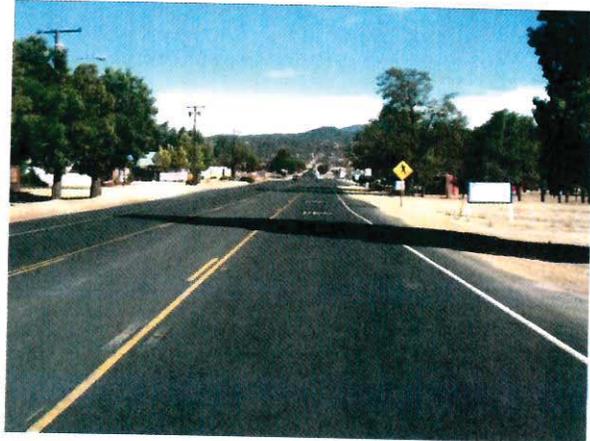




# Transportation Concept Report

## State Route 371

### 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 System Planning Division makes every effort to ensure the accuracy and timeliness 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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06/15/16  
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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 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 State Route 371TCR 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: the Southern California Association of Governments, the Western Riverside County Counsel of Governments, the Riverside County Transportation Commission, the County of Riverside, and Native American tribes.

# EXECUTIVE SUMMARY

## CONCEPT SUMMARY

Seg.	Segment Description	Existing Facility	Capital Facility Concept	System Operations and Management Concept	2035				Minimum to attain LOS "D"
					No-Build		Planned SCAG-RTP		
					V/C	LOS	V/C	LOS	
1	Aguanga, Jct. SR-79 to Wilson Valley Road	2L, C	2L, C	Maintain Only	2 MF		2 MF		2 MFE
					V/C	LOS	V/C	LOS	
					0.46	D	0.46	D	
2	Wilson Valley Road to Cary Road	2L, C	2L, C	Maintain Only	2 MF		2 MF		2 MFE
					V/C	LOS	V/C	LOS	
					0.49	D	0.49	D	
3	Cary Road to Anza, Contreras Road	2L, C	2L, C	Maintain Only	2 MF		2 MF		2 MFE
					V/C	LOS	V/C	LOS	
					0.47	D	0.47	D	
4	Anza, Contreras Road to Jct. SR-74, Anza East	2L, C	2L, C	Maintain Only	2 MF		2 MF		2 MFE
					V/C	LOS	V/C	LOS	
					0.41	D	0.41	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  
V/C = Volume to Capacity Ratio  
LOS = Level of Service

## CONCEPT RATIONALE

State Route 371 (SR-371) is a two-lane undivided conventional highway. The total length of SR-371 is 20.8 miles beginning in the community of Aguanga at its junction with State Route 79 (SR-79) near the Riverside-San Diego County Line. It traverses the communities of Riverside Lake and Anza and the Cahuilla Indian Reservation ending at its junction with State Route 74 (SR-74) near the Riverside-San Diego County Line.

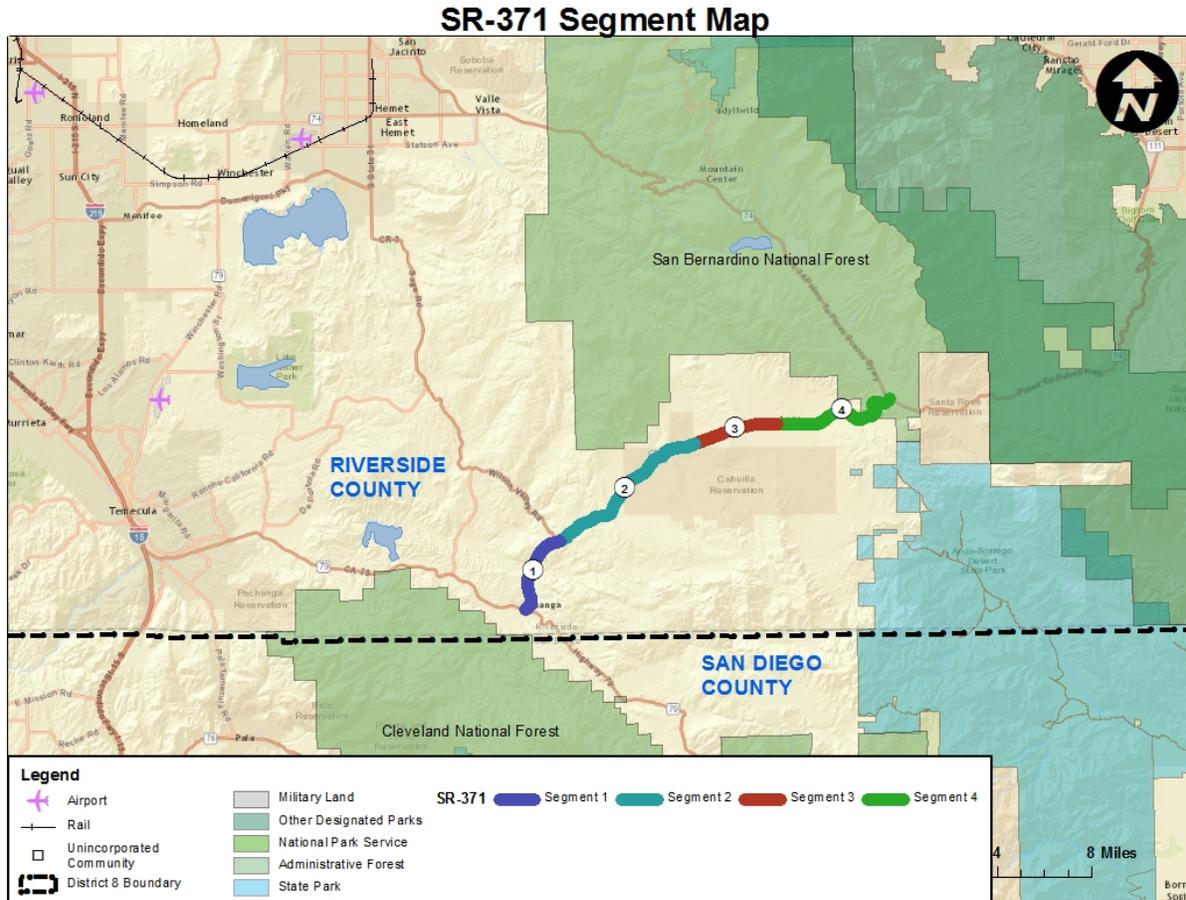
For the purposes of this study, SR-371 is divided into four segments. The route provides access to and from San Diego County, the desert communities of Coachella Valley, the Cahuilla Indian Reservation, and the Urbanized Area of Riverside and San Bernardino via SR-74 and SR-79. Though traffic volumes are expected to grow, additional capacity is not needed to maintain the concept LOS of "D."

