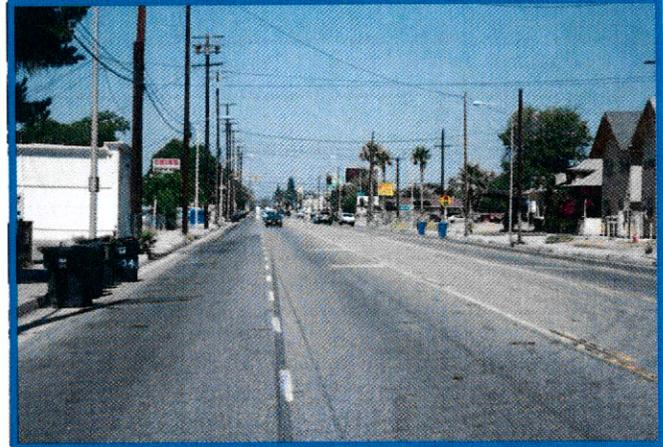




TRANSPORTATION CONCEPT REPORT
State Route 66
District 8



Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Transportation Concept Report (TCR) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District Office of System and Freight Planning makes every effort to ensure the accuracy and timelines of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

California Department of Transportation

Mission: Provide a safe, sustainable integrated and efficient transportation system to enhance California's economy and livability.

Approvals:



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05/23/16

 Date



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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 (See Appendix E: System Planning Flow Chart) 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 evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20-25 year planning horizon. The TCR is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs along the corridor through 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 State Route 66 TCR involved a collaboration between agency staff as well as outside stakeholders from local, county and regional public agencies, advocacy organizations, nonprofits and community members at large. 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: Southern California Association of Governments, San Bernardino Associated Governments, County of San Bernardino, City of San Bernardino, San Manuel Band of Mission Indians.

EXECUTIVE SUMMARY

CONCEPT SUMMARY

Seg.	Segment Description	Existing Facility	Capital Facility Concept	System Operations and Management Concept	2035				
					No-Build		Planned SCAG-RTP		Minimum to attain LOS "D"
1	Pepper Avenue to 4 th Street	4L, C	Relinquish	Relinquish	4 MF		4 MF		
					V/C	LOS	V/C	LOS	
					0.26	B	0.26	B	
2	4 th Street to 5 th Street	4L, C	Relinquish	Relinquish	4 MF		4 MF		4 MFE
					V/C	LOS	V/C	LOS	
					0.21	A	0.21	A	

