

TABLE OF CONTENTS

About the Transportation Concept Report.....	3
Stakeholder Participation	3
EXECUTIVE SUMMARY	4
Concept Summary	4
Concept Rationale	4
Proposed Projects and Strategies	4
CORRIDOR OVERVIEW	5
Route Segmentation	5
Route Description.....	5
Community Characteristics	7
Land Use.....	7
System Characteristics	8
Bicycle Facility	8
Pedestrian Facility	8
Transit Facilities.....	9
Freight	9
CORRIDOR PERFORMANCE	11
KEY CORRIDOR ISSUES	11
CORRIDOR CONCEPT.....	11
Concept Rationale	11
Planned and Programmed Projects and Strategies	11
Projects and Strategies to Achieve Concept	11
Appendices.....	12
Appendix A: Glossary of Terms and Acronyms	12
Definitions.....	13
Appendix B: Factsheets	17
Appendix C: Additional Corridor Data.....	17
Appendix D Resources.....	17
Appendix E: System Planning Flow Chart.....	18

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 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-243 TCR involved stakeholders including representatives from cities bordering SR-243 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 Western Riverside County Council of Governments, the Riverside County Transportation Commission, the County of Riverside, the City of Banning, and Native American tribes.

EXECUTIVE SUMMARY

Located entirely within the County of Riverside, State Route 243 (SR-243) begins at the southerly junction of State Route 74 (SR-74) in the community of Mountain Center and terminates at the northerly junction with Interstate 10 (I-10) in the City of Banning. The total length of SR-243 is 30 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	SR-74 to Country Club Drive	2L, C	2L, C	Maintain Only	2 MF		2 MF		2 MFE
					V/C	LOS	V/C	LOS	
					0.25	C	0.25	C	
2	Country Club Drive to Marion Ridge Drive	2L, C	2L, C	Maintain Only	2 MF		2 MF		2 MFE
					V/C	LOS	V/C	LOS	
					0.26	C	0.26	C	
3	Marion Ridge Drive to San Gorgonio Avenue	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	San Gorgonio Avenue to I-10 (Banning)	2L, C	2L, C	Maintain Only	2 MF		2 MF		2 MFE
					V/C	LOS	V/C	LOS	
					0.23	D	0.24	D	

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

- C = Conventional Highway
- L = Number of mainline lanes
- MF = Mixed Flow Lane
- MFE = Mixed Flow Equivalent Lane
- LOS = Level of Service
- V/C = Volume to Capacity Ratio

CONCEPT RATIONALE

SR-243 is a connector between I-10 and SR-74. It provides access to the San Bernardino National Forest. The highway is officially designated as a Scenic Highway. For the purposes of this study, SR-243 is divided into four segments. SR-243 will operate at or above the concept Level of Service, LOS "D" through 2035.

