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ABOUT THE TRANSPORTATION CONCEPT REPORT

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by evaluating conditions and proposing enhancements to the SHS. Through System Planning, Caltrans focuses on its mission to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

The System Planning process is primarily composed of four parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP), and the DSMP Project List. The district-wide **DSMP** is strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system. The **TCR** is a planning document that identifies the existing and future route conditions as well as future needs for each route on the SHS. The **CSMP** is a complex, multi-jurisdictional planning document that identifies future needs within corridors experiencing or expected to experience high levels of congestion. The CSMP serves as a TCR for segments covered by the CSMP. The **DSMP Project List** is a list of planned and partially programmed transportation projects used to recommend projects for funding. These System Planning products are also intended as resources for stakeholders, the public, and partner, regional, and local agencies.

TCR Purpose

California's State Highway System needs long-range planning documents to guide the logical development of transportation systems as required by CA Gov. Code §65086 and as necessitated by the public, stakeholders, and system users. The purpose of the TCR is to document the evaluation of current and projected conditions along the route and to communicate the vision for the development of the route in each Caltrans District during a 20-25 year planning horizon. The TCR is developed with the goals of increasing safety and health; providing good stewardship and system efficiency; making Smart Mobility decisions that sustainably improve the environment and a vibrant economy; and providing reliable and accessible mobility options through an integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements, and travel demand management components of the corridor.

STAKEHOLDER PARTICIPATION

The SR-247 TCR involved stakeholders including representatives from cities bordering SR-247 corridor. Feedback from the stakeholders helped solidify the findings of the performance assessment, bottleneck identification, and causality analysis given their intimate knowledge of local conditions. Moreover, stakeholders have provided support and insight, and shared valuable field and project data without which this study would not have been possible. The stakeholders included representatives from the following organizations: the Southern California Association of Governments, the San Bernardino Associated Governments, the County of San Bernardino, the City of Bartow, the Town of Yucca Valley, and Native American tribes.

EXECUTIVE SUMMARY

Located entirely within the County of San Bernardino, State Route 247 (SR-247) begins at the southerly junction of State Route 62 (SR-62) in the Town of Yucca Valley and terminates at the northerly junction with Interstate 15 (I-15) in the City of Barstow. The total length of SR-247 is 78.1 miles.

CONCEPT SUMMARY

Seg.	Segment Description	Existing Facility	2035 Capital Facility Concept	2035 System Operations and Management Concept	2035 No-Build		Planned SCAG-RTP		Los "D" Minimum Requirement
					V/C	LOS	V/C	LOS	
1	Jct. SR-62 to Hillcrest Drive	2-4L, C	2-4L, C	Maintain Only	2 MF		2 MF		4 MFE
					V/C	LOS	V/C	LOS	
					0.61	D	0.61	D	
2	Hillcrest Drive to Buena Vista Drive	2L, C	2L, C	Maintain Only	2 MF		2 MF		2 MFE
					V/C	LOS	V/C	LOS	
					0.48	D	0.48	D	
3	Buena Vista Drive to Camp Rock Road	2L, C	2L, C	Maintain Only	2 MF		2 MF		2 MFE
					V/C	LOS	V/C	LOS	
					0.23	C	0.23	C	
4	Camp Rock Road to West Jct. SR-18	2L, C	2L, C	Maintain Only	2 MF		2 MF		2 MFE
					V/C	LOS	V/C	LOS	
					0.24	C	0.24	C	
5	South SR-18 to 1.7 miles South of I-15/ Barstow City Limits	2L, C	2L, C	Maintain Only	2 MF		2 MF		2 MFE
					V/C	LOS	V/C	LOS	
					0.18	B	0.18	B	
6	1.7 miles of South I-15/ Barstow City Limits to Jct. I-15	4L, C	4L, C	Maintain Only	4 MF		4 MF		4 MFE
					V/C	LOS	V/C	LOS	
					0.28	B	0.28	B	

Source: Caltrans District 8 District System Management Plan Update, 2016

C = Conventional Highway
L = Number of mainline lanes

MF = Mixed-Flow Lane
V/C = Volume to Capacity Ratio
LOS = Level of Service
MFE = Mixed-Flow Equivalent Lane

CONCEPT RATIONALE

SR-247 is a two-lane undivided conventional highway that begins at its junction with SR-62 in the Town of Yucca Valley serving as a connector between SR-62 and I-15 in the City of Barstow. SR-247 provides access to the San Bernardino National Forest via SR-18. The highway is not officially designated as a scenic highway. No capacity increasing or major operational improvements are needed to maintain the concept LOS "D" on SR-247 through 2035. For the purposes of this study, SR-247 is divided into six segments.

