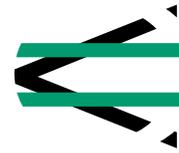


STATE ROUTE 267

TRANSPORTATION CONCEPT REPORT



**District 3 Office of Advance & System Planning
October 2004**



State Route 267

Transportation Concept Report

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Introduction to the Transportation Concept Report

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 so that it delivers the targeted level of service and quality of operations that are feasible to attain over a twenty-year period. These are indicated in the Route Concept. (See below for a discussion of how Route Concepts are developed.)

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.

How does the TCR fit in with local and regional planning efforts?

As owner/operator of the State highway system, Caltrans has a duty to establish a long-range vision for its highways and determine overall strategies for their management. This is achieved by taking into consideration the numerous factors encompassed in the human and natural environments in which a particular route exists. During development of a TCR every effort is made to arrive at the same or similar level of service standard used by a local jurisdiction. Caltrans' objective is to have local, regional, private sector, and State consensus on corridor Concepts, planning strategies, and improvement priorities.

Whenever a General Plan is updated, State highways within the jurisdiction should be recognized and included in the circulation system. The jurisdiction should also adopt the Concept Level of Service (LOS) standard indicated in the TCR, along with the Concept Improvements described in the TCR as necessary to meet the Concept LOS. 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.

Does the TCR have to be read from cover to cover in order to get pertinent information about a route segment?

Caltrans does not intend for TCRs to be read from cover to cover as one would read a book. Rather, the TCR is a reference document with segment-specific information presented in a concise and readable format that allows the user to easily access -- in one place in the document -- all the data and information that pertains to a particular segment of the route. Because of this format, there is a certain amount of repetition in the TCR, as information pertaining to adjacent segments of the route is repeated in the relevant sections of the TCR.

The TCR first presents an overview of the route's current condition, the general context in which it exists, and Caltrans' general vision 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.

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 that and other information to establish a 20-year Route Concept for each segment of 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 or travel demand reductions 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.

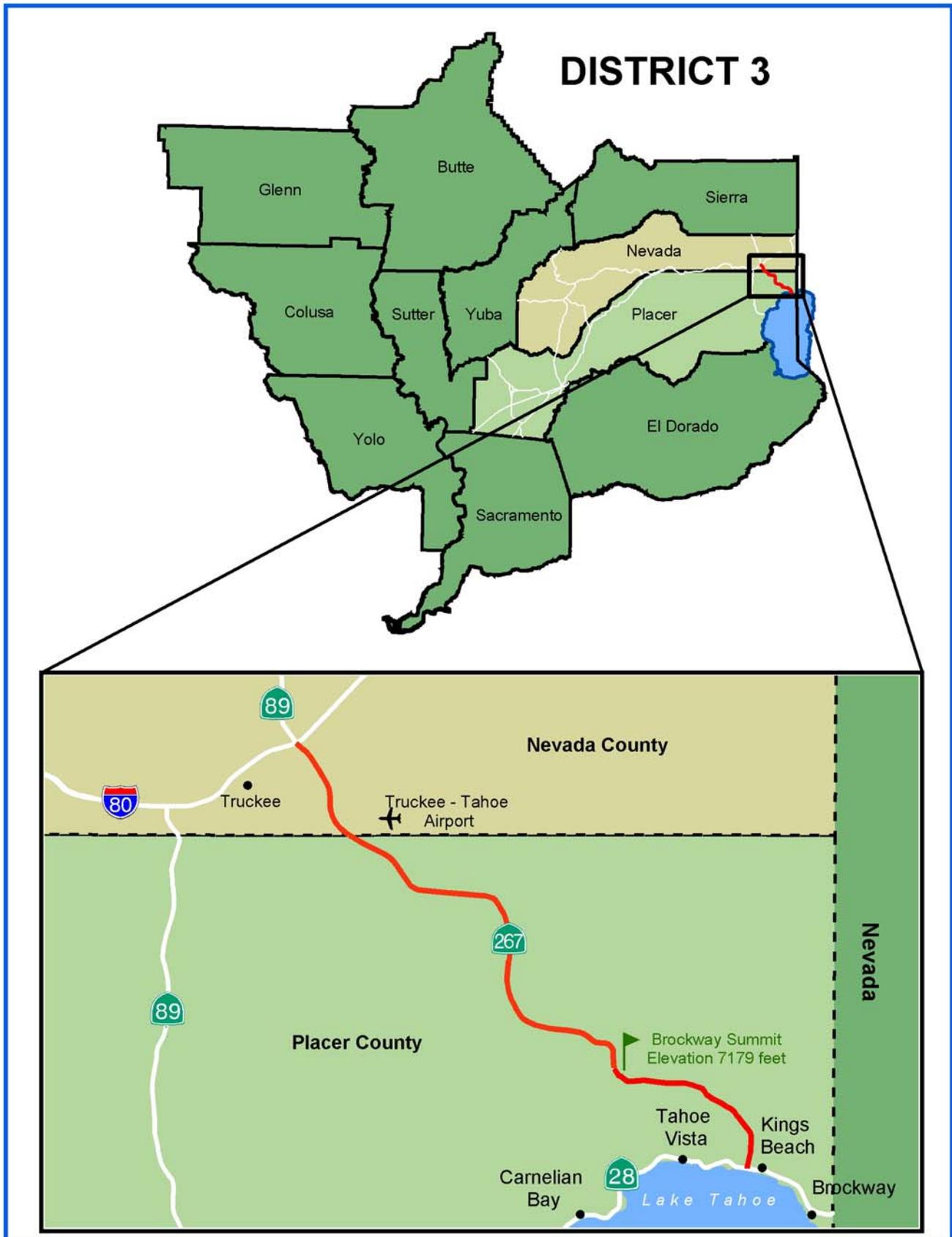
Concept Improvements

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.

