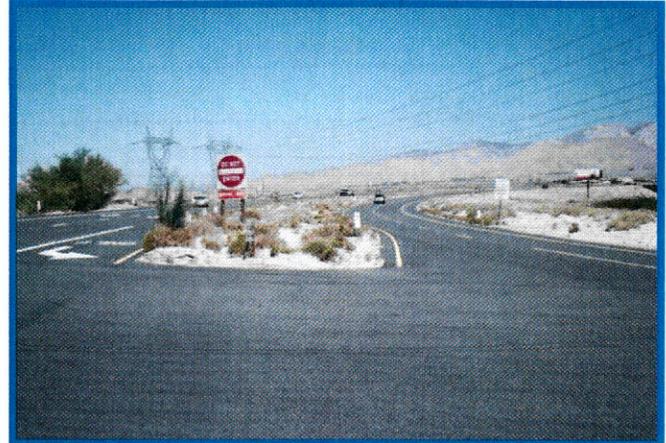




TRANSPORTATION CONCEPT REPORT
State Route 111
District 8



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 8 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.

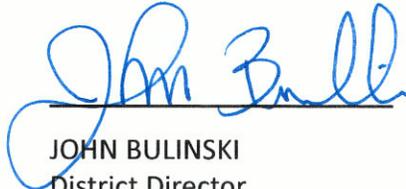
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ABOUT THE TRANSPORTATION CONCEPT REPORT

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 111 TCR involved a collaboration between agency staff as well as outside stakeholders from local, county and regional public agencies, and Native American Tribes. 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, Riverside County Transportation Commission, the City of Palm Springs, and six Native American Tribes including the Agua Caliente Band of Cahuilla Indians, the Augustine Band of Cahuilla Indians, the Cabazon Band of Mission Indians, the Morongo Band of Mission Indians, the Torres-Martinez Desert Cahuilla Indians, and the Twenty-Nine Palms Band of Mission Indians. Tribal affiliation includes other tribal peoples such as the Chemehuevi.

EXECUTIVE SUMMARY

CONCEPT SUMMARY

Seg.	Segment Description	Existing Facility	2035						
			Capital Facility Concept	System Operations and Management Concept	No-Build		Planned SCAG-RTP		Minimum to attain LOS "D"
1	Imperial/Riverside County Line to 66 th Avenue	2L, C	2C	Maintain Only	2 MF		2 MF		2 MFE
					V/C	LOS	V/C	LOS	
					0.27	C	0.27	C	
Break in Route									
2	Golf Club Drive to Gateway Drive	4L, C	Relinquish	Relinquish	4 MF		4 MF		4 MFE
					V/C	LOS	V/C	LOS	
					0.29	B	0.29	B	
3	Gateway Drive to I-10	4L, E/F	Relinquish	Relinquish	4 MF		4 MF		4 MFE
					V/C	LOS	V/C	LOS	
					0.28	A	0.28	A	

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

C = Conventional Highway
 E = Expressway
 F = Freeway

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

CONCEPT RATIONALE

Segments 1 is rural and serves as an interregional corridor and provides access for residences, the farming community, recreational traffic, and goods movement. Segment 2 services local residences and businesses as well as provide access to the Palm Springs International Airport from Interstate 10 (I-10). Segment 3 is a freeway-expressway that is rural in nature, connecting the northern Coachella Valley to I-10 and servicing a small residential population. It provides access to one of California’s largest wind farms. No significant growth or development is projected for the communities situated along this corridor.

