



SYSTEM PLANNING

TRAINING

TRANSPORTATION CONCEPT REPORT

- Module 3
- March 11, 2013



HQ SYSTEM PLANNING CONTACTS

- Bruce de Terra: Chief, Office of System and Freight Planning
- Al Arana: Acting Chief, System Planning Branch
- Tracey Frost: Branch Chief- On Rotation
- Kelly Lier: TCRs, DSMPs, District 5, 7 & 12 Liaison
- Juven Alvarez: TSDPs, District 1, 2 & 9 Liaison
- Paul Moore: ITSP, District 6, 8 & 11 Liaison
- Robert J Peters: CSMPs, District 3, 4 & 10 Liaison
- Craig Wahl: On rotation





TCR GOAL

To provide relevant and useful long-range SHS corridor concepts in order that informed project decisions can be made that meet Caltrans Strategic objectives and the evolving demands of The California traveling public



TCR PURPOSE

- Provide a 20-25 year concept on the multimodal operation and improvement of a SHS corridor
- Provide basis for Caltrans input into RTP process for nominating SHS projects
- Provide SHS evaluation tool for local government and developers
- Provide long-range system goals that can guide short-range project decisions
- Report on a range of performance measures
- Identify and protect long-term right-of-way needs



TCR CUSTOMERS

- Transportation Planners
- Environmental Planners
- Advanced Planning (PIDs)
- Bicycle, Pedestrian, and Transit Coordinators
- Traffic Operations
- LD-IGR
- CT decision-makers
- Regional and Local agencies
- Public

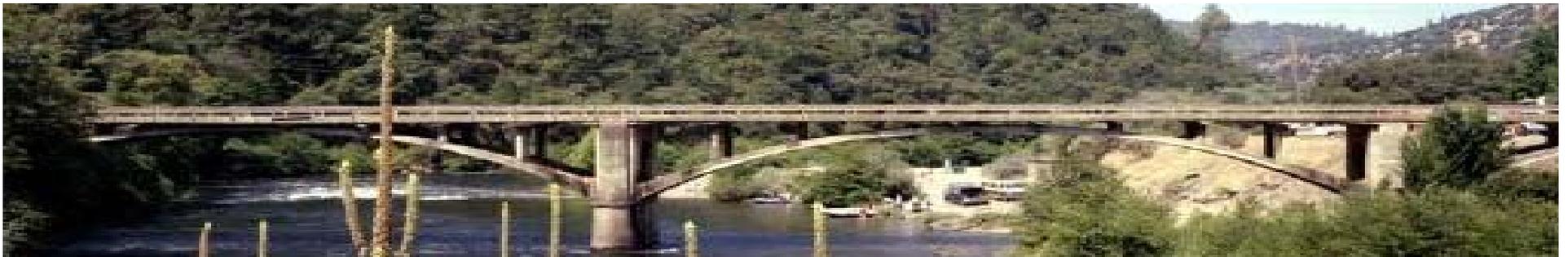
TCR GUIDELINES UPDATE GOALS

- Guide development of consistent TCRs statewide while allowing for District flexibility
- Create documents that can be easily justified at a statewide level.
- Integrate new policies like Complete Streets, Smart Mobility Framework, SAFETEA-LU, SB375, and SB391
- Include a new focus on operations and management
- Develop a mechanism to capture statewide consistent SHS data



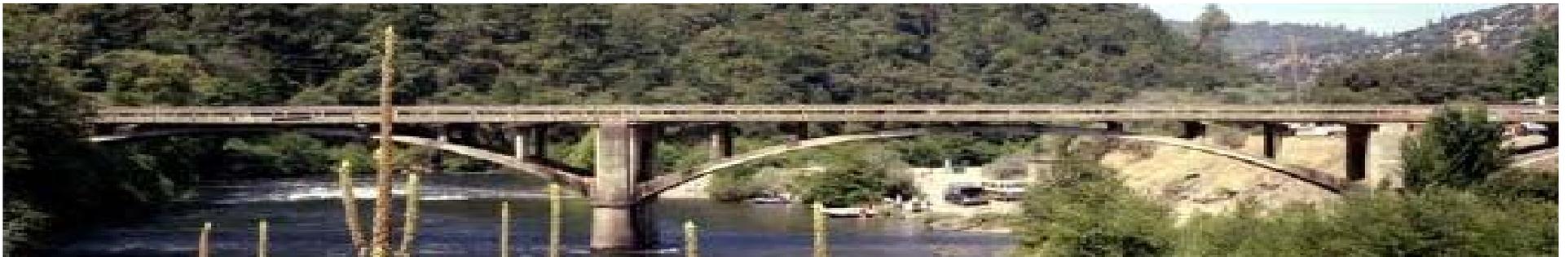
OVERALL INSTRUCTIONS: CHOOSING A ROUTE

- All legislatively designated SHS routes (including unconstructed routes)
- Entire portion of route within the District's boundaries
- If portion of State route within a District is small, the segment may be included in an adjacent District's TCR.