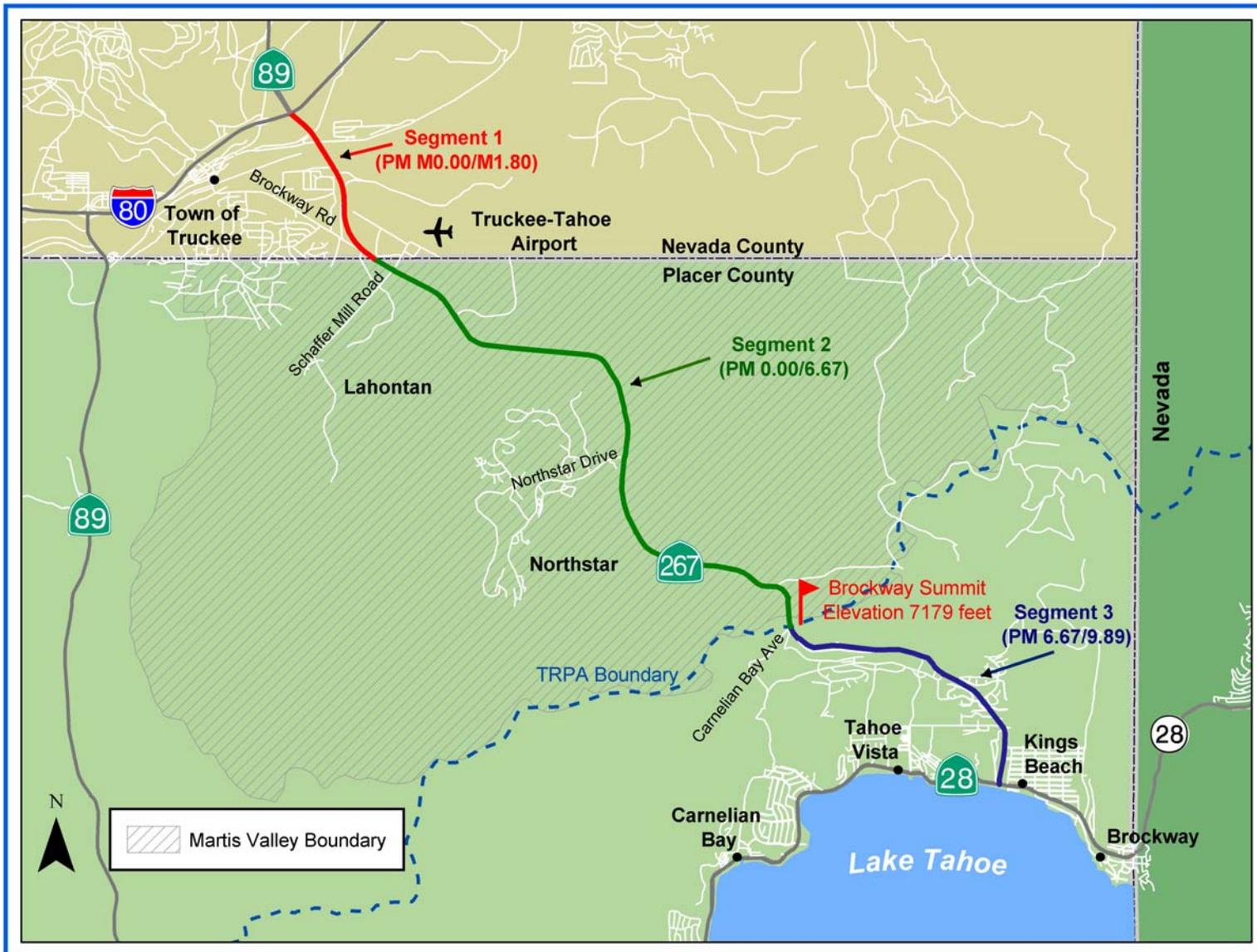
Because a highway is but one part of an interconnected transportation network, District 3 takes a corridor approach to developing TCRs. The corridor may include additional transportation systems, such as bus or rail transit service, bicycle and pedestrian facilities, heavy rail, a seaport, airports, interregional bus service, local roadways, and facilities for neighborhood electric vehicles used frequently by older citizens for local mobility. 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.

Map 1 – Location Map



Map 2 – Route Segment Map



Transportation Concept Report Summary

Table 1 – Concept Summary

Segment County Description	Post KM	Post Mile	LOS			Existing Facility	20-Year Concept Facility	Ultimate Facility	Improvements Toward Concept Facility
			2000	2020 No Build	Concept				
1 Nevada Jct. SR 89 North, Jct. I-80 to Nevada/Placer County Line	M0.000/ M2.896	M0.00/ M1.80	D	E	E	2E	2E	4E	<ul style="list-style-type: none"> No concept improvements necessary, due to the construction of the Truckee Bypass
2 Placer Nevada/Placer County Line to Brockway Summit	0.000/ 10.734	0.000/ 6.670	E	E	E	2C	2C	4C	<ul style="list-style-type: none"> Install traffic signal at Northstar Drive Extend southbound truck climbing lane from Northstar Drive to Brockway Summit and widen shoulders from 4 to 8 feet Relocate the present chain control point away from Northstar Drive Upgrade highway to Class II bike lane CMS southbound at Truckee Airport Road (PM 0.25) CCTV northbound at Northstar Drive (PM 3.76) CCTV northbound at Brockway Summit (PM 6.67)
3 Placer Brockway Summit to SR 28	10.734/ 15.929	6.671/ 9.898	D	E	E	2C	2C	2C	<ul style="list-style-type: none"> Widen existing shoulders to 8 feet from Brockway Summit to Kings Beach, where possible Construct northbound truck climbing lane from Stewart Way to Brockway Summit Further channelization and signalization improvements to the SR 267 / SR 28 intersection Upgrade highway to Class II bike lane CMS northbound at National Avenue (PM 8.37) HAR northbound at Kings Beach (PM 9.89)

Concept Rationale

State Route (SR) 267 is a west to east undivided two-lane mountain highway 11.7 miles in length that connects Interstate 80 at Truckee in Nevada County (PM 0.0) to State Route 28 at the north shore of Lake Tahoe at Kings Beach in Placer County (PM 9.9). The route is part of the Federal Aid Primary System and is classified as a Minor Rural Arterial.

Truckee is the major population center for eastern Nevada County. Truckee is a hub for rail freight and passenger service, and is located at the crossroads of I-80, SR 267, and SR 89. Interstate 80 is a major transcontinental route, and SR 267 and SR 89 are the main northern entrances into the Tahoe Basin.

SR 267 traverses southwesterly from I-80, bypasses the Town of Truckee, continues through rolling terrain, and progresses into the mountainous terrain of the Sierra Nevada to an elevation of 7,179 feet at Brockway Summit. From Brockway Summit, the route descends 945 feet into the Tahoe Basin ending at State Route 28 in Kings Beach. The route is of local and regional significance providing access to residential, industrial, commercial and recreational land uses and serves inter-regional, local commuter, and recreational traffic traveling between the Tahoe Basin, Martis Valley, Truckee and I-80. Furthermore, SR 267 provides access to the Northstar-At-Tahoe Ski Area and the Truckee-Tahoe Airport, serves as a connecting link between I-80 and the Tahoe Basin, and also serves the community of Incline Village and the east shore of Lake Tahoe.

Traffic volumes on SR 267 are not as high as paralleling SR 89 from I-80 to the north shore of Lake Tahoe. However, traffic volumes are projected to increase on SR 267 due to new commercial and residential developments near the Truckee-Tahoe airport, Northstar-At-Tahoe ski area, and various unincorporated locations within Placer County along the corridor. As development and travel demand increase, the following issues regarding SR 267 need to be addressed: traffic congestion, highway geometrics, maintenance, and bicycle access.

Segment Summary

Segment 1 (NEVADA PM 0.00-M1.80/Km 0.00-M2.89)

A bypass for Route 267 has been constructed to remove traffic from downtown Truckee. The bypass includes a long viaduct across the Truckee River, which is visible as you come off the hill near the Central Truckee exit #188A. This bypass is a 2-lane expressway with sufficient right of way to expand to 4 lanes when needed. The interchange that previously connected SR 267/I-80 to the Town of Truckee will remain to provide the Town of Truckee with direct freeway access.

Segment 2 (PLACER PM 0.00-6.67/Km 0.00-10.73)

Segment 2 is an undivided two-lane conventional highway that extends southeasterly from the Nevada/Placer county line, provides a connection to the Truckee-Tahoe Airport located at PM 0.25 and Northstar-At-Tahoe Ski Area at PM 3.76, it then ascends the mountainous terrain of the Sierra Nevada Range at a 9.00% grade, and ends at Brockway Summit (PM 6.67). Over the next twenty years, this segment will be increasingly impacted by development of adjacent land for commercial, recreational, and residential uses.