## PROPOSED PROJECTS AND STRATEGIES

No capacity increasing or major operational projects proposed for SR-371.

# CORRIDOR OVERVIEW

## ROUTE SEGMENTATION



Segment	Location Description	County_Route_ Begin PM	County_Route_ End PM
1	Aguanga, Jct. SR-79 to Wilson Valley Road	RIV_371_56.4	RIV_371_60.2
2	Wilson Valley Road to Cary Road	RIV_371_60.2	RIV_371_67.7
3	Cary Road to Anza, Contreras Road	RIV_371_67.7	RIV_371_71.3
4	Anza, Contreras Road to Jct. SR-74, Anza East	RIV_371_71.3	RIV_371_77.2

## ROUTE DESCRIPTION

### Route Location

State Route 371 (SR-371) is a two-lane undivided conventional highway. The total length of SR-371 is 20.8 miles beginning in the community of Aguanga at State Route 79 (SR-79) near the Riverside-San Diego County Line traverses the communities of Riverside Lake and Anza ending at its junction with State Route 74 (SR-74).

### Route Purpose

The route provides connections between San Diego County and Riverside County. It also provides access to mountain recreational areas, the communities of Aguanga, Riverside Lake and Anza, and the Cahuilla Indian Reservation.

### Major Route Features

The route passes through the Cahuilla Indian Reservation, and provides access to mountain recreational areas.

### Route Designations and Characteristics

Segment #	1	2	3	4
Freeway & Expressway System	No	No	No	No
National Highway System	No	No	No	No
Strategic Highway Network	No	No	No	No
Scenic Highway	No	No	No	No
Interregional Road System	Yes	Yes	Yes	Yes
High Emphasis	No	No	No	No
Focus Route	No	No	No	No
Federal Functional Classification	Arterial	Arterial	Arterial	Arterial
Goods Movement Route	No	No	No	No
Truck Designation	National Network	National Network	National Network	National Network
Rural / Urban /Urbanized	Rural	Rural	Rural	Rural
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	County of Riverside	County of Riverside	County of Riverside	County of Riverside
Tribes	N/A	Cahuilla	Cahuilla	Cahuilla and Santa Rosa
Air District	SCAQMD	SCAQMD	SCAQMD	SCAQMD
Terrain	Mountainous	Mountainous	Mountainous	Mountainous

### COMMUNITY CHARACTERISTICS

The route traverses rural, mountainous land with little to no residential or commercial development.

### LAND USE

The route traverses rural, mountainous land with little to no residential or commercial development.

## **SYSTEM CHARACTERISTICS**

Segment #	1	2	3	4
<b>Existing Facility</b>				
Facility Type	C	C	C	C
General Purpose Lanes	2	2	2	2
Lane Miles	3.8	7.5	3.6	5.9
Centerline Miles	7.6	15	7.2	11.8
HOV Lanes	0	0	0	0
HOT/ Express Lanes	0	0	0	0
<b>Concept Facility 2035</b>				
Facility Type	C	C	C	C
General Purpose Lanes	2	2	2	2
Lane Miles	3.8	7.5	3.6	5.9
Centerline Miles	7.6	15	7.2	11.8
HOV Lanes	0	0	0	0
HOT/ Express Lanes	0	0	0	0
<b>TMS Elements</b>				
TMS Elements 2008	None	None	None	None
TMS Elements 2035	None	None	None	None

C = Conventional Highway

## **BICYCLE FACILITY**

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

Bicycle access is permitted along the entirety of SR-371. However, there are no designated bicycle facilities along the route. Cyclists must ride along the shoulder, or can utilize the full lane as they see fit. The vast majority of bicycle traffic along this route is recreational, and not riders commuting to work by bike.