OVERALL INSTRUCTIONS: REQUIRED & OPTIONAL

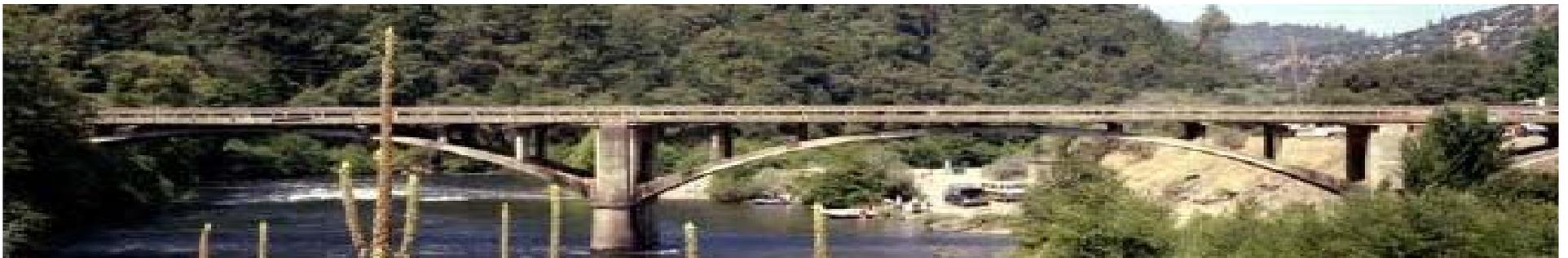
- **R**=Required, **O**=Optional, **R/A**=Required as Applicable
- **Required:** minimum that must be reported
- **Optional:** recommended to be reported
- **Required as Applicable:** must be reported in specific situations as described in each dataset's instructions



OVERALL INSTRUCTIONS:

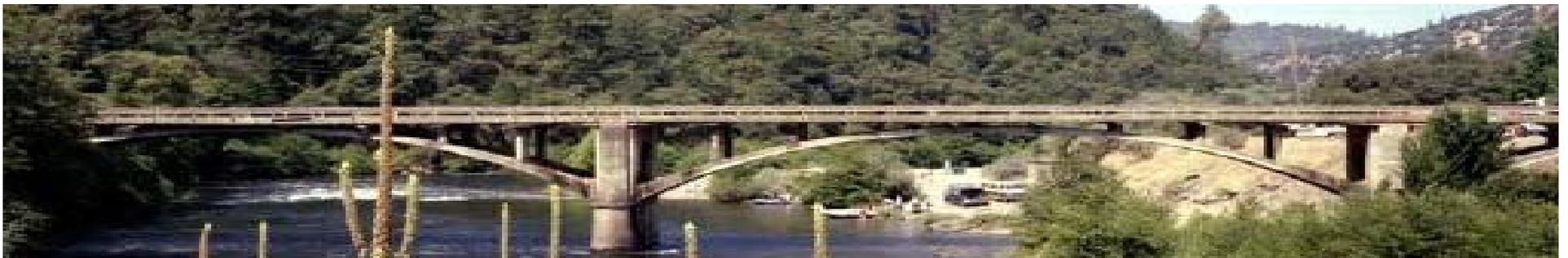
DATA & RESOURCES

- Possible resources are hyperlinked in guidelines - they are suggestions, not requirements
- Use best information available
- Use existing information- avoid conducting extensive new information gathering studies
- If data is unavailable or infeasible for a required dataset, make a note in the narrative or table