Segment 3 (PLACER PM 6.67-9.89/Km 10.73-15.929)

Segment 3 is an undivided two-lane conventional highway beginning at Brockway Summit and ending at State Route 28. From Brockway Summit, SR 267 traverses southeasterly descending 945 feet into the Tahoe Basin ending at a 4-way signalized intersection at SR 28 near Kings Beach (PM 9.90). This segment is located in mountainous terrain characterized by numerous horizontal curves and a 6.79% grade that severely impacts the existing Level of Service (LOS).

District 3 - Transportation Concept Report Fact Sheet

Route Information

Route: 267
 County: Nevada
 Segment Number: 1

Segment Boundaries

KP Start	M 0.000	PM Start	M 0.000
KP End	M 2.894	PM End	M 1.798
Distance [km]	2.894	Distance [mi]:	1.798

Segment Description

Junction I-80/SR 89 North to Nevada/Placer County Line

Concept Summary

Existing Facility:

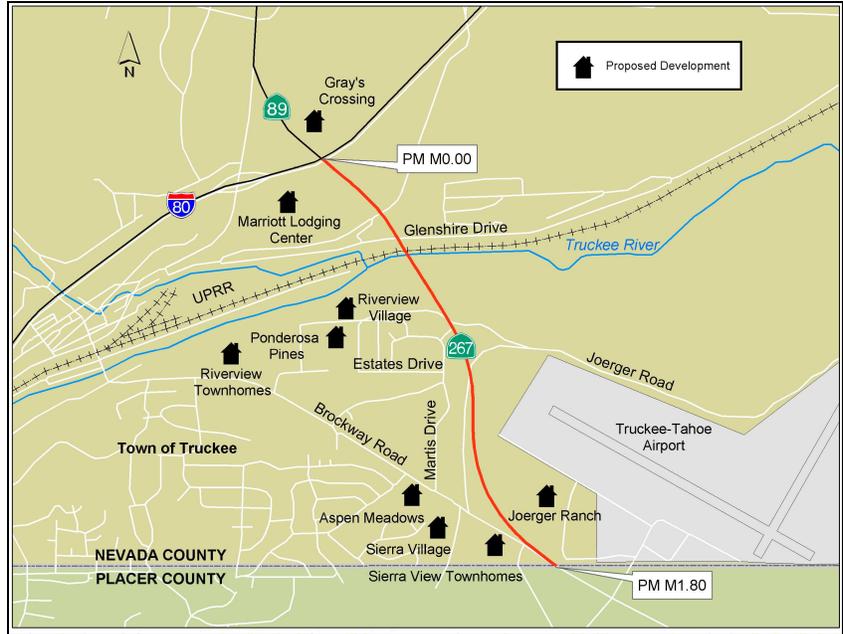
2-lane expressway

Concept Facility:

2-lane expressway

Ultimate Facility:

4-lane expressway



Level of Service (LOS)

Existing LOS:	D	County General Plan:	Nevada
20 yr. LOS - No Build:	E	General Plan Year:	1995
20 yr. Concept LOS:	E	General Plan LOS Standard:	D

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Truckee	1996	D

TRANSPORTATION CONCEPT IMPROVEMENTS

No concept improvements necessary.

DESCRIPTION - RATIONALE - GENERAL COMMENTS

Segment 1 is an undivided 2-lane expressway, 1.8 miles in length, extending southbound from the junction of Routes 80/89N, and ending at the Nevada/Placer county line. This expressway, also called the Truckee Bypass, has reduced traffic congestion and traffic delays, and improved safety in downtown Truckee.

The Town of Truckee is the major population center for eastern Nevada County. Truckee is a hub for rail freight and passenger service, and is located at the crossroads of I-80, SR 89, and SR 267. Interstate 80 is a major transcontinental route, and SR 89 and SR 267 are the main

northern entrances into the Tahoe Basin.

SR 267 is a controlled access highway, constructed on a new alignment and right of way, and includes a new interchange at I-80. The expressway also passes through a rural area providing access to residential, industrial, and commercial developments; it serves inter-regional, local commute, and recreational traffic; and it connects I-80 and downtown Truckee with the Tahoe-Truckee Airport and the Martis Valley. The expressway was opened for use in October 2002; the previous SR 267 alignment through downtown Truckee has been relinquished to the Town of Truckee.

With growth and development occurring in the Truckee and North Lake Tahoe areas, there has been a proportionate increase in traffic along SR 267. Future community plans should provide for internal traffic circulation so that drivers are not forced on to SR 267 for local trips.

A comprehensive and safe system of bicycle/pedestrian facilities, serving both commuter and recreational purposes, should be developed to offer a well-balanced transportation system. All bikeway planning and design should be coordinated with local and regional agencies.

LAND USE

With the completion of the Truckee Bypass, SR 267 now starts just east of the 80/89N/267S interchange and heads south through the bluffs above the Truckee River, bridges over Glenshire Drive, the Truckee River, the abandoned Tahoe Truckee Sanitation Agency sewage ponds, and then ties into the original SR 267 alignment at Joerger Drive.

The 1996 Truckee General Plan identifies the following land use designations along SR 267: National Forest (Tahoe), Public, Residential, Open Space Recreation, Commercial, and Planned Community. The surrounding land in Segment 1 has many uses. For example, there is a combination of leisure, tourism, and outdoor recreational activities. Segment 1 also contains many residential developments with a large concentration of secondary or recreational homes, public and private recreational areas and facilities, with commercial and industrial areas interspersed.

According to the 2025 Truckee General Plan Update, the average annual growth rate for the past 20 years has been 4.7%, and Truckee is now adding approximately 600 permanent residents per year. Truckee is growing at a rate at least three times faster than California as a whole and has been more insulated from economic slowdowns than the rest of the state. The number of vacant residential lots is dwindling, and new subdivisions are being created to meet the demand for new residents, and for the still-strong second home market.

Approved and proposed new projects for Segment 1 include housing developments with various types of living quarters: single family units, multi-family units, townhouses, and hotel lodging units. Some recently completed, approved, and proposed large-scale residential and commercial projects (see Segment 1 Map for approximate location) include:

- Riverview Village (39 single-family units, 8 acres, completed)
- Sierra Village (72 multi-family units, 57 single-family units, 7.5 acres, completed)
- Riverview Townhomes (60 townhouse units, 8 acres, under construction)
- Sierra View Townhomes (73 townhouse units, 18.5 acres, approved)

- Marriott Lodging Center (25 residential units, 120 lodging units, 11 acres, approved)
- Joerger Ranch (industrial, commercial, and residential development; 868 acres, proposed)
- Gray's Crossing (642 residential units, conference facility, cultural center, service station, church, and golf course; 757 acres, proposed)
- Ponderosa Pines (42 single-family units, 18 acres, proposed)
- Aspen Meadows (55 townhouse units, 9 acres, proposed)

MODAL OPTIONS

Airport: The Truckee-Tahoe Airport is located off SR 267 south of Truckee near the Nevada/Placer County Line. It is a general aviation airport serving primarily local personal and recreational air traffic. In the summer months, the airport is used extensively for glider rides, which make up 45 percent of the airport's summer use.

AMTRAK: The AMTRAK California Zephyr travels from Oakland to Chicago with a daily train westbound and one eastbound that stops in Truckee. Capitol Corridor Rail Service includes four daily trains from San Jose to Auburn with connecting Amtrak thruway motor coach service to Truckee. The Amtrak Station in Truckee is unstaffed.