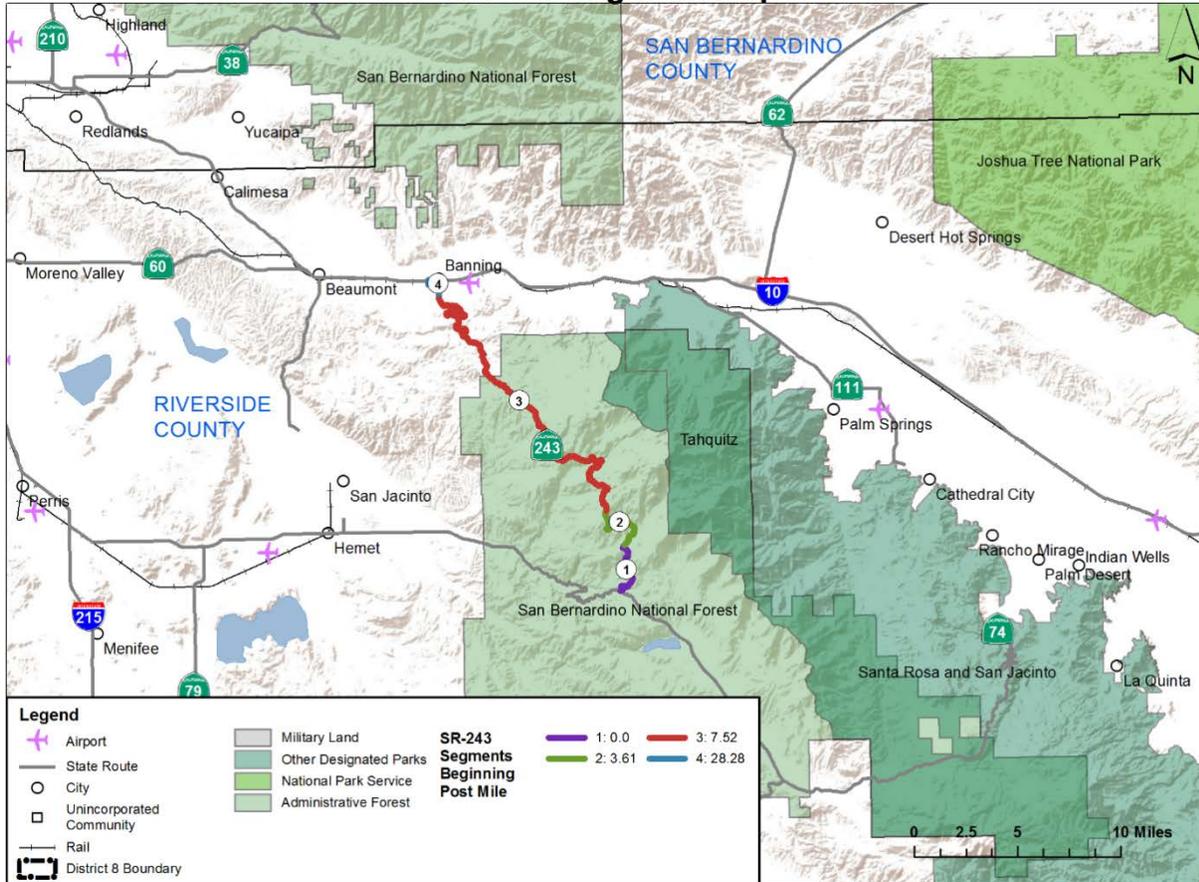
PROPOSED PROJECTS AND STRATEGIES

No capacity or major operational projects or strategies are proposed for SR-243.