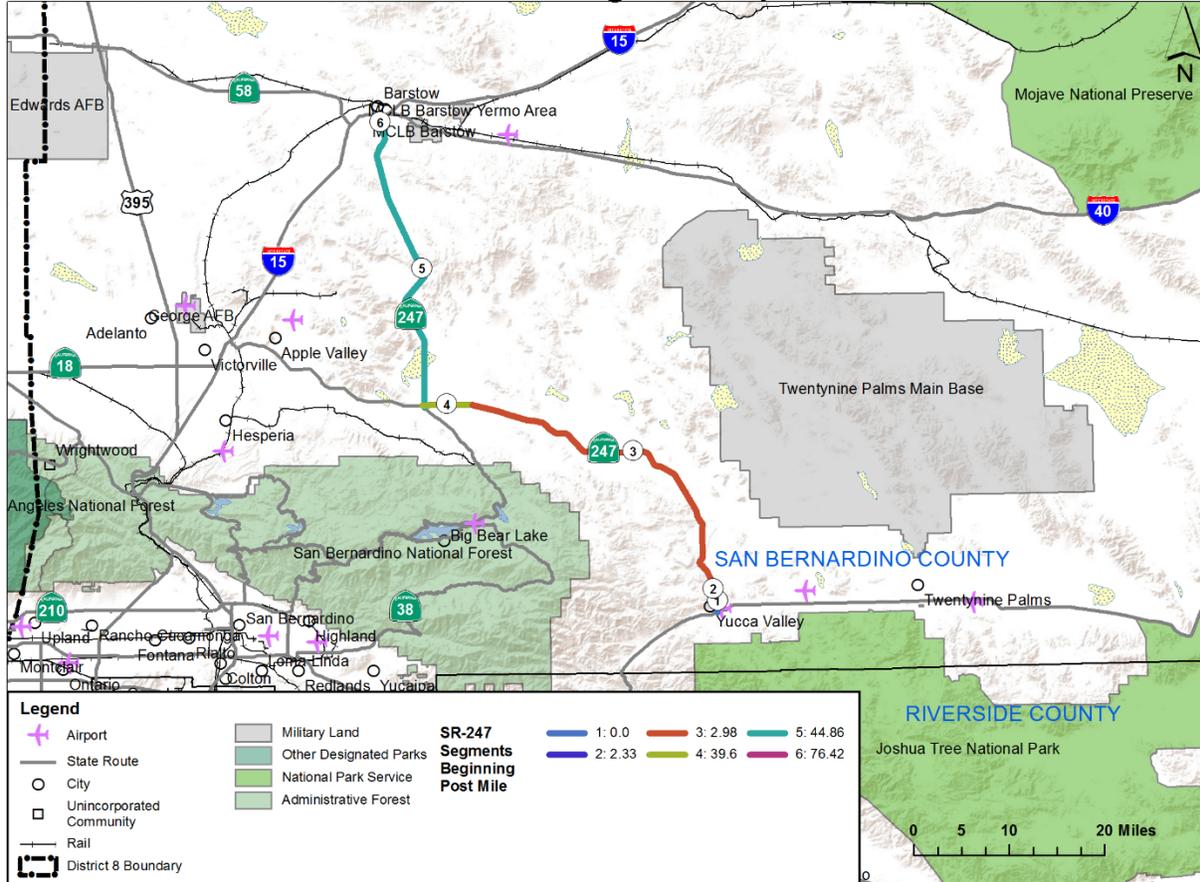
PROPOSED PROJECTS AND STRATEGIES

No capacity increasing or major operational projects are proposed for SR-247.