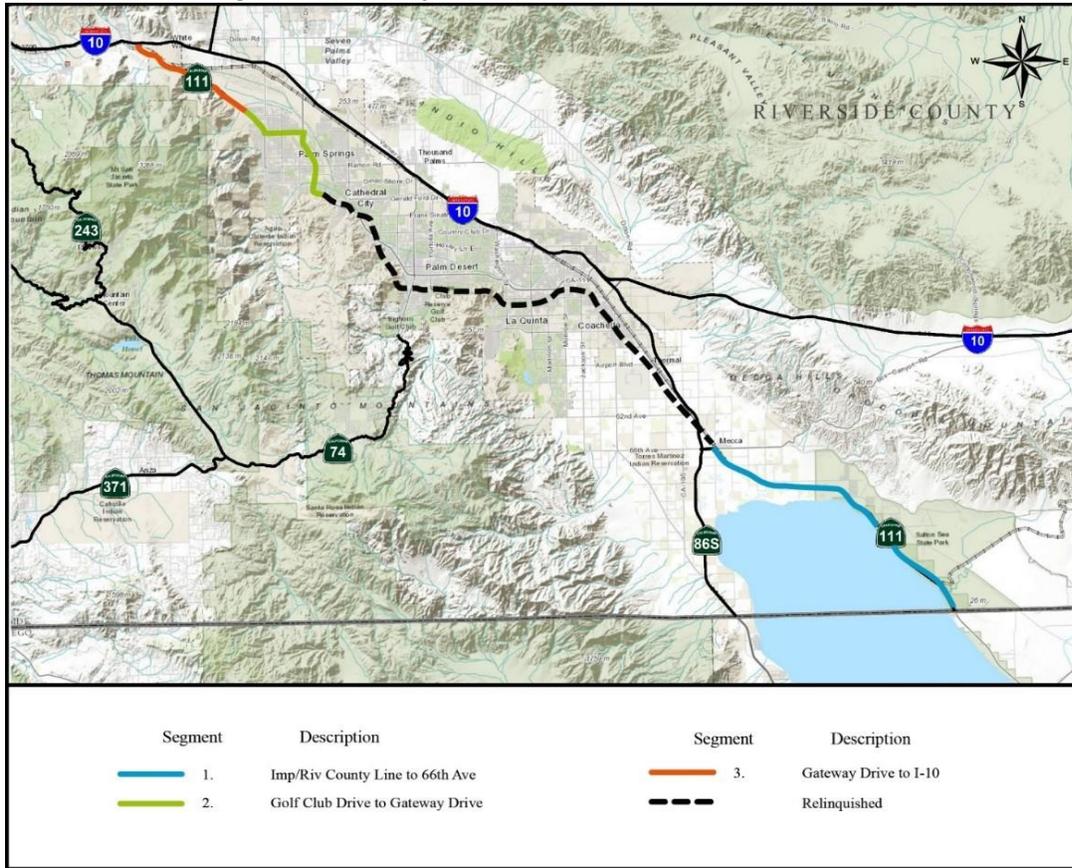
PROPOSED PROJECTS AND STRATEGIES

No capacity increasing or major operational improvements are currently planned or programmed for SR-111.

CORRIDOR OVERVIEW

ROUTE SEGMENTATION

State Route 111 Segmentation Map



Segment	Location Description	County_Route_Begin PM	County_Route_End PM
1	Imperial / Riverside County Line to 66 th Avenue	RIV_111_0.0	RIV_111_18.4
Break in Route			
2	Golf Club Drive to Gateway Drive	RIV_111_47.2	RIV_111_55.2
3	Gateway Drive to I-10	RIV_111_55.2	RIV_111_63.3

ROUTE DESCRIPTION

Route Location

Within District 8, State Route 111 (SR-111) is approximately 34.5 miles in length. It begins at the Imperial/Riverside County Line and terminates at its junction with I-10 in Palm Springs with a route break from the community of Mecca through the city of Cathedral City. It traverses both rural and urban areas of the Coachella Valley. SR-111 varies between a four-lane freeway-expressway and a two- to four-lane conventional highway.

Route Purpose

SR-111 functions as an interregional travel corridor, providing a connection between the Coachella Valley and Imperial County, and as a connector between the city of Palm Springs and I-10. Segment 1 is mostly rural in nature and provides access to farmland and residences, as well as a connection to Imperial County. Segment 2 is the more populated segment of the route, providing access to residences and businesses located in and around the city of Palm Springs. Segment 3 acts as a connector to Palm Springs, as well as other nearby communities, for travelers coming east on the I-10 from the Los Angeles metropolitan area.

Major Route Features

The route provides connections to major transportation hubs, including Palm Springs International Airport and Palm Springs Amtrak Station. The route also provides access to a number of recreational opportunities, including the Palm Springs Aerial Tramway and the Salton Sea State Recreation Area. There is a major break in the route, approximately 28.8 miles, between Segments 1 and 2 representing segments that have been relinquished to the local jurisdictions.