CORRIDOR OVERVIEW

ROUTE SEGMENTATION

SR-243 Segment Map

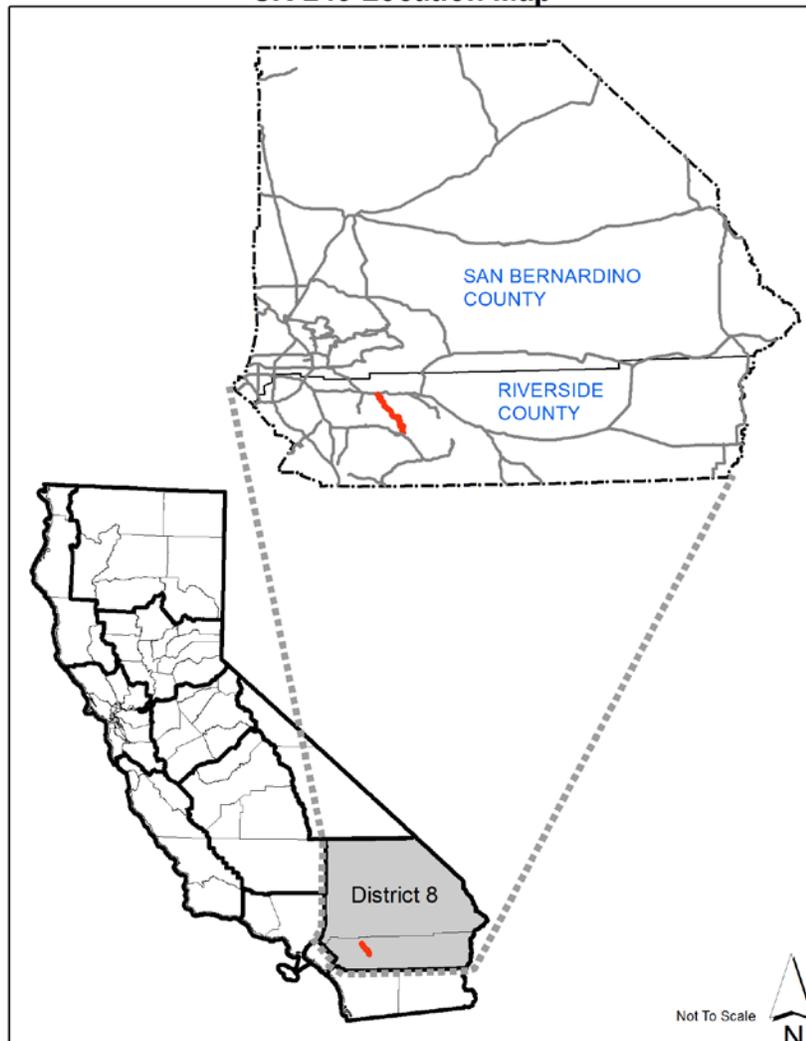


Segment	Location Description	County_Route_Begin PM	County_Route_End PM
1	SR-74 to Country Club Drive	Riv_243_0.0	Riv_243_3.6
2	Country Club Drive to Marion Ridge Drive	Riv_243_3.6	Riv_243_7.5
3	Marion Ridge Drive to San Gorgonio Avenue	Riv_243_7.5	Riv_243_28.3
4	San Gorgonio Avenue to I-10 (Banning)	Riv_243_28.3	Riv_243_29.7

ROUTE DESCRIPTION

SR-243 begins at SR-74 in the San Jacinto Mountains, the highway traverses north through the unincorporated community of Idyllwild.

SR-243 Location Map



Route Location

Beginning at its junction with SR-74, SR-243 traverses north through the community of Idyllwild. The highway continues through the forest past Mount San Jacinto State Park through Twin Pines and the Morongo Indian Reservation before making a few switchbacks and descending into the City of Banning and terminating at its junction with I-10.

Route Purpose

SR-243 provides direct connection between SR-74 and I-10. The primary population centers, Community of Idyllwild and City of Banning. The route provides a means for recreational access to the southeastern part of the San Bernardino National Forest.

Major Route Features

SR-243 is officially designated as a scenic highway, the highway provides a memorable landscape with no visual intrusions. The highway was named the Esperanza Firefighters Memorial Highway in honor of five firefighters who died while fighting the Esperanza Fire in October 2006.

Route Designations and Characteristics

Segment #	1	2	3	4
Freeway & Expressway System	Yes	Yes	Yes	Yes
National Highway System	Yes	Yes	Yes	Yes
Strategic Highway Network	Yes	Yes	Yes	Yes
Scenic Highway	Yes	Yes	Yes	Yes
Interregional Road System	No	No	No	No
High Emphasis	No	No	No	No
Focus Route	No	No	No	No
Federal Functional Classification	Interstate	Interstate	Interstate	Interstate
Goods Movement Route	No	No	No	No
Truck Designation	National Network	National Network	National Network	National Network
Rural / Urban / Urbanized	Rural	Rural	Rural	Urbanized
Metropolitan Planning Organization	SCAG	SCAG	SCAG	SCAG
Regional Transportation Planning Agency	SCAG	SCAG	SCAG	SCAG
Congestion Management Agency	RCTC	RCTC	RCTC	RCTC
County Transportation Commission	RCTC	RCTC	RCTC	RCTC
Local Agency	Idyllwild, Riverside County	Riverside County	Riverside County	Banning
Tribes	Soboba Band of Luiseno Indians, Ramona Band of Mission Indians		Ramona Band of Mission Indians, Morongo Band of Mission Indian	
Air District	SCAQMD	SCAQMD	SCAQMD	SCAQMD
Terrain	Rolling	Rolling	Rolling	Rolling

COMMUNITY CHARACTERISTICS

Idyllwild, Pine Cove, and Fern Valley are three adjacent unincorporated communities, located in the San Jacinto Mountains in Riverside County.

Jurisdiction	Total Population	Median Income	Drive Alone to Work
Idyllwild	3,874	\$21,786	100.0%
Banning	29,603	\$38,979	75.0%

Source: 2010 U.S. Census

LAND USE

Segment 1 traverses the community of Idyllwild. Idyllwild is flanked by two large rocks, Tahquitz Peak (with nearby Lily Rock) and Suicide Rock, which are famous in Southern California rock climbing circles. One of Idyllwild's attractions is that it offers all four seasons, yet in winter is only an hour's drive down to the desert on the Pines to Palms Scenic Byway. It currently offers no skiing; thus "the hill" has been minimally developed over the years and remains a center for hiking, mountain and rock climbing, and horseback riding. There are numerous hiking trails for visitors to enjoy, with the Devils Slide Trail being one of the most popular because it leads to the Palm Springs Aerial Tramway; the trail has previously been called "the backdoor to Idyllwild." Segments 2 and 3 traverse the San Bernardino National Forest. Parcels

along this segment are zoned Conservation Habitat. Segment 4 traverses the developed city of Banning. The parcels along this segment are zoned residential and commercial.