CORRIDOR OVERVIEW

ROUTE SEGMENTATION

SR-247 Segment Map

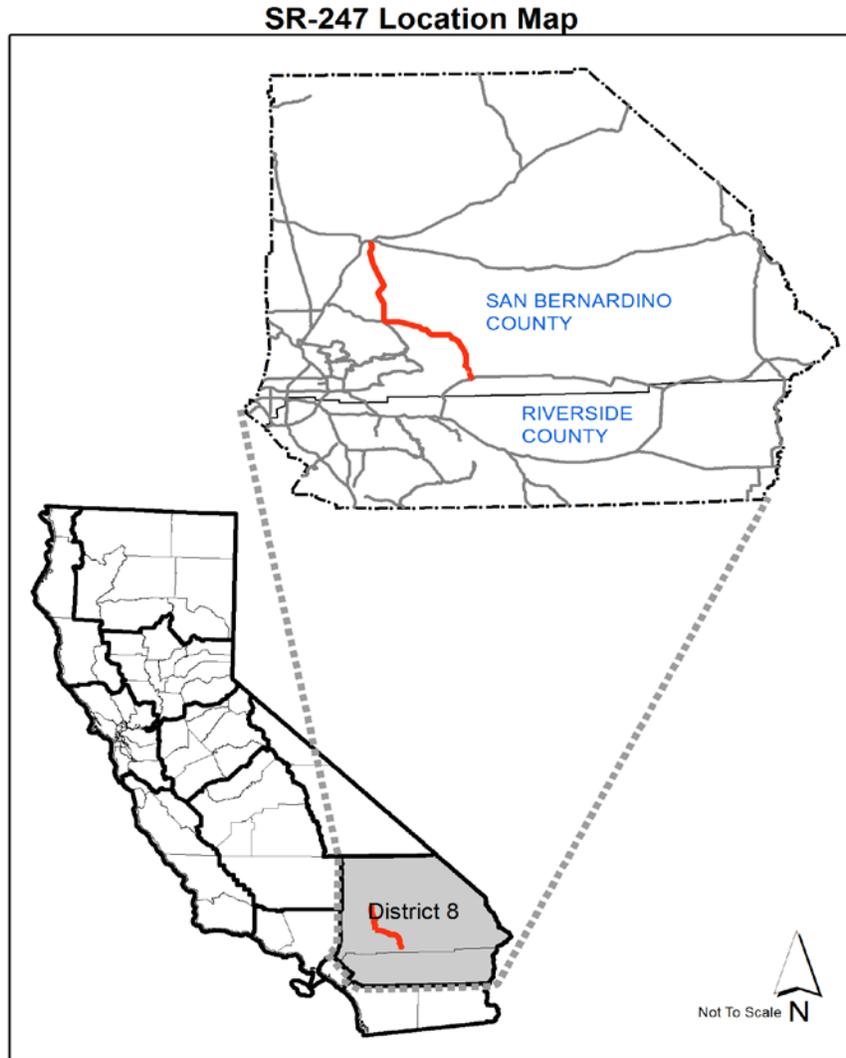


Segment	Location Description	County_Route_Begin PM	County_Route_End PM
1	Jct. SR-62 to Hillcrest Drive	SBd_247_0.0	SBd_247_2.3
2	Hillcrest Drive to Buena Vista Drive	SBd_247_2.3	SBd_247_3.0
3	Buena Vista Drive to Camp Rock Road	SBd_247_3.0	SBd_247_39.6
4	Camp Rock Road to West Jct. SR-18	SBd_247_39.6	SBd_247_44.9
5	South SR-18 to 1.7 miles of South I-15/Barstow City Limits	SBd_247_44.9	SBd_247_76.4
6	1.7 miles South of I-15/Barstow City Limits to Jct. I-15	SBd_247_76.4	SBd_247_78.1

ROUTE DESCRIPTION

SR-247 begins at SR-62 in the Town of Yucca Valley, the highway traverses northwest through the Mojave Desert, much of it through Johnson Valley, and briefly passing through Flamingo Heights and the western tip of Landers. SR-247 intersects with State Route 18 (SR-18) in Lucerne Valley and continues north ending at its junction with Interstate 15 (I-15) in the City of Barstow. The route has a total length of 78.1 miles,

entirely within the County of San Bernardino. A short four-lane divided sections exist at the beginning of the route in the Town of Yucca Valley, and at the end of the route, from Rimrock Road to its junction with I-15 in the City of Barstow. SR-247 traverses desert terrain. Its primary purpose is inter-regional travel. Its secondary purpose is intra-regional and local travel.