Bus: Greyhound, a national bus line, provides travel options outside the local area. The unstaffed Amtrak Station in Downtown Truckee acts as a depot for Greyhound passengers. Greyhound operates daily scheduled arrivals/departures from Truckee.

Truckee Dial-A-Ride provides curb-to-curb demand response service. The Dial-A-Ride service area is generally the Town of Truckee limits. Service is provided Monday through Friday, using a maximum of two vans. One van provides Saturday service.

The Truckee Trolley is a public-private partnership between the Town of Truckee, the Nevada County Transportation Commission, and several private organizations. Service is provided seven days per week during the winter months between the Truckee Train Depot and Northstar (Route B), and between Northstar and Tahoe Sands Resort (Route C). In non-winter months, one bus operates Monday thru Saturday between the Truckee Tahoe Airport and the west end of Donner Lake.

Pedestrian & Bikes: SR 267 is currently classified as a Class III Bikeway; however, the Town of Truckee's 2002 Trails and Bikeways Master Plan proposes SR 267 as a Class II bike lane for the future.

Park-and-Ride Facilities: There are no officially designed Park-and-Ride facilities in the plan area. However, the draft Martis Valley Community Plan indicates there is unofficial park-and-ride activity on the north side of the SR 267/I-80 interchange.

RIGHT OF WAY

Segment 1 currently has existing right-of-way widths ranging from 57 feet (Truckee River Bridge) to 180 feet (north of Truckee-Tahoe Airport).

Functional Classification Information

Functional Classification: **Minor Arterial**
National Highway System (NHS): **Non NHS**
Access Control: **Expressway**
National Truck System: **Non National Truck System**
Scenic Route: **Eligible**
Lifeline Route: **Non Lifeline**
Statewide Significance: **Interregional Route System**

Highway Log Right of Way Information

Number of Lanes 2

	<i>Meters</i>	<i>Feet</i>
Avg. Lane Width:	3.66	12.00
Avg. Shoulder Width:	2.44	8.00
Avg. Median Width:	0.00	0.00

General Comments:

Projects Planned (Non-funded)

NO PROJECTS PLANNED

Projects Programmed (Funded)

2002
2002 STIP

Near Truckee - Route 80 to Placer
County Line (Truckee Bypass) -
mitigation planting.
Year - 2004
Total Cost - \$1,306,000
EA 291011

Traffic Data

Peak Period Direct Split: 54%
% Traffic Growth Per Year: 5%

Land-Use Data

Land Use Zone: Public/Residential/Planned
Community
Terrain: Rolling
Future-20yr. Land Use: Public/Residential/Planned
Community

Traffic Analysis (No Build)

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	12,291	1,115	0.41	D	The traffic analysis is based on a no-build scenario. Operational conditions have improved since the completion of the expressway. Data for the new alignment is from the Truckee Ramps PSR completed in July 2000.
2010	16,755	1,517	0.56	D	Same as above.
2020	20,069	1,821	0.67	E	Same as above.

Truck Volumes

	Daily Truck Volumes		% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle	239	3 Axle	27.8%	1.9%
4 Axle	43	4 Axle	5.0%	0.4%
5+ Axle	285	5+ Axle	33.1%	2.3%
Total:	567	Total:	65.9%	4.6%

Traffic Accident Rates (Per Million Vehicle Miles)

Actual Accident Rate for Highway Segment		Statewide Average Rate for Highway Type	
Fatal-plus-Injury Collision Rate::	Total Collision Rate::	Fatal-plus-Injury Collision Rate:	Total Collision Rate
0.22	0.55	0.64	1.5

Source: TASAS Accident data from November 2002 to January 2004

Statewide average rates are calculated for all facilities of a similar type.

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Mountain Counties

Federal Air Quality Area Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Attainment/1 hr. std. not applicable

Local and Regional Planning Agencies

RTPA/MPO

Nevada County Transportation Commission
101 Providence Mine Road, Suite 102
Nevada City, CA 95959
(530) 265-3202

Air Quality District

Northern Sierra Air Quality Management District
P.O. Box 2509
Grass Valley, CA 95945
(530) 274-9360

County Planning Department

County of Nevada
Nevada County Planning Department
950 Maidu Avenue
Nevada City, CA 95959
(530) 265-1377

Congestion Management Agency

No CMA in County

City Planning Department

City of Truckee
Community Development Department, Planning Division
10183 Truckee Airport Road
Truckee, CA 96161
(530) 582-7700

District 3 - Transportation Concept Report Fact Sheet

Route Information

Route: 267
 County: Placer
 Segment Number: 2

Segment Boundaries

KP Start	0.000	PM Start	0.000
KP End	10.734	PM End	6.670
Distance [km]	10.734	Distance [mi]:	6.670

Segment Description

Nevada/Placer County Line to Brockway Summit

Concept Summary

Existing Facility:

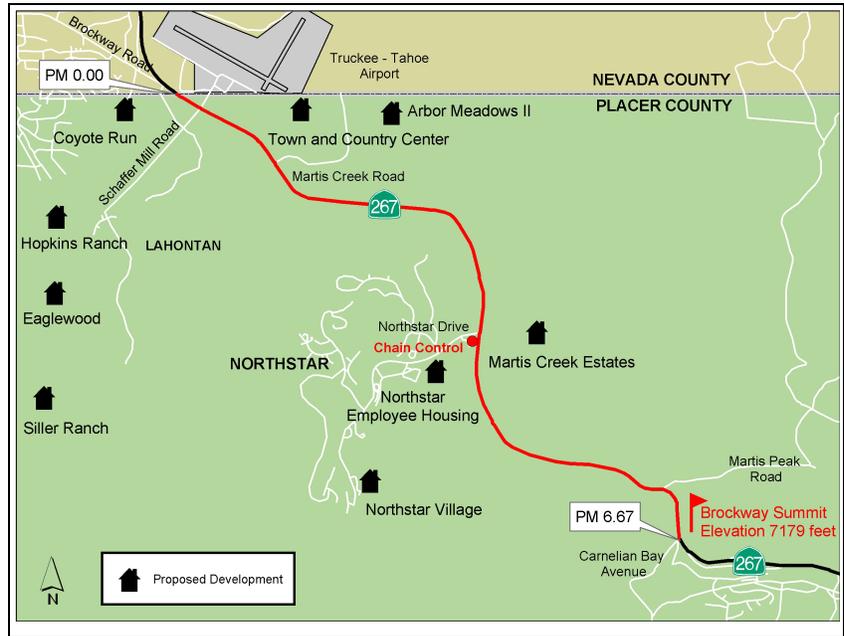
2-lane conventional highway

Concept Facility:

2-lane conventional highway

Ultimate Facility:

4-lane conventional highway



Level of Service (LOS)

Existing LOS:	E	County General Plan:	Placer
20 yr. LOS - No Build:	E	General Plan Year:	1994
20 yr. Concept LOS:	E	General Plan LOS Standard:	D

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Not a Main Street		

TRANSPORTATION CONCEPT IMPROVEMENTS

- Install traffic signal at Northstar Drive
- Extend the existing SB truck-climbing lane from Northstar Drive to Brockway Summit and widen the shoulders from 4 to 8 feet
- Relocate the present chain control point away from Northstar Drive to the south
- Upgrade highway to Class II bike lane
- Implement the following ITS elements:
 - *Changeable Message Sign southbound at Truckee Airport Road (PM 0.25)
 - *Closed Circuit Television Camera northbound at Northstar Drive (PM 3.76)

*Closed Circuit Television Camera northbound at Brockway Summit (PM 6.67)

DESCRIPTION - RATIONALE - GENERAL COMMENTS

Segment 2 is an undivided two-lane conventional highway 6.67 miles in length extending from the Nevada/Placer County line, near the Truckee-Tahoe Airport, to the Brockway Summit. The segment is located in a rural area outside of any city limits and serves regional and local traffic. It also provides access to commercial, industrial, and residential areas, as well as recreational access to and from the Northstar-At-Tahoe recreation area, Martis Creek Lake, and the Tahoe Basin.