Segment	Place Type
1	Residential, Low Density; Retail Service: Hospitality
2	Conservation Habitat
3	Conservation Habitat
4	Residential, Low Density

SYSTEM CHARACTERISTICS

Segment #	1	2	3	4
Facility Type	C	C	C	C
General Purpose Lanes	2	2	2	2
Lane Miles	99.0	114.4	40.8	30.4
Centerline Miles	9.9	14.3	5.1	3.8
HOV Lanes	0	0	0	0
HOT / Express Lanes	0	0	0	0
Truck Climbing Lanes	0	0	0	0
Facility Type	C	C	C	C
General Purpose Lanes	8	8	8	8
Lane Miles	99.0	143.0	51.0	30.4
Centerline Miles	9.9	14.3	5.1	3.8
HOV Lanes	0	0	0	0
HOT / Express Lanes	0	0	0	0
Truck Climbing Lanes	0	0	0	0
TMS Elements 2008	0	0	0	0
TMS Elements 2035	0	0	0	0

C = Conventional Highway

BICYCLE FACILITY

Segment	Bicycle Access Prohibited	Facility Type
1	No	Bicycles are permitted on this shared facility.
2	No	Bicycles are permitted on this shared facility.
3	No	Bicycles are permitted on this shared facility.
4	No	Bicycles are permitted on this shared facility.

PEDESTRIAN FACILITY

Segment	Pedestrian Access Prohibited	Sidewalk Present
1	No	No
2	No	No
3	No	No
4	No	No

TRANSIT FACILITIES

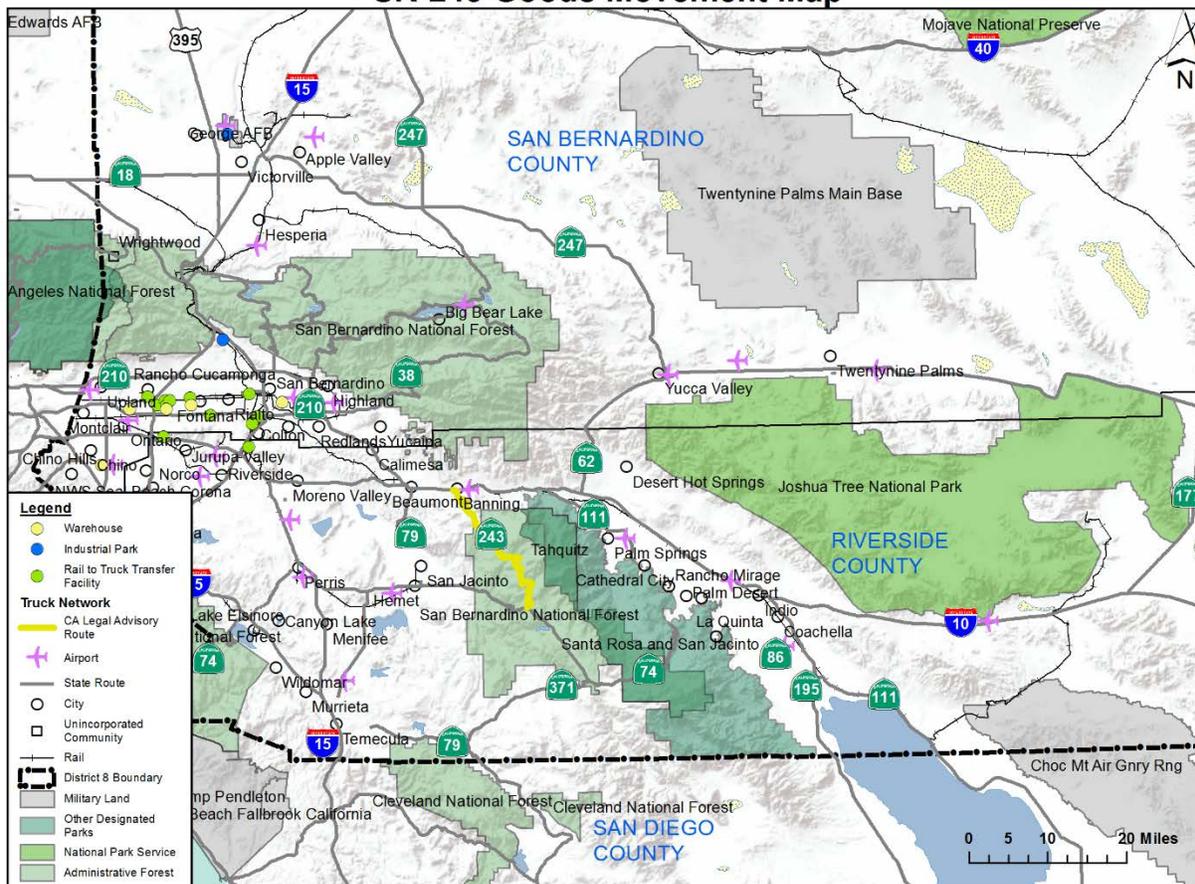
With the exception of Pass Transit in Banning-Beaumont area, there are no transit service or facilities along SR-243. The Pass Transit service also connects with Riverside Transit Agency Route 13 to the City of Hemet and Route 35 to the City of Moreno Valley. Dial-A-Ride for senior citizens and persons with disabilities is also available in the Banning-Beaumont area.