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

C = Conventional Highway
L = Number of travel lanes

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

CONCEPT RATIONALE

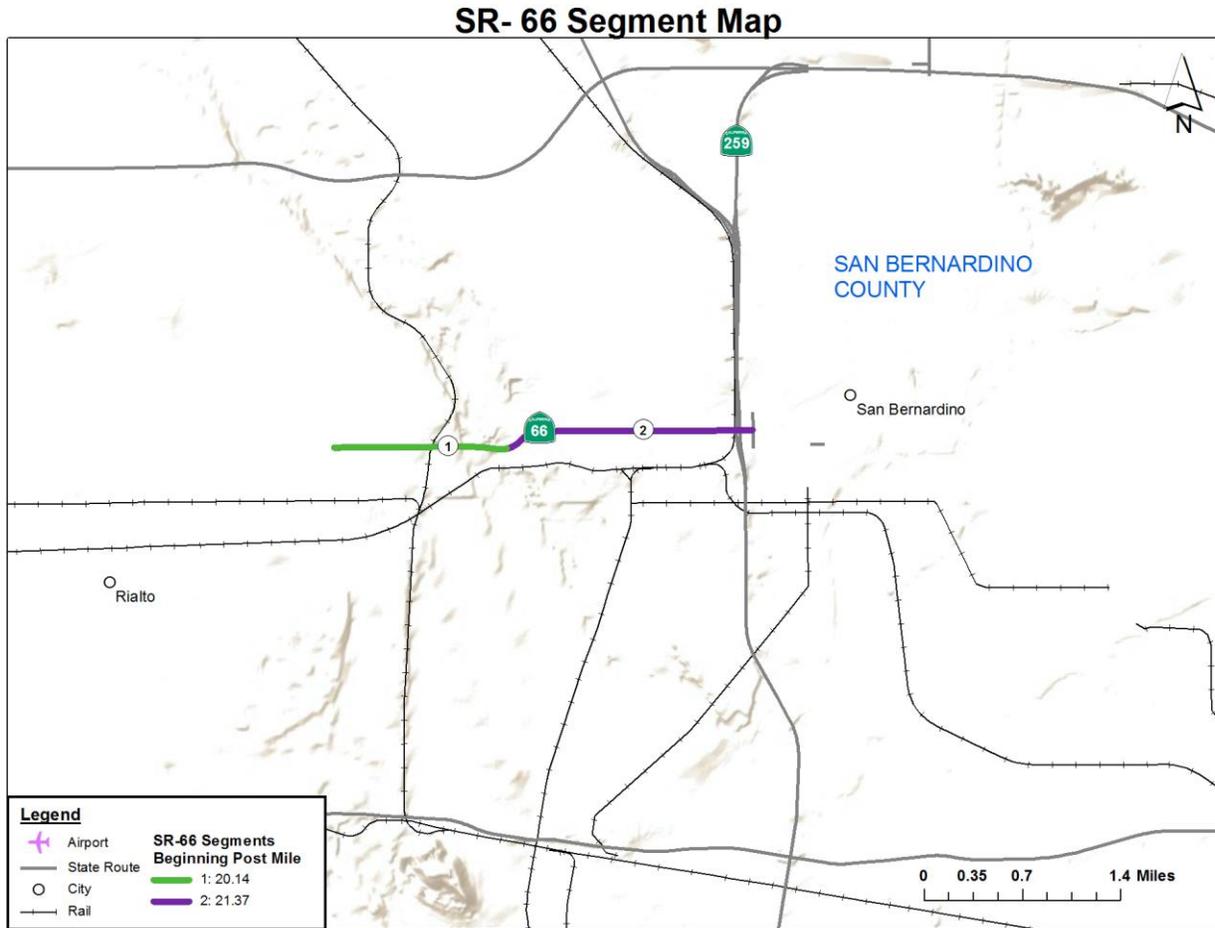
Both Segment 1 and Segment 2 of State Route 66 (SR-66) are conventional four-lane highways serving local commercial and residential traffic. The majority of the surrounding land has been developed, and no capacity improvements are currently envisioned for this corridor.

PROPOSED PROJECTS AND STRATEGIES

There are no capacity increases or mainline improvements currently planned or programmed for SR-66. Relinquishment of SR-66 to the local jurisdiction is recommended.

CORRIDOR OVERVIEW

ROUTE SEGMENTATION



Segment	Location Description	County_Route_Begin PM	County_Route_End PM
1	Pepper Avenue to 4 th Street	SBD_66_20.1	SBD_66_21.4
2	4 th Street to 5 th Street	SBD_66_21.4	SBD_66_23.2

ROUTE DESCRIPTION

Route Location

State Route 66 (SR-66) is a four-lane conventional highway beginning at its intersection with Pepper Avenue and terminating at its intersection with 5th Street. The route is approximately 3.1 miles in length and lies entirely within the city of San Bernardino.

Route Purpose

SR-66 primarily operates as a local principal arterial and no longer functions as an interregional travel corridor. All of the other segments of SR-66 within San Bernardino County have been relinquished to the local jurisdictions.

Major Route Features

SR-66 is an east-west route, and travels through land that is directly to the north of the Santa Fe Rail Depot, which is also home to the San Bernardino Metrolink commuter rail station. The parcels of land immediately surrounding the right of way are a mix of residential and commercial.