Route Designations and Characteristics

Segment #	1	2	3
Freeway & Expressway System	Yes	Yes	Yes
National Highway System	No	Yes	Yes
Strategic Highway Network	No	No	No
Scenic Highway	No	No	No
Interregional Road System	No	No	No
High Emphasis	No	No	No
Focus Route	No	No	No
Federal Functional Classification	Major Arterial	Principal Arterial	Major Collector
Goods Movement Route	Yes	Yes	Yes
Truck Designation	Yes	Yes	Yes
Rural / Urban / Urbanized	Rural	Urbanized	Rural
Metropolitan Planning Organization	SCAG	SCAG	SCAG
Regional Transportation Planning Agency	SCAG	SCAG	SCAG
Congestion Management Agency	RCTC	RCTC	RCTC
County Transportation Commission	RCTC	RCTC	RCTC
Local Agency	CVAG, Coachella	CVAG, Palm Springs	CVAG, Palm Springs
Tribes*	Cahuilla	Cahuilla, Chemehuevi	Cahuilla
Air District	SCAQMD	SCAQMD	SCAQMD
Terrain	Level	Level	Rolling

*For a list of tribal names see page 1, Stakeholder Participation

COMMUNITY CHARACTERISTICS

Jurisdiction	Palm Springs
Total Population	44,552
Median Income	\$44,728
Drive Alone to Work	76.4%

Source: 2010 U.S. Census

Segment 1 of SR-111 is a conventional highway that begins at the Imperial/Riverside County Line traversing the rural east side of the Salton Sea to 66th Avenue in the community of Mecca. This highway mostly serves the agriculture industry in the Coachella Valley.

Segment 2 is a conventional highway that begins at Golf Club Drive in the city of Palm Springs at the Palm Springs/Cathedral City limit and terminates at Gateway Drive in the city of Palm Springs. This portion of the highway traverses an urbanized area providing access to local residences and businesses in the Coachella Valley.

Segment 3 is an expressway-freeway that begins at Gateway Drive in the city of Palm Springs and terminates at its junction with I-10. Segment 3 connects interregional traffic between the greater Los Angeles Metropolitan Area and the cities within the Coachella Valley. This route traverses northern Palm Springs and the small community of Whitewater (population: 859). This segment provides access for the San Gorgonio Pass Wind Farm which provides enough electricity to power Palm Springs and the entire Coachella Valley.

LAND USE

Segment 1 traverses an unincorporated area and belongs to the County of Riverside with land use classified as agricultural and rural. The remaining Segments, 2 and 3, are part of the city of Palm Springs. The City's General Plan describes itself as a 'world class desert community', so land use focuses around residential, commercial, and tourist functions. There is a number of future commercial developments outlined in the city's General Plan which may potentially impact highway usage.

Segment	Place Type
1	Agriculture; Rural
Break in Route	
2	Residential; Mixed Use
3	Open Space; Rural

SYSTEM CHARACTERISTICS

Segment #	1	2	3
Existing Facility			
Facility Type	C	C	E, F
General Purpose Lanes	2	4	4
Lane Miles	36.8	32.0	32.4
Centerline Miles	18.4	16.0	16.2
HOV Lanes	0	0	0
HOT/ Express Lanes	0	0	0
Concept Facility 2035			
Facility Type	C	C	E, F
General Purpose Lanes	2	4	4
Lane Miles	36.8	32.0	32.4
Centerline Miles	18.4	16.0	16.2
HOV Lanes	0	0	0
HOT/ Express Lanes	0	0	0
TMS Elements			
TMS Elements 2008	N/A	N/A	CMS, CCTV
TMS Elements 2035	N/A	N/A	N/A

C = Conventional Highway
 E = Expressway
 F = Freeway

BICYCLE FACILITY

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

As a Class III (Shared) facility, bicycles are allowed on SR-111 and the highway is open for bicycles on all segments.

PEDESTRIAN FACILITY

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

Pedestrians are permitted along SR-111. Highway shoulders are open for pedestrian use in Segments 1 and 3, where no sidewalk is present. Segment 2 has a sidewalk available for pedestrian use.

TRANSIT FACILITY

Segment	Mode & Collateral Facility	Name	Route End Points	Operating Period	Station Cities	Bikes Allowed On Transit	Location Description	# Parking Spaces*
1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2	Traditional Bus – 91	Sunline Transit	Indio to Mecca	Daily	Indio, Coachella, Thermal, Mecca, Oasis	2	N/A	N/A
2	Traditional Bus – 95	Sunline Transit	North Shore to Indio	Weekday	Indio, Coachella, Thermal, Mecca, North Shore	2	N/A	N/A
3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