Segment #	Mode & Collateral Facility	Name	Route End Points	Operating Period	Station Cities	Bikes Allowed On Transit	Location Description	# Parking Spaces
4	Fixed-Route Bus	Pass Transit Route 6	Hathaway Street and Highland Springs Avenue	5:45 am-6:11 pm Monday-Friday ----- 7:41 am-5:01 pm Weekends	Banning and Beaumont	N/A	N/A	N/A

FREIGHT

Freight traffic volumes are low throughout the SR-243 corridor. The north end of SR-243, Segment 4 in the City of Banning passes under the Union Pacific (UP) railroad line. The UP line in Banning-Beaumont area is immediately south and parallels I-10. There are no other freight related facilities along the corridor.

SR-243 Goods Movement Map



CORRIDOR PERFORMANCE

Segment #	1	2	3	4
Basic System Operations				
AADT 2008	3,700	4,500	1,900	5,300
AADT 2035	4,720	5,310	3,610	6,470
LOS 2008	D	D	C	D
LOS 2035	C	C	C	D
LOS Concept	D	D	D	D
VMT 2008	36,630	64,350	9,690	20,140
VMT 2035	46,728	75,933	49,419	24,586
Truck Traffic				
Total Average Annual Daily Truck Traffic (AADTT) 2008	250	280	220	300
Total Trucks (% of AADT) 2008	4.0%	4.0%	4.0%	4.0%
5+ Axle Average Annual Daily Truck Traffic (AADTT) 2008	3	4	3	5
5+ Axle Trucks (% of AADT) 2008	0.1%	0.1%	0.2%	0.1%
Peak Hour Traffic Data				
Peak Hour Direction	NB	NB	NB	NB
Peak Hour Time of Day	AM	AM	AM	AM
Peak Hour Directional Split 2008	83%	83%	83%	83%
Peak Hour Directional Split 2035	51%	51%	50%	50%
Peak Hour %2008	13.0%	11.0%	17.0%	11.0%
Peak Hour % 2035	12.2%	11.9%	14.1%	10.5%
Peak Hour V/C 2008	0.29	0.30	0.20	0.33
Peak Hour V/C 2035	0.25	0.26	0.23	0.24

Source: Caltrans District 8 Forecast Unit forecast based on SCAG 2012 RTP traffic model

KEY CORRIDOR ISSUES

The primary purpose for SR-243 is to provide for the safe and efficient, interregional movement of people and goods. High volumes of seasonal Southern California recreational traffic use of SR-243 as a means to connect with other state routes for access to the San Bernardino National Forest and into the Coachella Valley. SR-243 will operate at or above the acceptable Level of Service, LOS “D” through 2035.

CORRIDOR CONCEPT

CONCEPT RATIONALE

Traffic is forecasted to increase on SR-243 through 2035 but will not require additional lanes to maintain or achieve the concept Level of Service, LOS “D.”

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

No capacity increasing or major operational projects and strategies are planned or programmed for SR-243.

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

No capacity increasing or major operational projects and strategies are planned for SR-243.

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.

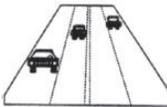
Facility Type – The facility type describes the state highway facility type. The facility could be freeway, expressway, conventional, or one-way city street.

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.

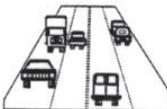
Headway – The time between two successive vehicles as they pass a point on the roadway, measured from the same common feature of both vehicles.

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:



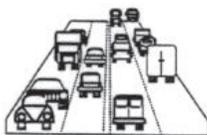
LOS A describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.



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