From the Nevada/Placer county line, SR 267 intersects with Truckee-Tahoe Airport/Schaeffer Mill Road (PM 0.25) and North Star Drive (PM 3.76). An existing southbound truck-climbing lane (PM 6.09 to PM 6.32) ends 0.35 miles before the Brockway Summit (PM 6.67). Martis Peak Road intersects SR 267 at PM 6.23 within the climbing lane section.

The Truckee-Tahoe Airport/Schaeffer Mill Road is a high traffic volume intersection with substantial future demand due to the mixed land uses of residential, business, and light industrial.

The Martis Creek Lake Recreation Area is located between the Truckee-Tahoe Airport and Northstar. The lake facilities, operated by the U.S. Army Corps of Engineers, provides a focal point for a host of recreation activities including: camping, non-motorized boating, fishing, picnicking, and wildlife viewing.

Northstar-At-Tahoe, a major year-round recreational attraction, experiences seasonal fluctuations in traffic demand, which peaks during winter months. Left-turn channelization is in place for northbound traffic entering Northstar Drive, and right-turn channelization is available for southbound traffic. However, the intersection still experiences substantial traffic demand, with congestion and delay as common occurrences, which can be reduced by signalization.

Adding traffic signalization with left and right-turn channelization at all approaches will improve the safety and efficiency of the intersection and maintain through lane capacity. All turning lanes should provide enough storage for queued vehicles without disrupting other flows. An additional route concept improvement in the Northstar-At-Tahoe vicinity is to relocate the present chain control point away from Northstar Drive to the south. This would speed up chain on/off time, improve the safety and efficiency of the intersection, and help maintain through lane capacity. Further analysis is needed to determine a suitable location for a chain control point area.

An existing southbound truck-climbing lane from PM 6.09 to 6.32 provides for slow-moving vehicles. However, the climbing lane ends 0.35 miles short of Brockway Summit resulting in vehicle crawl speeds that reduce capacity and increase travel time delay.

East of SR 267, and 0.25 mile north of Brockway Summit is the Martis Lookout Trailhead. This U.S. Forest Service trail is part of the Tahoe National Forest. The trail includes winter recreation activities such as cross-country skiing and snowmobiling. This unmarked route follows Martis Lookout Road to Martis Peak, providing spectacular views of Lake Tahoe, the Sierra Crest, and Mount Rose.

The route concept improvement extends the truck-climbing lane from Northstar Drive to Brockway Summit and widens the shoulders from 4 to 8 feet. These operational improvements

will reduce delays, improve traffic safety and operating capabilities, and give passenger vehicles in the traffic stream opportunities to pass slow-moving vehicles. The ultimate concept is a four-lane conventional highway connecting the ultimate four-lane Truckee Bypass (segment one) to Northstar Drive.

Other potential improvements include:

*Straightening the curve at PM 6.0 due to sight distance and vehicles becoming stuck during chain control

*Increasing the shoulders to 10 feet. This allows maintenance crews to sweep, snow pole and clean drains without traffic controls, and provides more snow storage area until the snow blowers can come out

*Upgrading the drainage

*Adding cold foam pavement rehabilitation from the Nevada County line to Brockway Summit

*Recessed thermoplastic for all pavement markings to reduce stripping from snow plows.

LAND USE

The 1994 Placer County General Plan identifies the following general land use designations for the SR 267 corridor in Segment 2: greenbelt and open space, forest, water, and commercial (Truckee Tahoe Airport). For further land use designation information, the Placer County General Plan refers to the respective community plans for official County policy regarding proposed land uses. For Segment 2, the respective plan is the Martis Valley Community Plan.

The Martis Valley Community Plan indicates open space as the land use designation along the SR 267 corridor from the Nevada County line to Brockway Summit. East of SR 267 land uses are primarily designated forest and open space with pockets of residential designations. There are several existing large-scale developments that SR 267 provides the sole access to: Northstar-at-Tahoe ski area, Truckee-Tahoe Airport, and Lahontan residential-golf development.

Proposed and approved land use developments within the segment are: (see Segment 2 Map for approximate location)

- Coyote Run Planned Development (22 single-family units, 3.8 acres, approved)
- Hopkins Ranch (major subdivision with 58 single-family units, 18-hole golf course, a clubhouse, and accessory buildings, 279 acres, proposed)
- Eaglewood Master Plan community (510 dwelling units, including 40 affordable housing units, 18-hole golf course, clubhouse, and park, 475 acres, proposed)
- Martis Creek Estates (12 residential lots--10-acre minimum lot size, 122 acres, proposed)
- Siller Ranch (595 single-family units, 131 multi-family units, 18 hole golf course, 9-hole golf course, putting area, and ski facilities, 2,200 acres, proposed)
- Town and Country Center (commercial center, 47,000 sq/ft, proposed)

- Arbor Meadows II Townhomes (55 townhouse units, 9 acres, proposed)
- Northstar Village (213 dwelling units, commercial development with a conference center and spa, 21 acres, proposed)
- Northstar-at-Tahoe Employee Housing (three 4-story buildings, 96 units equating to over 300 beds, proposed)
- Northstar Highlands (1,450 residential units, 12,000 square feet (sf) of retail and dining uses, 30,000 sf of spa uses, 30,000 sf of skier services, access roads, road connections, supporting infrastructure, 17,000 sf of additional recreational amenities, and an outdoor amphitheatre -- capacity for 3,500 people)

It is uncertain if these proposed projects will be constructed as proposed. However, over the next 20 years, additional commercial and residential development will occur within the SR 267 corridor, increasing travel demand and impacting the level of service.

MODAL OPTIONS

Airport: The Truckee-Tahoe Airport is located off SR 267 south of Truckee near the Nevada/Placer County Line. It is a general aviation airport serving primarily local personal and recreational air traffic. In the summer months, the airport is used extensively for glider rides, which make up 45 percent of the airport's summer use.

The Truckee Trolley is a public-private partnership between the Town of Truckee, the Nevada County Transportation Commission, and several private organizations. Service is provided seven days per week during the winter months between the Truckee Train Depot and Northstar (Route B), and between Northstar and Tahoe Sands Resort (Route C). In non-winter months, one bus operates Monday thru Saturday between the Truckee Tahoe Airport and the west end of Donner Lake.

Northstar/Northshore Shuttle: The Northstar/Northshore Shuttle is operated by Northstar-At-Tahoe and provides service November through April between The Hyatt at Incline Village in Nevada and Northstar-At-Tahoe. Service begins at The Hyatt at Incline Village at 8:00 AM and ends at Northstar-at-Tahoe at 8:40 AM with a return trip from 4:30 PM to 5:10 PM.