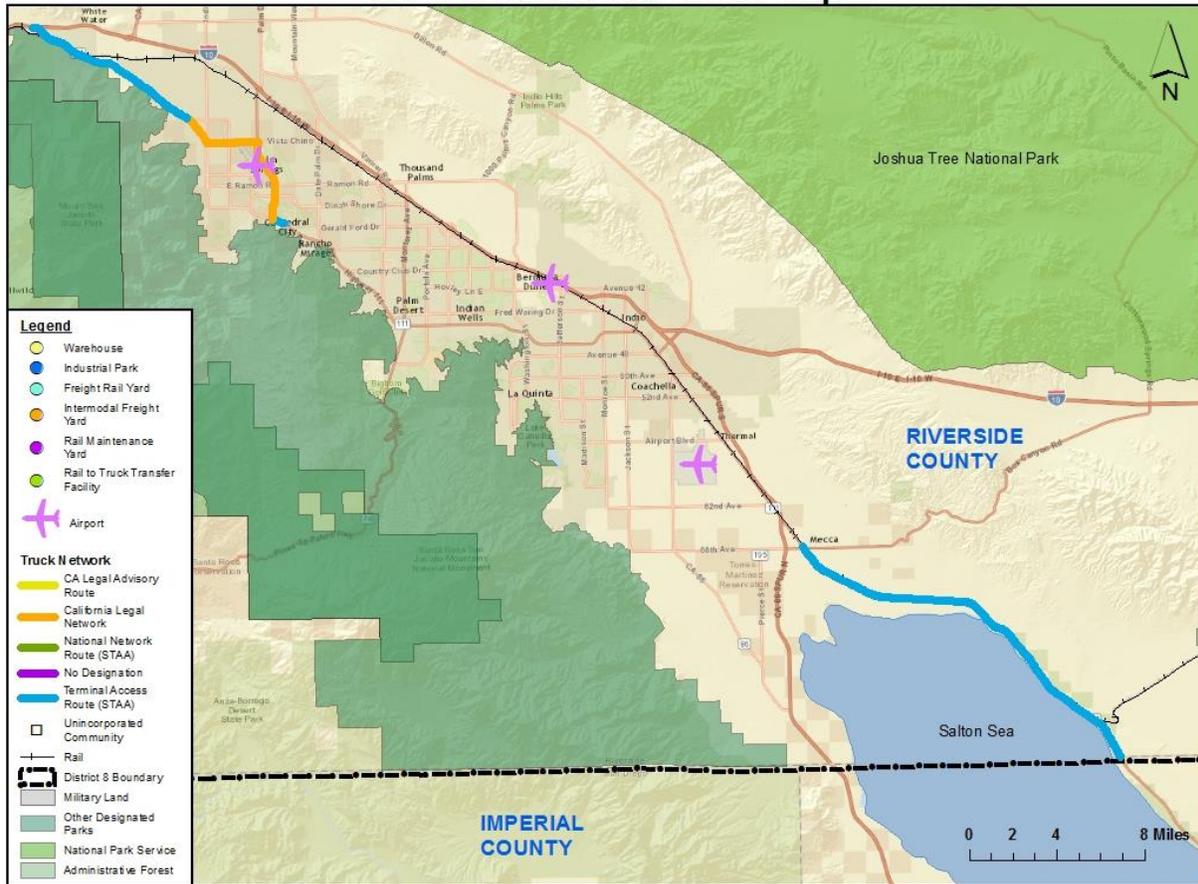
Source: <http://www.sunline.org/>

Sunline Transit Agency offers various public transit routes throughout Segment 2, as documented in the table above. A Greyhound passenger station is located in the city of Indio but its schedule does not make it a viable mode of transportation for the daily commuter.

An Amtrak station is located in the city of Palm Springs; however, daily service is not provided. The Riverside County Transportation Commission and Amtrak are studying the possibility of adding daily passenger rail service through the San Gorgonio Pass linking the Coachella Valley to Union Station in downtown Los Angeles.

FREIGHT

SR-111 Goods Movement Map



Source: GIS Data Library: <http://www.dot.ca.gov/hq/tsip/gis/datalibrary/gisdatalibrary.html>

Facility Type/Freight Generator	Location	Mode	Name
Rail Line	Segment 1	Rail	Union Pacific
Rail Line	Segment 2	Rail	Union Pacific
Rail Line	Segment 3	Rail	Union Pacific

The Union Pacific Railroad runs adjacent to SR-111 and I-10, as well as a portion of State Route 86 (SR-86), through the Coachella Valley. This rail line accommodates freight transport for the region’s agricultural and manufacturing businesses. SR-111 is not a part of USDOT’s Freight Network. The Surface Transportation Assistance Act (STAA) Network allows larger trucks with no maximum overall length. SR-111’s STAA classification has an exception between Gateway Drive and Gene Autry Trail, where it is designated as part of the California Legal Network. The impact of goods movement across Coachella Valley on SR-111 is minimal. The nearby SR-86 and the I-10 are more conducive for goods movement.

