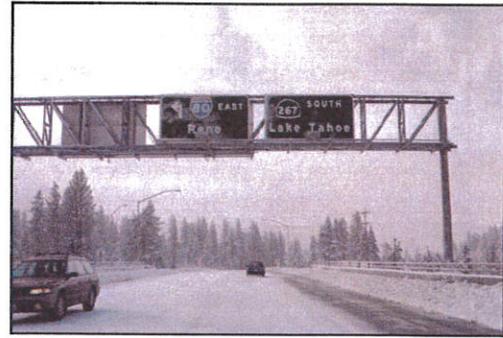
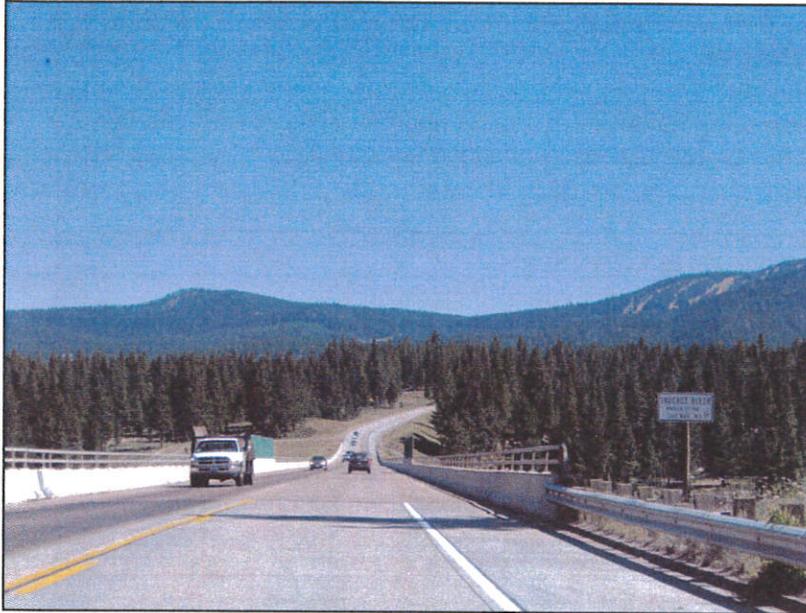




TRANSPORTATION CORRIDOR CONCEPT REPORT STATE ROUTE 267



Transportation Corridor Concept Reports (TCCR) are Caltrans' long range (20-year) planning documents for each State Highway Route. The purpose and need of each TCCR is to identify existing route conditions and future needs, including existing and forecasted travel data, a concept level of service (LOS) standard, and the facility needed to maintain the concept LOS and address mobility needs over the next 20 years.

Approvals:



 Jeff Pulverman
 District 3 Deputy Director
 Planning and Local Assistance

4/10/12

 Date



 Jody Jones
 District 3 Director

4/11/12

 Date

Segment Summary Information

The following page provides a summary of the SR 267 segments. This summary provide a segment overview, traffic analysis data, and a list of future projects. Reference maps are also provided. Needed improvement projects appear in one of three categories – Planned, Programmed, or Conceptual:

A **Planned** Improvement or Action is a project in a long-term plan such as an approved Regional Transportation Plan (RTP or MTP) or Capital Improvement Plan. If an RTP/MTP contains the project but does not find that it can be funded within constrained funding limits, the Project may remain Conceptual (see below), requiring advocacy to bring it within financial constraints, regardless of the completion year.

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 4-year State Highway Operations and Protection Plan Program.

A **Conceptual** Improvement or Action is a project that is needed to maintain mobility or serve multi-modal users, but is not currently included in a financially constrained list within a long-term plan and is not currently programmed.

Project Data Glossary

Highway Improvement Project Acronyms and Definitions

Information in the following Segment Summaries may contain the following acronyms, defined here for your reference:

COMPLETE STREETS Complete streets are designed and operated to enable safe and efficient access for all legal users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities should be able to move safely along and across corridors. This applies in rural, suburban, and urban areas. The Department's policy in regard to Complete Streets is expressed in its document, Deputy Directive 64 R1 "The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system."