Pedestrian & Bikes: Pedestrian activity within the area is limited due to the dispersed pattern of land use. Bicycle activity is also limited within the region, with the exception of summer recreational trips. To access the Martis Valley Region from Truckee, cyclists must use the Truckee River crossing located on SR 267. Northstar-at-Tahoe currently provides a series of multi-purpose trails throughout the Northstar-at-Tahoe community. The county plans to add five miles of off-road, multi-purpose trails between Northstar-at-Tahoe and Truckee (Martis Valley Community Plan, Public Review Draft). The 2002 Placer County Regional Bikeway Plan lists SR 267 as a proposed Class II bike lane.

RIGHT OF WAY

Adequate right-of-way width should be reserved in order to accommodate intersection design standards for separate turning lanes at Northstar Drive (PM 3.76). Right-of-way width should be reserved so that the existing 4 foot shoulders can be increased to 8 feet, and right of way should be set aside in order to extend the existing southbound truck-climbing lane to Brockway

Summit. Right of way preservation should be considered for the purpose of accommodating the ultimate facility of a four-lane conventional highway.

For right-of-way reservation to take place, close coordination is required between Caltrans and Placer County to ensure sufficient setback requirements are in place to prevent development within the area to be reserved. If the county is unable or unwilling to place development restrictions upon the area to be reserved, then Caltrans should be prepared to acquire the necessary right-of-way under advance acquisition. If the proposed corridor crosses any USA lands, then the special use permit/DOT easement process must be followed.

Existing total right-of-way widths for Segment 2 ranges from 60 feet (south of Airport/Schaffer Mill Road) to 120 feet (north of Brockway Summit), except from PM 1.0 (Martis Creek Lake Road) to PM 2.4 (Saw Mill Flat Road) where right-of-way widths range from 220 feet to 300 feet.

Functional Classification Information

Functional Classification: **Minor Arterial**
National Highway System (NHS): **Non NHS**
Access Control: **Conventional Highway**
National Truck System: **Non National Truck System**
Scenic Route: **Non Scenic**
Lifeline Route: **Non Lifeline**
Statewide Significance: **Interregional Route System**

Highway Log Right of Way Information

Number of Lanes **2**

	<i>Meters</i>	<i>Feet</i>
Avg. Lane Width:	3.66	12.00
Avg. Shoulder Width:	1.22	4.00
Avg. Median Width:	0.00	0.00

General Comments:

Projects Planned (Non-funded)

2001 Placer County RTP	Widen to 4-lanes from County Line to Northstar. Construction Year: 2015 Total Cost: \$10,000,000
2001 Placer County RTP	Truck climbing lane south of Northstar. Construction Year: 2010 Total Cost: \$2,000,000
2002 Ten Year SHOPP	PM 3.7 - South of Northstar - add passing lanes.

Projects Programmed (Funded)

NO PROJECTS PROGRAMMED

Traffic Data

Peak Period Direct Split: 60%
% Traffic Growth Per Year: 4%

Land-Use Data

Land Use Zone: resource protection, timberland, and urban
Terrain: Rolling
Future-20yr. Land Use: resource protection, timberland, and urban

Traffic Analysis (No Build)

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2001	11,500	1,400	0.51	E	
2010	16,000	1,940	0.61	E	
2020	20,900	2,540	0.81	E	

Truck Volumes

	Daily Truck Volumes		% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle	129	3 Axle	28.0%	1.1%
4 Axle	24	4 Axle	5.2%	0.2%
5+ Axle	151	5+ Axle	32.8%	1.3%
Total:	304	Total:	66.0%	2.6%

Traffic Accident Rates (Per Million Vehicle Miles)

Actual Accident Rate for Highway Segment		Statewide Average Rate for Highway Type	
Fatal-plus-Injury Collision Rate::	Total Collision Rate::	Fatal-plus-Injury Collision Rate:	Total Collision Rate
0.37	0.98	0.61	1.29

Source: TASAS Accident data from January 2000 to December 2002

Statewide average rates are calculated for all facilities of a similar type.

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Mountain Counties

Federal Air Quality Area Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Severe

Local and Regional Planning Agencies

RTPA/MPO

Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, CA 95816
(916) 321-9000

Air Quality District

Placer County Air Pollution Control District (DeWitt Center)
11464 "B" Ave.
Auburn, CA 95603-2603
(530) 889-7130

County Planning Department

County of Placer
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603
(916) 889-7470

Congestion Management Agency

Placer County Transportation Planning Agency
249 Nevada Street
Auburn, CA 95603
(530) 823-4030

City Planning Department

No incorporated city governments along segment

District 3 - Transportation Concept Report Fact Sheet

Route Information

Route: 267
 County: Placer
 Segment Number: 3

Segment Boundaries

KP Start	10.736	PM Start	6.671
KP End	15.929	PM End	9.898
Distance [km]	5.193	Distance [mi]:	3.227

Segment Description

Brockway Summit to State Route 28

Concept Summary

Existing Facility:

2-lane conventional highway

Concept Facility:

2-lane conventional highway

Ultimate Facility:

2-lane conventional highway



Level of Service (LOS)

Existing LOS:	D	County General Plan:	Placer
20 yr. LOS - No Build:	E	General Plan Year:	1994
20 yr. Concept LOS:	E	General Plan LOS Standard:	E

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Kings Beach	1996	D

TRANSPORTATION CONCEPT IMPROVEMENTS

- Widen existing shoulders to 8 feet from Brockway Summit to Kings Beach.
- Add northbound truck-climbing lane from Stewart Way to Brockway Summit.
- Perform a detailed operational analysis between Stewart Way and SR 28 to identify operational improvements. Improvements may include channelization, left turn pockets, and turning movement restrictions.
- Further channelization and signalization improvements to the SR 267/SR 28 intersection.
- Upgrade highway to Class II bike lane in each direction.

- Implement the following ITS elements:

*Install Changeable Message Sign northbound at National Avenue (PM 8.37).

*Install Highway Advisory Radio northbound at Kings Beach.

DESCRIPTION - RATIONALE - GENERAL COMMENTS

Segment 3 traverses southeasterly on an undivided two-lane conventional highway 3.23 miles in length. The segment begins at Brockway Summit (7,179 ft.) and descends 945 feet at a 6.79 % grade into the Tahoe Basin and ends at a four-way signalized intersection at State Route 28 in Kings Beach.

The route provides access to residential and commercial land uses serving both regional and local traffic. This segment of SR 267 is primarily used for recreational access to and from the Tahoe Basin. Within this segment, just south of Brockway Summit, is a trailhead for the Tahoe Rim Trail. The Tahoe Rim Trail is a 165-mile loop backcountry, non-motorized, scenic trail around Lake Tahoe.

The segment crosses over mountainous terrain containing numerous horizontal curves. The combination of a 6.79% grade and horizontal alignment impacts capacity and vehicle speed on the route. The steep sustained uphill grade causes vehicles, particularly trucks, buses, and recreational vehicles, to travel at slow speeds. With the absence of passing lanes and inadequate shoulder width on the uphill grade, long traffic platoons are created, which reduce roadway capacity, and increase delay.

The route concept improvement widens the shoulders to 8 feet for the entire segment from Brockway Summit to SR 28 near Kings Beach. During winter months heavy snow can be expected; therefore, the increased shoulder width would provide additional snow removal storage on the highway. Additionally, a chain on/off location should be considered south of Brockway Summit. In non-winter months, the additional shoulder width will provide emergency parking and allow slower moving vehicles temporary use of the shoulder to permit faster vehicles the opportunity to pass. This concept improvement would increase roadway safety, disperse traffic platoons, and reduce delay.