CORRIDOR PERFORMANCE

Segment #	1	2	3
Basic System Operations			
AADT 2008	2,100	19,100	16,000
AADT 2035	6,700	24,000	17,800
LOS Method	HCM	HCM	HCM
LOS 2008	B	B	B
LOS 2035	C	B	A
LOS Concept	D	Relinquish	Relinquish
VMT 2008	38,640	152,800	129,600
VMT 2035	142,471	209,512	291,786
Truck Traffic			
Total Average Annual Daily Truck Traffic (AADTT) 2008	380	1,910	860
Total Average Annual Daily Truck Traffic (AADTT) 2035	1,010	2,180	1,140
Total Trucks (% of AADT) 2008	18.0%	10.0%	5.4%
Total Trucks (% of AADT) 2035	15.0%	9.1%	6.0%
5+ Axle Average Annual Daily Truck Traffic (AADTT) 2008	891	323	128
5+ Axle Trucks (% of AADT) 2008	51.3%	4.3%	17.9%
Peak Hour Traffic Data			
Peak Hour Directional Split 2008	66%	66%	66%
Peak Hour Directional Split 2035	50%	51%	51%
Peak Hour % 2008	13%	10%	12%
Peak Hour % 2035	11.1%	9.9%	11.8%
Peak Hour V/C 2008	0.13	0.34	0.37
Peak Hour V/C 2035	0.27	0.29	0.28

Source: District 8 Forecast Unit 2012 SCAG Regional Transportation Plan forecast

KEY CORRIDOR ISSUES

SR-111 is comprised of a southern segment providing interregional travel and two northerly segments with a primary purpose of providing a safe and efficient corridor for local residences and businesses, as well as to serve as a south-north connector between the city of Palm Springs and I-10. I-10 parallels SR-111 to the east, where I-10 serves as a goods movement route, and is part of the Interregional Road System connecting the Coachella Valley, as well as the rest of California, with states to the east. State Route 86 connects with SR-111 in Riverside County at the north end of the Salton Sea and provides a travel route between the Imperial Valley and eastern Coachella Valley regions. In addition, SR-86 provides for travel including goods movement between several of the region's largest cities: Mexicali (Mexico), Calexico, El Centro, Brawley, Coachella, and Indio.

CORRIDOR CONCEPT

CONCEPT RATIONALE

Segment 1 of SR-111 begins at the Riverside/Imperial County line and terminates at 66th Avenue in the community of Mecca; this area is rural. This segment serves as an interregional corridor and provides

access for residences, the farming community, recreational traffic, and goods movement. There is a break-in-route approximately 30 miles in length between Segments 1 and 2.

Segment 2 begins at Golf Club Drive in the city of Palm Springs serving local residences and businesses.

Segment 3 is located at the northerly end of Palm Springs and is 8.1 miles in length. It allows direct access to local residences and commercial properties to and from I-10.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

No major operational or capacity increasing projects are planned or programmed.

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Seg.	Description	Location	Source
1	No capacity increasing projects	Imperial/Riverside County Line to 66 th Avenue	District 8 2016 DSMP, SCAG 2012 RTP
2	Relinquish	Golf Club Drive to Gateway Drive	District 8 2016 DSMP
3	Relinquish	Gateway Drive to I-10	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.

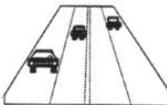
Facility Type – The facility type describes the state highway facility type. The facility could be freeway, expressway, conventional, or one-way city street.

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:



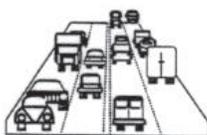
LOS A describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.



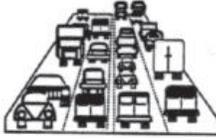
LOS B is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.



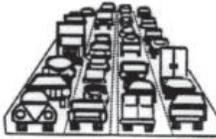
LOS C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.



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
- Caltrans District 8 System Management Plan 2016 Update
- Census 2010: <http://www.census.gov/2010census/>
- 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>
- Sunline Transit Agency: <http://www.sunline.org/>
- Truck Route List and Truck Network Maps: <http://www.dot.ca.gov/hq/traffops/trucks/truckmap/>

APPENDIX E: SYSTEM PLANNING FLOW CHART