STIP Refers to the State Transportation Improvement Program, which is a biennial document adopted no later than April 1st of each even numbered year. Each STIP includes a five year period and adds two new years of programming capacity. Each new STIP includes projects carried forward from the previous STIP plus new projects and reserves from among those proposed by regional agencies in their regional transportation improvement programs (RTIPs) and by Caltrans in its Interregional Transportation Improvement Program (ITIP).

SHOPP Refers to either the 4-year "State Highway Operations and Protection Program" of Highway Maintenance or Improvement projects or to the associated 10-Year SHOPP Plan.

RTP Regional Transportation Plan is the title given by the Regional Transportation Planning Agency (RTPA) and the Metropolitan Planning Organization (MPO) to their Long-Range Transportation Plans, produced according to the guidelines adopted by the California Transportation Commission based on Federal and State requirements.

RTIP Regional Transportation Improvement Program is the title given by the RTPA and the MPO to their programming documents, which are produced according to the guidelines adopted by the California Transportation Commission.

State - Local Responsibility

Improvements to the State Highway System are the responsibility of both Caltrans and local agencies. Developments affecting this route and the regional State Highway System may necessitate that local jurisdictions provide nexus based, proportional fair-share funding for future highway improvements.

State Route 267 Summary

State Route (SR) 267 is a west to east undivided 2-lane mountain highway 11.7 miles in length that connects Interstate 80 (I-80) at Truckee in Nevada County (PM 0.0) to SR 28 at the North Shore of Lake Tahoe at Kings Beach in Placer County (PM 9.9). The route is part of the Federal Aid Primary System and is classified as a Minor Rural Arterial.

Truckee is the major population center for eastern Nevada County. Truckee is a hub for rail freight and passenger service, and is located at the crossroads of I-80, SR 89 and SR 267. I-80 is a major transcontinental route, and SR 89 and SR 267 are the main northern entrances into the Tahoe Basin.

SR 267 traverses southwesterly from I-80, bypasses the Town of Truckee, continues through rolling terrain, and progresses into the mountainous terrain of the Sierra Nevada to an elevation of 7,179 feet at Brockway summit. From Brockway Summit, the route descends 945 feet into the Tahoe Basin ending at SR 28 in Kings Beach. The route is of local and regional significance providing access to residential, industrial, commercial and recreational land uses, and serves inter-regional, local commuter, and recreational traffic traveling between the Tahoe Basin, Martis Valley, Truckee, and I-80. Furthermore, SR 267 serves as a connecting link between I-80 and the Tahoe Basin, and provides access to several major destinations, including the Truckee-Tahoe Airport, Northstar-at-Tahoe ski area, the community of Incline Village, and the East Shore of Lake Tahoe.

Traffic volumes on SR 267 are not as high as the volumes on SR 89, which parallel from I-80 to the North Shore of Lake Tahoe. However, traffic volumes are projected to increase on SR 267 due to new commercial and residential developments near the Truckee-Tahoe airport, Northstar-at-Tahoe ski area, and various unincorporated locations within Placer county along the corridor. As the development and travel demands increase, the following issues regarding SR 267 need to be addressed: traffic congestion, highway geometrics, maintenance, and bicycle access.

District 3 has established concept level of service (LOS) standards for the 20-year period—LOS D for route segments in rural areas and LOS E for route segments in urban areas. Presently, LOS conditions for SR 267 are at LOS D. This LOS rating is directly attributed to the hilly, mountainous terrain of this rural route, limited sight distance, few passing opportunities, many curves, and steep grades. SR 267 LOS conditions include some delays, occasional unstable traffic flows, difficult or few passing opportunities. LOS conditions are expected to decline over the 20-year period to LOS E for the portion of SR 267 between I-80 and Brockway Summit unless improvements are made.