The ultimate concept improvement is to construct a truck-climbing lane in the northbound direction of SR 267 over Brockway Summit. Although left-turn pockets were constructed in 1999, further channelization and signalization improvements to the SR 267 / SR28 intersection would provide capacity for peak period traffic demand and reduce operational conflicts among vehicles, pedestrians, and bicyclists.

A Class II Bikeway (Bike Lane) is planned along SR 267 from Kings Beach to Brockway Summit (Environmental Improvement Program for the Lake Tahoe Region). Because of the steep grade, bicycle speeds can approach those of motor vehicles; therefore, additional paved shoulder width should be included in the design to provide increased sight distance and maneuverability. Additional support from pavement markings and signs depicting "Bike Lane", "Share The Road", "Park Off Pavement", and "No Parking" should also be included. All bikeway planning and design should be coordinated with local and regional agencies.

Because of the route's proximity to Lake Tahoe, not all improvements are capacity related. Some transportation projects are dictated by the environmental sensitivity of the Tahoe Basin and mandated by the Tahoe EIP (Environmental Improvement Program). Several projects within the Tahoe Basin are associated with the EIP, which is a management program to prevent or minimize water quality problems within the Tahoe Basin. Many Caltrans projects in the

Tahoe basin consist of elements such as water quality treatment and drainage improvements, erosion control, revegetation projects, operational improvements, or bicycle and pedestrian facilities.

While the Tahoe Regional Planning Agency (TRPA) serves a variety of functions in the Tahoe Basin, the agency was originally created to oversee development at Lake Tahoe. TRPA has federal authority to adopt regional environmental quality standards. TRPA reviews and approves permits for projects based on the TRPA Code of Ordinances. These ordinances regulate items such as land use, density, rate of growth, land coverage, excavation, and scenic impacts. Caltrans, like other agencies and individuals, is subject to the TRPA project review and permit process.

LAND USE

Land use is undeveloped at the beginning of this mountainous segment. As SR 267 descends into the Tahoe Basin in Kings Beach, the land use is primarily residential with some retail and tourist commercial.

The 1994 Placer County General Plan identifies three general land use designations for the SR 267 corridor in Segment 3: resource protection, timberland, and urban. For further land use designation information, the Placer County General Plan refers to the respective community plan for official County policy regarding proposed land uses. The respective plan for this segment is the North Tahoe Community Plan.

The North Tahoe Community Plan uses Plan Area Statements (PAS) as the governing land use regulatory mechanism for areas within the General Plan boundaries. The PAS are regulations for permitted land use activities under the Tahoe Regional Planning Agency's Regional Plan. For Segment 3, SR 267 covers three PAS, which have the following plan designations:

- Martis Peak: This area extends north from the Kings Beach area to the Tahoe Basin boundary (Brockway Summit). The land use is classified as conservation. The planning statement for Martis Peak provides that, "this area should be reserved for moderate to intensive resource management to include timber management programs that enhance the wildlife, recreational, and vegetation resources."

- Kingswood East: This area is the residential area adjacent to SR 267, northwest of Kings Beach. The land use is classified as residential. The planning statement for Kingswood East provides that, "this area should continue to be a single family residential neighborhood."

- Woodvista: This area is located around the Brockway golf course between Tahoe Vista and Kings Beach. The land use is classified as residential. The planning statement for Woodvista provides that, "this area should continue to be residential, maintaining the existing character' of the neighborhood."

MODAL OPTIONS

Northstar/Northshore Shuttle: The Northstar/Northshore Shuttle is operated by Northstar-At-Tahoe and provides service November through April between The Hyatt at Incline Village in Nevada and Northstar-At-Tahoe. Service begins at The Hyatt at Incline Village at 8:00 AM and ends at Northstar-at-Tahoe at 8:40 AM with a return trip from 4:30 PM to 5:10 PM.

The Truckee Trolley is a public-private partnership between the Town of Truckee, the Nevada

County Transportation Commission, and several private organizations. Service is provided seven days per week during the winter months between the Truckee Train Depot and Northstar (Route B), and between Northstar and Tahoe Sands Resort (Route C).

Pedestrian & Bikes: SR 267 is currently classified as a Class III Bikeway; however, the Placer County Transportation Planning Agency's 2001 Regional Bikeway Plan proposes SR 267 as a Class II bike lane for the future.

Park-and-Ride Facilities: There are no officially designed Park-and-Ride facilities in Segment 3.

RIGHT OF WAY

Existing total right of way widths for Segment 3 ranges from 100 feet (Brockway Summit) to 200 feet (summit to Junction SR 28). Long-term right of way widths should be obtained or reserved in order to construct a northbound truck climbing lane and 8-foot paved shoulders on north and southbound sides of the highway. Additional shoulder width may be necessary to accommodate parking and bike lanes.

For portions of Segment 3 that traverse the Tahoe National Forest land there is no right of way. SR 267 is there by prescriptive rights and/or special use permit. Over the life of this concept report, it is anticipated that these rights will be perfected into a Department of Transportation easement.

Functional Classification Information

Functional Classification: **Minor Arterial**
National Highway System (NHS): **Non NHS**
Access Control: **Conventional Highway**
National Truck System: **Non National Truck System**
Scenic Route: **Non Scenic**
Lifeline Route: **Non Lifeline**
Statewide Significance: **Interregional Route System**

Highway Log Right of Way Information

Number of Lanes 2

	<i>Meters</i>	<i>Feet</i>
Avg. Lane Width:	3.66	12.00
Avg. Shoulder Width:	1.22	4.00
Avg. Median Width:	0.00	0.00

General Comments:

Projects Planned (Non-funded)

2002
Ten Year
SHOPP

PM 7.3/9.9 - Rehab/water quality improvements. At Kings Beach, from National Avenue to State Route 28.

2001
Tahoe MPO
RTP

Highway: SR 28 / SR 267
Intersection Improvements
Program Year: 2004
Escalated Cost: \$603,000

2001
Tahoe MPO
RTP

Water Quality: SR 267 / SR 28
Intersection
Program Year: 2004
Escalated Cost: \$1,739,000

2001
Tahoe MPO
RTP

Class II Bike Lane: Brockway
Summit to SR 28
Program Year: 2009
Escalated Cost: \$183,000

Projects Programmed (Funded)

2002
SHOPP

PM 6.7/8.7 - south of Martis Peak
Road to north of Kings Beach -
water quality highway improvements

Traffic Data

Peak Period Direct Split: 55%

% Traffic Growth Per Year: 4%

Land-Use Data

Land Use Zone: resource protection, timberland, and urban

Terrain: Mountainous

Future-20yr. Land Use: resource protection, timberland, and urban

Traffic Analysis (No Build)

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2001	9,200	880	0.34	D	
2010	12,300	1,180	0.38	E	
2020	15,800	1,520	0.49	E	

Truck Volumes

	Daily Truck Volumes		% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle	103	3 Axle	28.0%	1.1%
4 Axle	19	4 Axle	5.2%	0.2%
5+ Axle	121	5+ Axle	32.9%	1.3%
Total:	243	Total:	66.1%	2.6%

Traffic Accident Rates (Per Million Vehicle Miles)

Actual Accident Rate for Highway Segment		Statewide Average Rate for Highway Type	
Fatal-plus-Injury Collision Rate::	Total Collision Rate::	Fatal-plus-Injury Collision Rate:	Total Collision Rate
0.56	1.7	0.68	1.42

Source: TASAS Accident data from January 2000 to December 2002

Statewide average rates are calculated for all facilities of a similar type.