Route Location

SR-247 traverses north through Town of Yucca Valley. The highway continues through the Johnson Valley and Flamingo Heights, the Lucerne Valley, and terminating in the City of Barstow.

Route Purpose

The SR-247 provides direct connection between SR-62 and I-15. The primary population centers, the Town of Yucca Valley, the community of Lucerne Valley, and the City of Barstow. The route provides inter-regional travel for recreational access from the high desert to the low desert via SR-62.

The route has a Federal Functional Classification of MA (Minor Arterial) and PIM (extension of a rural MA into urban areas). It is included in the Freeway and Expressway System and the State Scenic Highway System, but is not officially designated as a scenic highway. SR-247 is designated a Terminal Access Route in the National Network of the Surface Transportation Assistance Act (STAA) for oversized trucks. It is used for routing high-wide permit loads and serves as a bypass for weight loads exceeding capacity of alternate routes. SR-247 is not part of the Interregional Road System (IRRS) or the National Highway System (NHS). Its secondary purpose is intra-regional and local travel.

Major Route Features

Due to low traffic volumes and because SR-247 is not a part of the IRRS, the concept for SR-247 is “maintain only” (provides operational and safety improvements for lower priority routes) for its entire length. “Maintain only” does not preclude local government or private sector funding for needed major improvements resulting from significant local development. The highway was named the Old Woman Springs Road and Barstow Road until 1972 when San Bernardino County relinquished the road to State of California.

Route Designations and Characteristics

Segment	1	2	3	4	5	6
Freeway & Expressway System	Yes	Yes	Yes	Yes	Yes	Yes
National Highway System	No	No	No	No	No	No
Strategic Highway Network	Yes	Yes	Yes	Yes	Yes	Yes
Scenic Highway	No	No	No	No	No	No
Interregional Road System	No	No	No	No	No	No
High Emphasis	No	No	No	No	No	No
Focus Route	No	No	No	No	No	No
Federal Functional Classification	Interstate	Interstate	Interstate	Interstate	Interstate	Interstate
Goods Movement Route	No	No	No	Yes	Yes	Yes
Truck Designation	National Network	National Network	National Network	National Network	National Network	National Network
Rural / Urban / Urbanized	Urban	Rural	Rural	Rural	Rural	Urban
Metropolitan Planning Organization	SCAG	SCAG	SCAG	SCAG	SCAG	SCAG
Regional Transportation Planning Agency	SCAG	SCAG	SCAG	SCAG	SCAG	SCAG
Congestion Management Agency	SANBAG	SANBAG	SANBAG	SANBAG	SANBAG	SANBAG
County Transportation Commission	SANBAG	SANBAG	SANBAG	SANBAG	SANBAG	SANBAG
Local Agency	Idyllwild, Riverside County	Riverside County	Riverside County	Banning	Banning	Banning
Tribes	Morongo Band of Mission Indians and Twenty-nine Palms Band of Mission Indians		None	None	None	None
Air District	SCAQMD	SCAQMD	SCAQMD	SCAQMD	SCAQMD	SCAQMD
Terrain	Rolling	Rolling	Rolling	Rolling	Rolling	Rolling

COMMUNITY CHARACTERISTICS

The Town of Yucca Valley, the community of Lucerne Valley, and the City of Barstow are three population centers, traversed by SR-247 and located in the Mojave Desert, in San Bernardino County.

Jurisdiction	Total Population	Median Income	Drive Alone to Work
Town of Yucca Valley	20,700	\$45,350	78.0%
Lucerne Valley	5,811	\$32,577	60.4%
City of Barstow	22,639	\$45,166	66.7%

Source: 2010 U.S. Census

LAND USE

Segment 1 traverses the Town of Yucca Valley, Segment 2 and 3 traverse the low-density population of the Mojave Desert. Parcels along this segment are zoned Conservation Habitat. Segments 4 and 5 traverse the rural living of Lucerne Valley. The parcels along the segment are zoned residential and commercial. Segment 6 traverses the southern limits of the City of Barstow, a small urban area of the Mojave Desert.