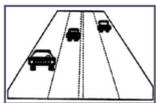
The Caltrans District 3 State Highways Bicycle Plan is currently in development. It will identify the vision for bicycle use of State Highways, as well as a detailed inventory of existing facilities and needed improvements to appropriately accommodate bicycling on State Highways, including SR 267. This Plan will provide guidance for Caltrans and input to the local and regional bicycle planning activities of our external partner agencies. The information in the Bike Plan will be incorporated into future updates of the SR 267 TCCR.

State Route 267 TCCR Traffic Data *(continued on next page)*

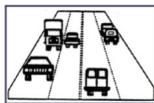
Location					Forecasted LOS and Facility Type					
Segment	Description	County	From Post Mile	To Post Mile	Current LOS ¹	20-Year No Build LOS ^{1,2}	20-Year Concept LOS ^{1,3}	Existing Facility ^{4, 5}	Concept Facility ^{4,5,6}	Ultimate Facility ^{4,5,7}
1	I-80 to Nevada/Placer County line	NEV	0.00	1.80	D	E	D	2E	2E	4E
2	Nevada/Placer County line to Brockway Summit	PLA	0.00	6.67	D	E	D	2C	2C	4C
3	Brockway Summit to SR 28 in Kings Beach	PLA	6.67	9.89	D	D	D	2C	2C	2C

Notes/Definitions

1. Level of Service (LOS)-A measure of traffic density conditions, with "A" representing the least amount of density and "F" the most congested conditions.



LOS A



LOS B



LOS C



LOS D



LOS E



LOS F

2. 20-Year LOS (No Build)-The LOS that would be expected at 20 years with no improvements.
3. 20-Year Concept LOS-The minimum acceptable LOS over the next 20 years.
4. Facility Type Codes-C = Conventional Highway; E = Expressway; F = Freeway; HOV = High Occupancy Vehicle lanes; Aux = Auxiliary lanes.
5. Operational Improvements are included in future facilities for all segments. Examples of operational improvements include Traffic Operations Systems improvements and Auxiliary Lanes.
6. Concept Facility-The future roadway with improvements needed in the next 20 years. If LOS "F", no further degradation of service from existing "F" is acceptable, as indicated by delay performance measurement.
7. Ultimate Facility-The future roadway with improvements needed beyond a 20 year timeframe.
8. Peak Directional Split-The percentage of total traffic in the heaviest traveled direction during the peak hour.
9. Average Annual Daily Traffic (AADT)-The average number of vehicles per day in both directions.
10. Volume over Capacity (V/C)-The volume of traffic compared to the capacity of the roadway.
11. Volume over Capacity does not determine LOS for two- or three- lane facilities, or segments with intersection delay.
12. Reported Collision Rate Index (% Compared to State Average)- The percentage by which each segment's reported collisions rate (fatal, injury, and property-damage-only) is above or below the statewide average reported collisions rate on comparable facilities. Source: 3-Year Caltrans Traffic Accident Surveillance and Analysis System data.

Current Traffic Data – 2009					Prior 3 Years	Future Traffic Data – 2029 No Build		
% of Trucks	Directional Split ⁸	Peak Hour Traffic	Average Annual Daily Traffic ⁹	Volume Over Capacity ^{10,11}	Reported Collision Rate Comparison (% Compared to State Average) ¹²	Peak Hour Traffic	Average Annual Daily Traffic ⁹	Volume Over Capacity ^{10, 11}
2%	54%	1,500	12,200	0.54	-25%	1,875	15,250	0.68
2%	60%	1,450	11,600	0.53	-8%	1,958	15,660	0.71
2%	55%	1,200	10,100	0.44	-7.5%	1,440	12,120	0.52



State Route 267 Segments 1 & 2 Summary



 **Segment 1 - I-80 to Placer County line (NEV PM M0.000-PM 1.80)**

 **Segment 2 - Nevada/Placer County line to Brockway Summit (PLA PM 0.00-6.67)**

Segment 1 begins at the Interstate 80 and SR 267 interchange and ends at the Nevada/Placer County line. The Truckee Bypass is a 2-lane expressway that was constructed to remove traffic from downtown Truckee. However, the bypass was built with sufficient right of way to expand to 4 lanes when needed.