Route Designations and Characteristics

Segment	1	2
Freeway & Expressway System	No	No
National Highway System	Yes	Yes
Strategic Highway Network	No	No
Scenic Highway	No	No
Interregional Road System	No	No
High Emphasis	No	No
Focus Route	No	No
Federal Functional Classification	P4*	P4*
Goods Movement Route	No	No
Truck Designation	Terminal Access**	Terminal Access**
Rural / Urban / Urbanized	Urbanized	Urbanized
Metropolitan Planning Organization	SCAG	SCAG
Regional Transportation Planning Agency	SCAG	SCAG
Congestion Management Agency	SANBAG	SANBAG
County Transportation Commission	SANBAG	SANBAG
Local Agency	City of San Bernardino	City of San Bernardino
Tribes	San Manuel Band of Mission Indians	San Manuel Band of Mission Indians
Air District	SCAQMD	SCAQMD
Terrain	Level	Level

*P4 = Principal Arterial entirely within an urban area, without control (conventional highway)

**Terminal Access is designation per the Surface Transportation Assistance Act (STAA)

COMMUNITY CHARACTERISTICS

Jurisdiction	San Bernardino
Total Population	209,924
Median Income	\$38,385
Drive Alone to Work	75.3%

Source: 2010 U.S. Census

Historically, SR-66 (also known as Foothill Boulevard and originally as US-66) was a transcontinental highway extending from Chicago to Los Angeles and was planned by the American Association of State Highway Officials in late 1926. US-66 was inter-state route built to carry a nation on the move, through “hard times”, war, and rebirth. Today, SR-66 has been replaced by an inter-regional, inter-state freeway system. SR-66 primarily operates as a local principal arterial and no longer functions as a major travel

corridor. All segments of SR-66 lying within San Bernardino County have been relinquished except the segments within the city of San Bernardino.

Segment 1 of SR-66 begins in the city limits of Rialto and San Bernardino at Pepper Avenue. The route is zoned for residential, commercial general and open space. The total segment length is 1.4 miles.

Segment 2 of SR-66 begins in the city of San Bernardino at 4th Street ending at its junction with I-215. The route is zoned for residential, commercial general and open space. The total segment length is 1.8 miles.

LAND USE

Land use designation for the city of San Bernardino includes primarily residential on the western end while the eastern end includes a concentration of commercial and a mix of multi-family housing and some public facilities. Land use along SR-66 is dominated with commercial and residential land use to the north while industrial and commercial is to the south.

SYSTEM CHARACTERISTICS

Segment	1	2
Existing Facility		
Facility Type	C	C
General Purpose Lanes	4	4
Lane Miles	2.6	3.6
Centerline Miles	1.3	1.8
HOV Lanes	0	0
HOT/ Express Lanes	0	0
Concept Facility 2035		
Facility Type	C	C
General Purpose Lanes	4	4
Lane Miles	2.6	3.6
Centerline Miles	1.3	1.8
HOV Lanes	0	0
HOT/ Express Lanes	0	0
TMS Elements		
TMS Elements 2008	Signalized Intersections	Signalized Intersections
TMS Elements 2035	Signalized Intersections	Signalized Intersections

C = Conventional Highway

BICYCLE FACILITY

Segment	Bicycle Access Prohibited	Facility Type
1	No	Class III, Shared
2	No	Class III, Shared

There are currently no designated bicycle routes on SR-66; however, as a Class III facility, the highway is open for bicycles on both segments. The City of San Bernardino 1995 Bikeway Master Plan designates a Class II bicycle facility within Segments 1 and 2, connecting with planned Class II facilities running north-south on Meridian to Mt. Vernon Avenues. The City of Rialto has no plans for bicycle facilities connecting with SR-66 in San Bernardino. A Class II facility should be considered for the entire length of SR-66 in the city of San Bernardino.

PEDESTRIAN FACILITY

Segment	Pedestrian Access Prohibited	Sidewalk Present
1	No	Yes
2	No	Yes

Pedestrians are permitted and sidewalks are present though discontinuous along both segments of SR-66.