Segment #	Place Type
1	Rural Residential; Rural Living
2	Rural Residential; Rural Living
3	Rural Living; Conservation Habitat
4	Rural Living; Conservation Habitat
5	Conservation Habitat; Rural Living
6	Rural Residential; Rural Living

SYSTEM CHARACTERISTICS

Segment #	1	2	3	4	5	6
Existing Facility						
Facility Type	C	C	C	C	C	C
General Purpose Lanes	2-4	2	2	2	2	4
Lane Miles	9.2	1.4	73.2	10.6	63	6.8
Centerline Miles	2.3	0.7	36.6	5.3	31.5	1.7
HOV Lanes	0	0	0	0	0	0
HOT / Express Lanes	0	0	0	0	0	0
Truck Climbing Lanes	0	0	0	0	0	0
Concept Facility 2035						
Facility Type	C	C	C	C	C	C
General Purpose Lanes	2-4	2	2	2	2	4
Lane Miles	5.9	1.4	73.2	11.0	63.0	3.2
Centerline Miles	2.3	0.7	36.6	5.5	31.5	1.6
HOV Lanes	0	0	0	0	0	0
HOT / Express Lanes	0	0	0	0	0	0
Truck Climbing Lanes	0	0	0	0	0	0
TSM Elements						
TSM Elements 2008	None	None	None	None	None	None
TSM Elements 2035	None	None	None	None	None	None

C = Conventional Highway

BICYCLE FACILITY

Segment	Bicycle Access Prohibited	Facility Type
1	No	Bicycles are permitted on this segment.
2	No	Bicycles are permitted on this segment.
3	No	Bicycles are permitted on this segment.
4	No	Bicycles are permitted on this segment.
5	No	Bicycles are permitted on this segment.
6	No	Bicycles are permitted on this segment.

PEDESTRIAN FACILITY

Segment	Pedestrian Access Prohibited	Sidewalk Present
1	No	No
2	No	No
3	No	No
4	No	No
5	No	No
6	No	Yes

TRANSIT FACILITY

In vicinity of Segment 1, the Morongo Basin Transit Authority serves the area with fix-route bus service including service between Yucca Valley and the lower desert (Coachella Valley) via SR-62. On the north end of SR-247 (Segment 6), Barstow Area Transit provides a fixed-route service though-out the city and the “B-V Link, Route 15” service between Barstow, Victorville-Apple Valley, and Inland Empire via I-15.

FREIGHT

Freight traffic volumes are low on SR-247. Five-axle trucks from the Mitsubishi Cement Corporation (a mining operation located on the north slopes of the San Bernardino Mountains) use SR-18 to access SR-247 (Lucerne Valley) and beyond.

CORRIDOR PERFORMANCE

Segment #	1	2	3	4	5	6
Basic System Operations						
AADT 2008	12,000	12,000	4,100	2,500	2,000	14,500
AADT 2035	20,900	16,700	8,600	4,600	6,700	24,800
LOS 2008	D	D	C	B	B	A
LOS 2035	D	D	C	C	B	B
LOS Concept	D	D	D	D	D	D
VMT 2008	27,600	8,400	150,100	13,400	63,000	24,650
VMT 2035	48,100	11,700	314,800	24,400	211,100	42,200
Truck Traffic						
Total Average Annual Daily Truck Traffic (AADTT) 2008	1,070	1,070	490	330	350	1,410
Total Trucks (% of AADT) 2008	8.9%	8.9%	11.2%	13.2%	17.5%	9.7%
5+ Axle Average Annual Daily Truck Traffic (AADTT) 2008	196	75	128	178	147	119
5+ Axle Trucks (% of ADT) 2008	1.6%	0.6%	3.1%	7.1%	7.4%	0.8%
Peak Hour Traffic Data						
Peak Hour Direction	NB	NB	NB	NB	NB	NB
Peak Hour Time of Day	AM	AM	AM	AM	AM	AM
Peak Hour Directional Split 2008	53%	53%	53%	53%	55%	55%
Peak Hour Directional Split 2035	51%	53%	51%	55%	58%	53%
Peak Hour % 2008	9.0%	9.0%	9.0%	9.0%	10.0%	10.0%
Peak Hour % 2035	9.0%	8.0%	6.3%	9.4%	6.8%	8.6%
Peak Hour V/C 2008	0.40	0.40	0.15	0.12	0.12	0.23
Peak Hour V/C 2035	0.64	0.48	0.25	0.21	0.18	0.28