## **PEDESTRIAN FACILITY**

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

While pedestrian access is permitted along the entire route, none of the segments have sidewalks and therefore pedestrians are expected to walk along the shoulder. The route traverses rural, mountainous terrain where pedestrian activity is minimal.

## **TRANSIT FACILITY**

<b>Segment</b>	<b>Mode &amp; Collateral Facility</b>	<b>Name</b>	<b>Route End Points</b>	<b>Operating Period</b>	<b>Station Cities</b>	<b>Bikes Allowed On Transit</b>	<b>Location Description</b>	<b># Parking Spaces*</b>
1	None	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2	None	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	None	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4	None	N/A	N/A	N/A	N/A	N/A	N/A	N/A

There are no transit facilities or service along SR-371. Given that the route traverses rural, mountainous terrain, this is to be expected since there is not a dense enough customer base to support public transit services along the route.

## **FREIGHT**

There are no freight facilities or generators along this route. It is a rural, mountainous route with minimal commercial development.

## CORRIDOR PERFORMANCE

Segment #	1	2	3	4
<b>Basic System Operations</b>				
<b>AADT 2008</b>	6,200	7,300	7,100	6,900
<b>AADT 2035</b>	12,700	13,500	10,600	9,600
<b>LOS Method</b>	HCM	HCM	HCM	HCM
<b>LOS 2008</b>	C	D	D	D
<b>LOS 2035</b>	D	D	D	D
<b>LOS Concept</b>	D	D	D	D
<b>VMT 2008</b>	23,560	54,750	25,560	40,710
<b>VMT 2035</b>	48,245	100,973	38,218	56,592
<b>Truck Traffic</b>				
<b>Total Average Annual Daily Truck Traffic (AADTT) 2008</b>	370	440	430	410
<b>Total Average Annual Daily Truck Traffic (AADTT) 2035</b>	770	810	770	640
<b>Total Trucks (% of AADT) 2008</b>	6%	6%	6%	6%
<b>Total Trucks (% of AADT) 2035</b>	6%	6%	7%	6%
<b>5+ Axle Average Annual Daily Truck Traffic (AADTT) 2008</b>	8	8	8	8
<b>5+ Axle Trucks (% of AADT) 2008</b>	0.15%	0.11%	0.11%	0.11%
<b>Peak Hour Traffic Data</b>				
<b>Peak Hour Directional Split 2008</b>	66%	66%	72%	72%
<b>Peak Hour Directional Split 2035</b>	51%	50%	52%	52%
<b>Peak Hour %2008</b>	10%	10%	10%	10%
<b>Peak Hour % 2035</b>	10%	10%	12%	11%
<b>Peak Hour V/C 2008</b>	0.30	0.35	0.36	0.35
<b>Peak Hour V/C 2035</b>	0.46	0.49	0.47	0.41

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

## KEY CORRIDOR ISSUES

There are no key corridor issues.

## CORRIDOR CONCEPT

### CONCEPT RATIONALE

State Route 371 (SR-371) is a two-lane undivided conventional highway. The total length of SR-371 is 20.8 miles beginning in the community of Aguanga at State Route 79 (SR-79) near the Riverside-San Diego County Line traverses the communities of Riverside Lake and Anza and the Cahuilla Indian Reservation ending at its junction with State Route 74 (SR-74).

The route provides access between Riverside and San Diego Counties, the desert communities of Coachella Valley, the Cahuilla Indian Reservation, and the Urbanized Area of Riverside and San Bernardino via SR-74 and SR-79. Though traffic volumes are expected to grow, additional capacity is not needed to maintain the concept LOS of "D."

## **PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES**

No major operational or capacity increasing projects are planned or programmed for SR-371.

<b>Seg.</b>	<b>Description</b>	<b>Planned or Programmed</b>	<b>Location</b>	<b>Source</b>
1	N/A	N/A	N/A	N/A
2	N/A	N/A	N/A	N/A
3	N/A	N/A	N/A	N/A
4	N/A	N/A	N/A	N/A

## **PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT**

<b>Seg.</b>	<b>Description</b>	<b>Location</b>	<b>Source</b>
1	Maintain Only	Segment 1	Caltrans District 8 DSMP Update, 2016
2	Maintain Only	Segment 2	Caltrans District 8 DSMP Update, 2016
3	Maintain Only	Segment 3	Caltrans District 8 DSMP Update, 2016
4	Maintain Only	Segment 4	Caltrans District 8 DSMP Update, 2016

# 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
- 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
- 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 30<sup>th</sup>. 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.

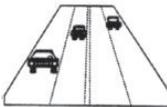
**Facility Type** – The facility type describes the state highway facility type. The facility could be freeway, expressway, conventional, or one-way city street.

**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](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](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](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](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](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

