motorists minimized. Section 890.4 of the Streets and Highways Code describes Class I bikeways as serving "the exclusive use of bicycles and pedestrians".

Class II Facility or Bikeway: Class II bikeways (bike lanes) for preferential use by bicycles are established within the paved area of highways. Bike lane stripes are intended to promote an orderly flow of traffic, by establishing specific lines of demarcation between areas reserved for bicycles and lanes to be occupied by motor vehicles.

Class III Facility or Bikeway: Class III bikeways (bike routes) are intended to provide continuity to the bikeway system. Bike routes are established along through routes not served by Class I or II bikeways, or to connect discontinuous segments of bikeway (normally bike lanes). Class III facilities are shared facilities, either

with motor vehicles on the street, or with pedestrians on sidewalks, and in either case bicycle usage is secondary. Class III facilities are established by placing Bike Route signs along roadways.

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

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

F

Focus Routes: A subset of the 34 High Emphasis Routes (see definition). The focus routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standards in a 20-year period.

G

H

High Emphasis Routes: Routes that are characterized as being the most critical Interregional Road System (IRRS) routes. More importantly, these routes are critical in interregional travel and the state as a whole.

Highway Adoption: California Transportation Commission (CTC) establishment of a specific highway route location.

I

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

IRRS: Interregional Road System

K

KPM: Kilometer Post-mile

Kilometer Post-mile (KPM): Using kilometers and counties, the Postmile system identifies specific and unique locations in the California highway system.

L

Level-of-Service (LOS): A rating using qualitative measures that characterize operational conditions within a traffic stream and perception or those measures by motorists and passengers.

LOS: Level-of-Service

M

Median: The portion of a divided highway separating the traveled ways for traffic in opposite directions.

N

National Highway System (NHS): The federal legislation ISTEA established a 155,000-mile National Highway System (NHS) to provide an interconnected system of principle arterial routes to serve major travel destinations and population centers, international border crossings, as well as ports, airports, public transportation facilities and other intermodal transportation facilities. The NHS must also meet national defense requirements and serve interstate and interregional travel.

NHS: National Highway System

P

Paratransit: A variety of small, often flexibly-schedule and route transportation services using low-capacity vehicles, such as vans, to operate within normal urban transit corridor or rural areas. These services usually serve the needs of persons that standard mass transit services would serve with difficulty, or not at all. Often, the patrons include the elderly and persons with disabilities.

Peak: The period during the maximum amount of travel occurs. It may be specified as the morning (AM) or afternoon (PM) peak.

PM: Post-mile

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

R

Regional Transportation Plan (RTP): State mandated documents to be developed biennially by all region 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 allocation transportation funds. RTPAs can be Councils of Government (COGs), Local Transportation Commissions (LTCs), Metropolitan Planning Organizations (MPOs), or statutorily created agencies.

Route Concept: The Department's judgment on future facilities given present and future financial, environmental, planning and engineering factors.

RTP: Regional Transportation Plan

Rural: A population concentration of less than 2,500.

S

Shared Roadway: Shared Roadways have no bikeway designation because safe and efficient roadways exist and designation is not needed or they may be unsuitable for bike travel and it would be inappropriate to encourage bicycle travel by designation. For example, many rural highways are used for intercity touring and recreational travel. However, the limited use and lack of continuity makes it inappropriate to designate these facilities for bikeways. Although the development and maintenance of a 4 foot-paved roadway shoulder with a 4-inch stripe can improve the safety and convenience of motorists and bicyclists.

SHOPP: State Highway Operation and Protection Program

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 surface courses.

SR: State Route

State Highway Operation and Protection Program

(SHOPP): A 4-year program limited to projects related to state highway safety and rehabilitation.

State Route (SR): 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.

T

TCR: Transportation Concept Report

TDM: Transportation Demand Management

Transit: Generally refers to passenger service provided to the general public along established routes with fixed or variable schedules at published fares.

Transportation Concept Report (TCR): A TCR, also known as a Route Concept Report (RCR), identifies current operating conditions, future deficiencies, route concept and 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.

U

Urban: A population concentration of 2500 or more.

Appendix D: References

California Transportation Commission Resolution Relinquishment No. 33961-X

District 3 Travel Forecasting

Highway Design Manual 2001

Highway Relinquishment District Agreement No. 02-0215

Jones and Stokes. Telephone conversation with Sally Lyn Zeff regarding Yolo County General Plan update.

SACOG Employment, Housing, and Population Projections
<http://www.sacog.org/demographics/projections/cities/yolo.pdf>

Yolo County General Plan 1983

Yolo County General Plan Update website <http://www.yolocountygeneralplan.org/>

Yolo County Transportation District www.yolobus.com