TRANSIT FACILITY

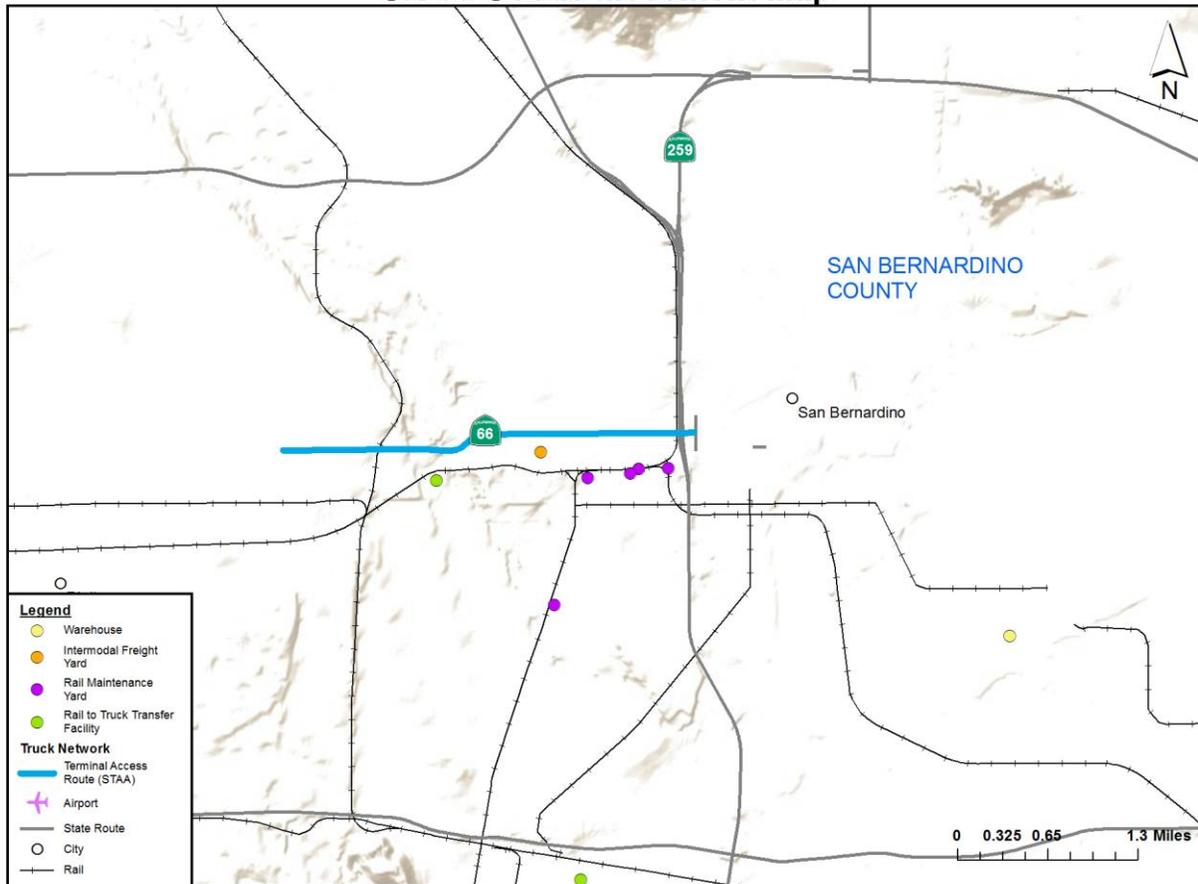
Segment	Mode & Collateral Facility	Name	Route End Points	Operating Period	Station Cities	Bikes Allowed On Transit	Location Description	# Parking Spaces*
1	Traditional Bus	OmniTrans Line 14	Fontana to San Bernardino	Daily	San Bernardino	2	N/A	N/A
2	Traditional Bus	OmniTrans Lines 3 & 4	Fontana to San Bernardino	Daily	San Bernardino	2	N/A	N/A

OmniTrans operates three passenger bus lines (#3, #4, and #14) that serve SR-66.