Source: Caltrans District 8 District System Management Plan Update, 2016

KEY CORRIDOR ISSUES

The primary purpose for SR-247 is to provide for the safe and efficient, inter-regional movement of people and goods. Local residents sparsely located along SR-247 and seasonal Southern California recreational traffic use of SR-247 as a means to connect with other state routes for access to the San Bernardino National Forest and to other destinations in California, and beyond.

CORRIDOR CONCEPT

CONCEPT RATIONALE

Traffic is forecasted to steadily increase on SR-247 but will not require additional lanes to maintain or achieve the concept Level of Service of "D."

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

No capacity increasing or major operational projects are planned or programmed for SR-247.

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

No capacity increasing or major operational projects or strategies are proposed for SR-247.

APPENDICES

APPENDIX A: GLOSSARY OF TERMS AND ACRONYMS

Acronyms

- AADT** – Annual Average Daily Traffic
- ADT** – Average Daily Traffic
- AQMD** – Air Quality Management District
- Caltrans** – California Department of Transportation
- CMA** – Congestion Management Plan
- CSS** – Context Sensitive Solutions
- FHWA** – Federal Highway Administration
- GHG** – Green House Gas
- HCP** – Habitat Conservation Plan
- HCS** – Highway Capacity Software
- HOV** – High Occupancy Vehicle Lane
- HOT** – High Occupancy Toll Lane
- IC** – Interchange
- ITS** – Intelligent Transportation System
- LOS** – Level of Service
- MF** – Mixed-Flow Lane
- MFE** – Mixed-Flow Lane Equivalent
- ML** – Managed Lane
- MPO** – Metropolitan Planning Organizations
- NOA** – Naturally Occurring Asbestos
- NCCP** – Natural Community Conservation Plan
- OC** – Overcrossing
- PID** – Project Initiation Document
- PM** – Post Mile
- PSR** – Project Study Report
- RCTC** – Riverside County Transportation Commission
- Riv** – Riverside County
- RTP** – Regional Transportation Plan
- RTIP** – Regional Transportation Improvement Program
- RTPA** – Regional Transportation Planning Agency
- SANBAG** – San Bernardino Associated Governments
- SBd** – San Bernardino County
- SCAG** – Southern California Association of Governments
- SCS** – Sustainable Community Strategies
- SHOPP** – State Highway Operation Protection Program
- STIP** – State Transportation Improvement Program
- T** – Truck Lane
- TDM** – Transportation Demand Management
- TMS** – Transportation Management System
- TSN** – Transportation System Network
- UC** – Undercrossing
- V/C** – Volume to Capacity Ratio
- VMT** – Vehicle Miles Traveled

Definitions

Annual Average Daily Traffic (AADT) – Annual Average Daily Traffic is the total volume for the year divided by 365 days. The traffic count year is from October 1st through September 30th. Traffic counting is generally performed by electronic counting instruments moved from location throughout the State in a program of continuous traffic count sampling. The resulting counts are adjusted to an estimate of annual average daily traffic by compensating for seasonal influence, weekly variation and other variables which may be present. Annual ADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways, and other purposes.

Bikeway Class I (Bike Path) – Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow by motorists minimized.

Bikeway Class II (Bike Lane) – Provides a striped lane for one-way bike travel on a street or highway.

Bikeway Class III (Bike Route) – Provides for shared use with pedestrian or motor vehicle traffic.

Capacity – The maximum sustainable hourly flow rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic, and control conditions.

Capital Facility Concept – The 20-25 year vision of future development on the route to the capital facility. The capital facility can include capacity increasing, state highway, bicycle facility, pedestrian facility, transit facility (Intercity Passenger rail, Mass Transit Guide way etc.), grade separation, and new managed lanes.