This segment currently operates at LOS D, but is expected to decline over the 20-year planning period to LOS E. In order to meet Concept LOS, the facility will need to be upgraded to its ultimate concept as a 4-lane expressway.

Segment 2 is an undivided 2-lane conventional highway that extends southeasterly from the Nevada/Placer county line, provides a connection to the Truckee-Tahoe Airport and Northstar-At-Tahoe Ski Area, it then ascends mountainous terrain at a 9% grade, and ends at Brockway Summit. Over the next 20 years, this segment will be impacted by the development of adjacent land for commercial, recreational, and residential uses.

This segment of SR 267 currently operates at LOS D, although LOS is expected to decline over the 20-year planning period to LOS E. In order to meet the Concept LOS, the facility will ultimately need to be widened to 4-lanes.

Highway Improvement Projects

(Construction Cost in Thousands (1,000); Construction Completion Year)

Segment 1

Planned Projects:

- Construct two-lane roundabout at I-80 westbound ramps (\$3,500; 2030) 2011 Nevada County RTP
- Construct two-lane roundabout at I-80 eastbound ramps (\$3,100; 2030) 2011 Nevada County RTP
- Construct roundabout or equivalent improvement at Brockway Road (\$4,200; 2020) 2011 Nevada County RTP
- Widen to four-lanes from Brockway Road to Placer County line (\$3,500; 2030) 2011 Nevada County RTP

Programmed Projects:

- None

Conceptual Projects:

- None

Segment 2

Planned Projects:

- Widen to four-lanes from Nevada/Placer County line to Northstar Drive (\$10,000; 2025) PCTPA 2035 RTP
- Rehabilitate pavement and widen shoulders from Nevada/Placer County line to Brockway Summit (\$11,400; 2018) EA-2F290k
- CMS southbound at Truckee Airport Road (PM 0.25)

Programmed Projects:

- Martis Creek left turn pocket (\$1,800; 2015) EA-0F010
- Replace asphalt concrete surfacing from Nevada/Placer County line to Northstar Drive (\$600; 2014) EA-3M940
- Replace asphalt concrete surfacing from Northstar Drive to Brockway Summit (\$495; 2013) EA-3M600
- Plant establishment and protection from Northstar Drive to SR 28 (\$705; 2014) EA-0E830
- Northstar slope stabilization (\$7,510; 2014) EA-0E990

Conceptual Projects:

- None

State Route 267 Segment 3 Summary



 **Segment 3 - Brockway Summit to SR 28 (PLA PM 6.67-9.89)**

Segment 3 is an undivided 2-lane conventional highway beginning at Brockway summit and ending at SR 28. From Brockway summit, SR 267 traverses southeasterly descending into the Tahoe Basin ending at a 4-way signalized intersection at SR 28 near Kings Beach. This segment is located in mountainous terrain characterized by numerous horizontal curves, and a 6% grade that severely impacts the existing Level of Service (LOS).

This 3.22 mile section of roadway currently operates at LOS D and over the 20-year planning period is expected to remain at LOS D.

Potential improvements to this segment could include extension of the southbound truck-climbing lane from Northstar Drive to Brockway Summit, and widening shoulders where feasible.

Highway Improvement Projects
(Construction Cost in Thousands (K); Construction Complete-)

Segment 3

Planned Projects:

- EIP water quality and erosion control from Brockway Summit to Steward Way (\$4,600; 2018) TRPA Mobility 2030 RTP
- Class II bike lane from Brockway Summit to SR 28 (\$1,600; 2015) TRPA Mobility 2030 RTP

Programmed Projects:

- EIP water quality drainage improvement from Stewart Way to SR 28 (\$13,500; 2012) EA-1C971