FREIGHT

Facility Type/Freight Generator	Location	Mode	Name
Terminal Access Route	Segment 1	Rail	Burlington Northern Santa Fe (BNSF)
Terminal Access Route	Segment 2	Rail	Burlington Northern Santa Fe (BNSF)

SR-66 Goods Movement Map



The Burlington Northern Santa Fe (BNSF) Intermodal Yard is located one block south of Segments 1 and 2. As well as freight, the BNSF yard hosts the Metrolink which provides commuter rail service from San Bernardino to the surrounding cities and counties to the west. Future lines are planned that will provide service to the cities east of San Bernardino. Interstate 10 is 3.1 miles south of the BNSF yard and supports major freight traffic. SR-66 truck traffic is minimal during peak hour traffic, 2.0 to 3.2 percent ADT.

CORRIDOR PERFORMANCE

Segment #	1	2
Basic System Operations		
AADT 2008	22,400	17,800
AADT 2035	20,800	16,100
LOS Method	HCM	HCM
LOS 2008	B	A
LOS 2035	B	A
LOS Concept	Relinquish	Relinquish
VMT 2008	28,283	31,324
VMT 2035	26,268	28,248
Truck Traffic		
Total Average Annual Daily Truck Traffic (AADTT) 2008	720	360
Total Average Annual Daily Truck Traffic (AADTT) 2035	1,160	370
Total Trucks (% of AADT) 2008	3.2%	2.0%
Total Trucks (% of AADT) 2035	5.6%	2.3%
5+ Axle Average Annual Daily Truck Traffic (AADTT) 2008	168	21
5+ Axle Trucks (% of AADT) 2008	6.0%	6.1%
Peak Hour Traffic Data		
Peak Hour Directional Split 2008	56%	56%
Peak Hour Directional Split 2035	50%	50%
Peak Hour % 2008	9.0%	9.0%
Peak Hour % 2035	10.3%	10.7%
Peak Hour V/C 2008	0.28	0.22
Peak Hour V/C 2035	0.26	0.21

KEY CORRIDOR ISSUES

State Route 66 (Foothill Boulevard) is a conventional highway used primarily for intra-regional and local travel. Local commuter traffic in the city of San Bernardino use SR-66 to access SR-215 and beyond. Because of the business generated by local merchants along SR-66, local shopping traffic occurs along the entire route.

The Federal Functional Classification for all of SR-66 is an Urbanized Principal Arterial (entirely within an urbanized area, without access control). SR-66 is not included in the Scenic Highway System or the Strategic Highway Corridor Network (STRAHNET). It is included in the National Network for Surface Transportation Assistance Act (STAA) as a State Highway Terminal Access Route. SR-66 is not part of the Interregional Road System (IRRS). SR-66 has been recognized as part of the earliest examples of the 1926 National Highway System Program. Public Law 106-45 helps to preserve the cultural resources of SR-66 through a program of technical assistance and grants.

CORRIDOR CONCEPT

CONCEPT RATIONALE

SR-66, also known as Foothill Boulevard, lies entirely within the city of San Bernardino, traversing the urban core of the city. This route is local in nature and serves the residences and small businesses which populate the surrounding area. Due to the developed nature of the surrounding land, and a review of local and regional development plans, no capacity improvements are currently envisioned for this corridor. All other segments of SR-66 within San Bernardino County have been relinquished.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

No operational or capacity increasing projects are planned or programmed.

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Seg.	Description	Location	Source
1	Relinquish	Pepper Avenue to 4 th Street	District 8 2016 DSMP
2	Relinquish	4 th Street to 5 th Street	District 8 2016 DSMP

APPENDIX

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
- HCM** – Highway Capacity Manual
- HCP** – Habitat Conservation Plan
- HCS** – Highway Capacity Software
- HOV** – High Occupancy Vehicle Lane (2 or more occupants per vehicle)
- 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

Acronyms

- 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.



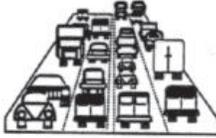
LOS B is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.



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://rtpscscag.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