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Lake Tahoe

Federal Air Quality Area Designations:

CO: Attainment-Maintenance
(CO Protocol Applies)

PM10: Unclassified/Attainment

Ozone: Attainment/1 hr. std. not applicable

Local and Regional Planning Agencies

RTPA/MPO

Tahoe Regional Planning Agency (TRPA)
128 Market Street, PO Box 5310
Stateline, NV 89449
(775) 588-4547

Air Quality District

Placer County Air Pollution Control District (DeWitt Center)
11464 "B" Ave.
Auburn, CA 95603-2603
(530) 889-7130

County Planning Department

County of Placer
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603
(916) 889-7470

Congestion Management Agency

Placer County Transportation Planning Agency
249 Nevada Street
Auburn, CA 95603
(530) 823-4030

City Planning Department

No incorporated city governments along segment

Appendix A: Current Design Standards

From Highway Design Manual, November 1, 2001

Paved Shoulder Width

Roadway Type (Multilane Undivided)	Left	Right
Conventional Highway	--	2.4 meters (approx. 8 ft)
Freeway and Expressway	--	3.0m (approx. 10ft)

Traveled Way Width

Conventional Highways, Freeways, Expressways (Multilane Undivided)
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	--	--

* 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. Recommend that minimum widths be standard shoulder width (2.4 meters [approximately 8 feet]).

Appendix B: Bridge Information

Segment ID	Postmile	Bridge Number	Structure Name	Structure Type	Length [meters]	Width [meters]	Sidewalk [meters]	Year Built	Year Widened
NEV-267-1	M0.387	17-0098	Truckee River Bridge and Overhead	Prestressed Concrete Box Beam or Girders	465.0	13.1	0.0	2002	N/A
PLA-267-1	2.038	19 0133	Martis Creek	Concrete Culvert	9.4	0.0	0.0	1971	N/A

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 267 in District 3. Impacts to biological resources affect both the feasibility of a project and the identification of alternatives.

The following map depicts SR 267 as it extends approximately 12 miles from I-80 near Truckee to SR 28 in Kings Beach. The special status table (Table 2) and the CNDDDB map, identify the status of habitats and species found within a 600-meter wide corridor of SR 267. 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 267 Special Status Species (Common Names)

<i>ANIMAL</i>	<i>PLANT</i>
Lahontan Cutthroat Trout	Plumas Ivesia
Northern Goshawk	Tahoe Yellow Cress
Lake Tahoe Benthic Stonefly	Slender-leaved Pondweed
Willow Flycatcher	Donner Pass Buckwheat
Sierra Nevada Red Fox	Marsh Skullcap

Appendix C – California Natural Diversities Database



Appendix D: 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 E: Glossary and Acronyms

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

Aa

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

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

Annual Average Daily Traffic (AADT): The average 24-hour traffic volume, which is the total number of vehicles during a stated period divided by the number of days in that period. Unless otherwise stated, the period is a year.

Average Daily Traffic (ADT): The average 24-hour traffic volume, which is the total number of vehicles during a stated period divided by the number of hours in that period. Unless otherwise stated, the period is a 24-hour period.

Bb

Bypass: An arterial highway that permits traffic to avoid part or all of an urban area.

Cc

Capacity Enhancement: Projects that increase the carrying capacity of a route such as additional lanes, or operational improvements such as ramp metering.

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 or 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.

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.

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

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

Conformity: Process to assess the compliance of any Federally funded or approved transportation plan, program, or project with air quality implementation plans. The Clean Air Act defines the conformity process.

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

Ee

Expressway: An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections.

Ff

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.

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

Gap: The time, in seconds, for the front bumper of the second of two successive vehicles to reach the starting point of the front bumper of the first.

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

Goods Movement: The general term referring to the flow of commodities, modal goods movement systems and goods movement institutions.

Grade Separation: A crossing of two highways or a highway and a railroad at different levels.

Hh

High Emphasis Routes: Routes that are characterized as being the most significant Interregional Road System (IRRS) routes. More importantly, these routes are significant in interregional travel and to maintaining and improving mobility across the entire state.

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

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.

li

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

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

Kk

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.

LI

Level-of-Service (LOS): A rating using performance measures (e.g., traffic volumes, vehicle/capacity ratios, vehicle delay times), that characterizes operational conditions within a traffic stream and perception of those measures by motorists and passengers.

Lifeline Route: A route on the State Highway System that is deemed so critical to emergency response/life safety activities of a region or the state. It must remain open immediately following a major earthquake, or for which preplanning for detour and/or expeditious repair and reopening can guarantee the through movement of emergency equipment and supplies.

LOS: Level-of-Service

Mm

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

Nn

National Highway System (NHS): The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 included the Interstate Highway System in the 155,000-mile National Highway System (NHS). The NHS approved by Congress in 1995, provides an interconnected system of principal 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. NHS routes must also meet national defense requirements and serve interstate and interregional travel.

NHS: National Highway System

Pp

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

Plan Area Statements (PAS): Regulations for permitted land use activities under the Tahoe Regional Agency's Regional Plan.

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.

Rr

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 (1972) to prepare regional transportation plans and designated by the Business,

Transportation and Housing 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.

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

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.)

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

RTP: Regional Transportation Plan

Rural Area: An area with a population of less than 2,500, and located outside the U.S. Census *urban area* boundary.

Ss

SACOG: Sacramento Area Council of Governments

Scenic Highway: An officially designated portion of the State Highway System traversing areas of outstanding scenic beauty and/or historic character. Designations include: All-American Road, National Scenic Byway, U.S. Forest Service Byway, Historic Highway and State Scenic Highway.

Shared Roadway: Shared Roadways have no bikeway 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. 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, maintenance, and operation.

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.

State Transportation Improvement Program (STIP):

Biennial document, adopted by the California Transportation Commission (CTC), which provides the schedule of projects for develop over the upcoming five years.

Tt

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): Also known as a Route Concept Report (RCR), a document that identifies current operating conditions, future deficiencies, a Route Concept and Concept Level of Service, and improvements to the route or corridor that will achieve the concept.

Transportation Demand Management (TDM):

Demand-based techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules that enable employees to commute to and from work outside of peak travel periods.

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 System Management (TSM):

TSM is 1) a process oriented approach to solving transportation problems considering both long and short range implications; and 2) a services and operations process oriented in which low capital, environmentally-responsive, efficiency-maximizing improvements are implemented on existing facilities.

Uu

Urban Area: An area with a population of 2,500 to 49,999, and not located within U.S. Census *urbanized area* boundaries.

Urbanized Area: An area with a U.S. Census population of 50,000 or more, and includes *urban area* boundaries.

Appendix F: References

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6. Nevada County General Plan. 1996.
7. Nevada County Regional Transportation Plan. January 2000.
8. North Tahoe Community Plan. April 1996.
9. Placer County General Plan. August 1994.
10. Placer County Regional Bikeway Plan. September 2002.
11. Placer County Regional Transportation Plan 2022. December 2001.
12. Presentation: Truckee North Tahoe TMA. November 6, 2003.
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17. Truckee Trails and Bikeways Master Plan. April 2002.