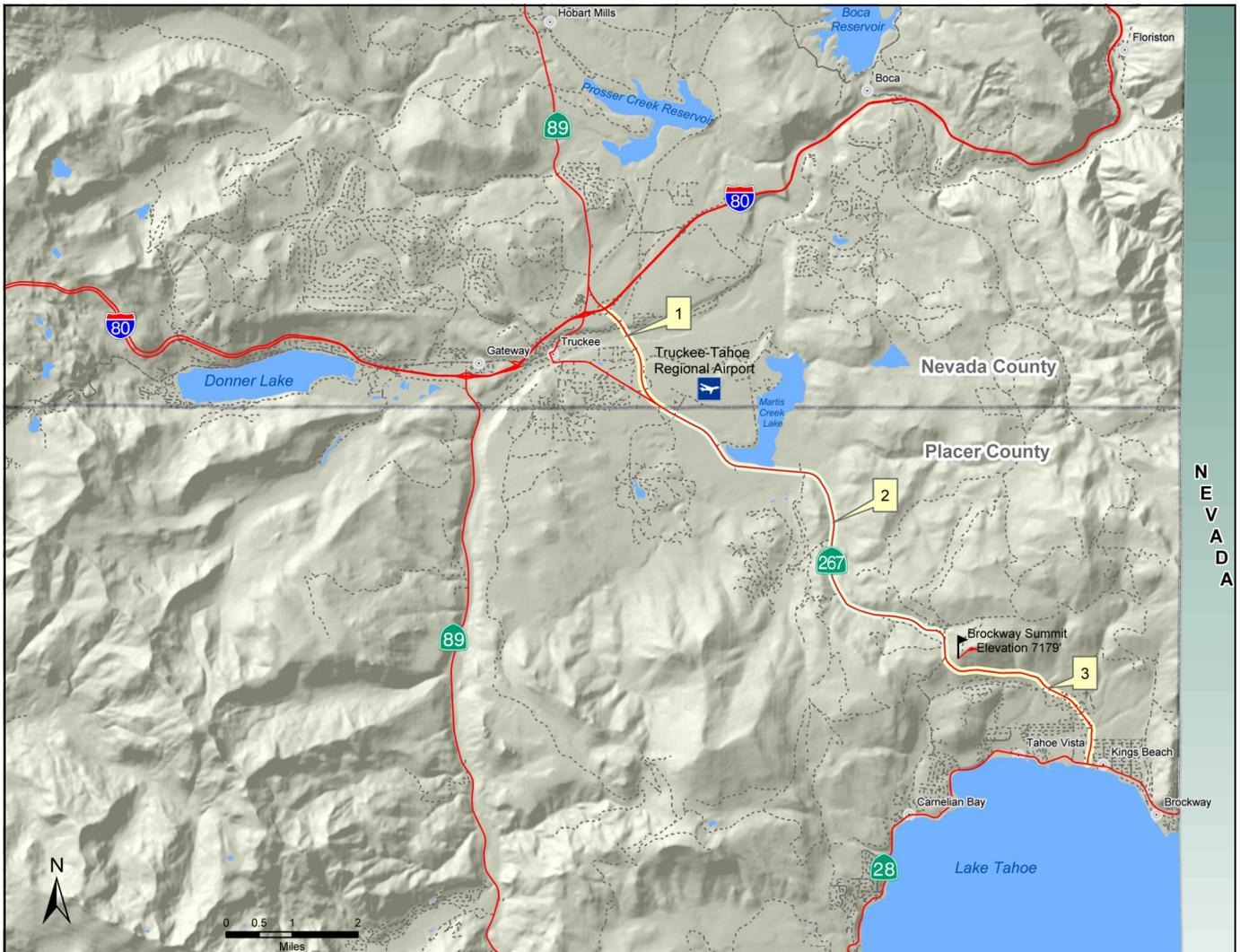
Conceptual Projects:

- Extend the existing SB truck-climbing lane from Northstar Drive to Brockway Summit
- Widen shoulders where feasible





STATE ROUTE 267 SEGMENT MAP



Please contact us for questions and concerns about this TCCR:

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Office of Transportation Planning
Marysville, CA 95901
Telephone: (530) 741-5151

Or visit the TCCR website at:

<http://www.dot.ca.gov/dist3/departments/planning/systemplanning.html>