Concept LOS – The minimum acceptable level of service over the next 20-25 years.

Conceptual Project – A conceptual improvement or action is a project that is needed to maintain mobility or serve multimodal users, but is not currently included in a financially constrained plan and is not currently programmed. It could be included in a General Plan or in the unconstrained section of a long-term plan.

Corridor – A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, bicycle, pedestrian, and transit route alignments. Off system facilities are included for informational purposes and not analyzed in the TCR.

Facility Concept – Describes the facility and strategies that may be needed within 20-25 years. This can include capacity increasing, state highway, bicycle facility, pedestrian facility, transit facility, non-capacity increasing operational improvements, new managed lanes, conversion of existing managed lanes to another managed lane type or characteristic, TMS field elements, transportation demand management, and incident management.

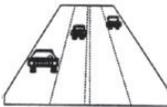
Facility Type – The facility type describes the state highway facility type. The facility could be freeway, expressway, conventional, or one-way city street.

Freight Generator – Any facility, business, manufacturing plant, distribution center, industrial development, or other location (convergence of commodity and transportation system) that produces significant commodity flow, measured in tonnage, weight, carload, or truck volume.

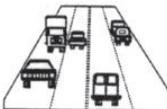
Headway – The time between two successive vehicles as they pass a point on the roadway, measured from the same common feature of both vehicles.

Intelligent Transportation System (ITS) – Improves transportation safety and mobility and enhances productivity through the integration of advanced communications technologies into the transportation infrastructure and in vehicles. Intelligent transportation systems encompass a broad range of wireless and wire line communications-based information and electronics technologies to collect information, process it, and take appropriate actions.

Level of Service (LOS) – It is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. LOS can generally be categorized as follows:



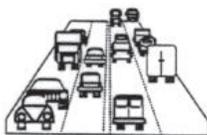
LOS A describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.



LOS B is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.



LOS C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.



LOS D demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.



LOS E reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.



LOS F is a stop and go, low speed conditions with little or poor maneuverability. Speed and traffic flow may drop to zero and considerable delays occur. For intersections, LOS F describes operations with delay in excess of 60 seconds per vehicle. This level, considered by most drivers unacceptable often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection.

Mainline – Includes travelway for through traffic but not freeway to freeway interchanges, local road interchanges, ramps, or auxiliary lanes.

Multimodal – The availability of transportation options using different modes within a system or corridor, such as automobile, subway, bus, rail, or air.

Peak Hour – The hour of the day in which the maximum volume occurs across a point on the highway.

Peak Hour Volume – The hourly volume during the highest hour traffic volume of the day traversing a point on a highway segment. It is generally between six percent and 10 percent of the Annual Daily Traffic (ADT). The lower values are generally found on roadways with low volumes.

PeMS – Caltrans Performance Measurement System is an archived data user service that provides over ten years of data for historical analysis. PEMS provides access to real-time and historical performance data which conducts assessment of freeway performance, base operational decisions on knowledge of the current state of the freeway network, and identifies congestion bottlenecks.

Planned Project – A planned improvement or action is a project in a financially constrained section of a long-term plan, such as an approved Regional or Metropolitan Transportation Plan (RTP or MTP), Capital Improvement Plan, or measure.

Post-25 Year Concept – This dataset may be defined and re-titled at the District's discretion. In general, the Post-25 Year concept could provide the maximum reasonable and foreseeable roadway needed beyond a 20-25 year horizon. The post-25 year concept can be used to identify potential widening, realignments, future facilities, and rights-of-way required to complete the development of each corridor.

Post Mile (PM) – A post mile is an identified point on the State Highway System. The milepost values increase from the beginning of a route within a county to the next county line. The milepost values start over again at each county line. Mile post values usually increase from south to north or west to east depending upon the general direction the route follows within the state. The mile post at a given location will remain the same year after year. When a section of road is relocated, new milepost (usually noted by an alphabetical prefix such as "R" or "M") are established for it. If relocation results in a change in length, "mile post equations" are introduced at the end of each relocated portion so that mile posts on the remainder of the route within the county will remain unchanged.

Programmed Project – A programmed improvement or action is a project in a near-term programming document identifying funding amounts by year, such as the State Transportation Improvement Program or the State Highway Operations and Protection Program.

Route Designation –A route’s designation is adopted through legislation and identifies what system the route is associated with on the State Highway System. A designation denotes what design standards should apply during project development and design. Typical designations include but not limited to National Highway System (NHS), Interregional Route System (IRRS), and Scenic Highway System.

Rural – Fewer than 5,000 in population designates a rural area. Limits are based upon population density as determined by the U.S. Census Bureau.

RTP Model – Forecasting model developed by Southern California Association of Governments (SCAG) prepares travel demand model approximately every 4 years in conjunction with the Regional Transportation Plan Project List. SCAG’s trip based model is structured on a four-step gravity model, which includes trip generation, trip distribution, mode choice, and trip assignment.

Segment – A portion of a facility between two points.

System Operations and Management Concept – Describes the system operations and management elements that may be needed within 20-25 years. This can include Non-capacity increasing operational improvements (Auxiliary lanes, channelization’s, turnouts, etc.), conversion of existing managed lanes to another managed lane type or characteristic (e.g. HOV lane to HOT lane), TMS Field Elements, Transportation Demand Management, and Incident Management.

Transportation Demand Management (TDM) – Programs designed to reduce or shift demand for transportation through various means, such as the use of public transportation, carpooling, telework, and alternative work hours. Transportation Demand Management strategies can be used to manage congestion during peak periods and mitigate environmental impacts.

Transportation Management System (TMS) – Is the business processes and associated tools, field elements, and communications systems that help maximize the productivity of the transportation system. TMS includes, but is not limited to, advanced operational hardware, software, communications systems, and infrastructure, for integrated Advanced Transportation Management Systems and Information Systems, and for Electronic Toll Collection System.

Urban – 5,000 to 49,999 in population designates an urban area. Limits are based upon population density as determined by the U.S. Census Bureau.

Urbanized – Over 50,000 in population designates an urbanized area. Limits are based upon population density as determined by the U.S. Census Bureau.

Vehicle Miles Traveled (VMT) – Is the total number of miles traveled by motor vehicles on a road or highway segments.

APPENDIX B: FACTSHEETS

There are no factsheets available for this route.

APPENDIX C: ADDITIONAL CORRIDOR DATA

There is no additional corridor data for this route.

APPENDIX D RESOURCES

- California State Transportation Improvement Program Project List 2014
- Caltrans Earth: <http://earth.dot.ca.gov/>
- Caltrans TASAS Highway Sequence Listing for Caltrans District 8
- Census 2010: <http://www.census.gov/2010census/>
- District 8 System Management Plan 2011
- Focus Routes: http://www.dot.ca.gov/hq/tpp/corridor-mobility/documents/library/List_of_Focus_Routes.doc
- GIS Data Library: <http://www.dot.ca.gov/hq/tsip/gis/datalibrary/gisdatalibrary.html>
- High Emphasis Routes: http://www.dot.ca.gov/hq/tpp/corridor-mobility/documents/library/Caltrans_High_Emphasis_Routes_HER.doc
- Interregional Transportation Strategic Plan 2015
- Metropolitan Planning Organizations and RTPAs Map: http://www.dot.ca.gov/hq/tpp/offices/orip/index_files/Updated%20Files/MPO_RTPA_Map_June_2012.pdf
- Regional Transportation Planning Contacts: http://www.dot.ca.gov/hq/tpp/offices/orip/list/agencies_files/regional_6-12.xls
- SCAG FY 2011-2012 Annual Listing of Obligated Projects for State and Local Highways
- SCAG 2012 Regional Transportation Plan: <http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx>
- SCAG 2012 Regional Transportation Plan Level of Service Model
- Scenic Highway Routes: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/scenic_hwy.htm
- Streets and Highways Code §250-257: <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=00001-01000&file=250-257>
- Truck Route List and Truck Network Maps: <http://www.dot.ca.gov/hq/traffops/trucks/truckmap/>

APPENDIX E: SYSTEM PLANNING FLOW CHART