OVERALL INSTRUCTIONS: LEVEL OF DETAIL

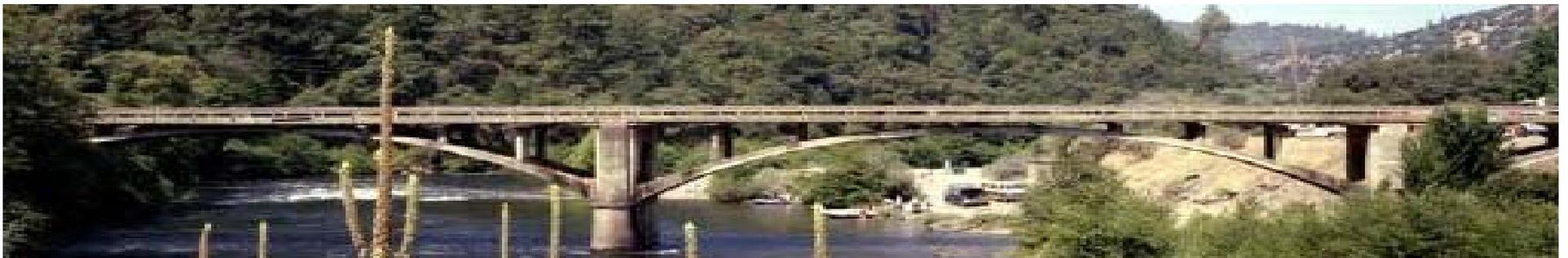
- The level of detail in the TCRs should be commensurate with the complexity of the problems, issues, and project solutions.
- Keep all narratives and information concise
- May include additional information and graphics
- Keep the content and language accessible to the public.



OVERALL INSTRUCTIONS:

WORDS TO AVOID

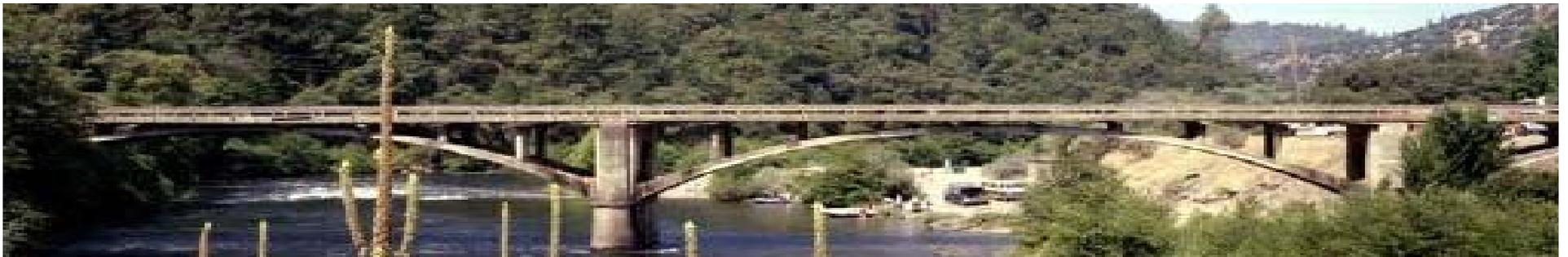
- Dangerous, hazardous, perilous, deadly, risky, critical
- Sub-standard, full standards, antiquated, old, worthless
- Safety
 - *Should be reserved for the Traffic Safety Branch of Traffic Operations*
- Always, never, must, or shall
 - *Avoid absolutes*



OVERALL INSTRUCTIONS:

WORDS TO USE

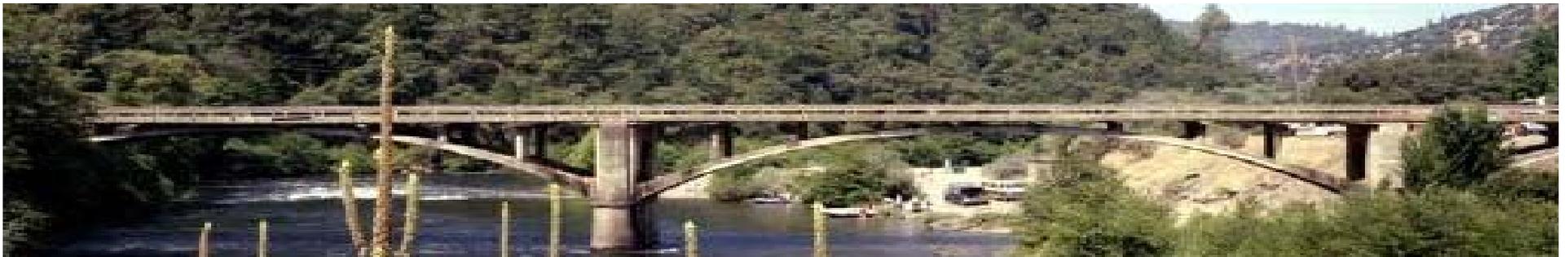
- Better, improve, enhance, add to
- Reasonable, appropriate, advance, supplement
- Advance mobility, capacity, etc. (*in lieu of “Safety”*)
- Discretionary, desirable, may, should
- Current Standards



OVERALL INSTRUCTIONS:

DISTRICT FLEXIBILITY

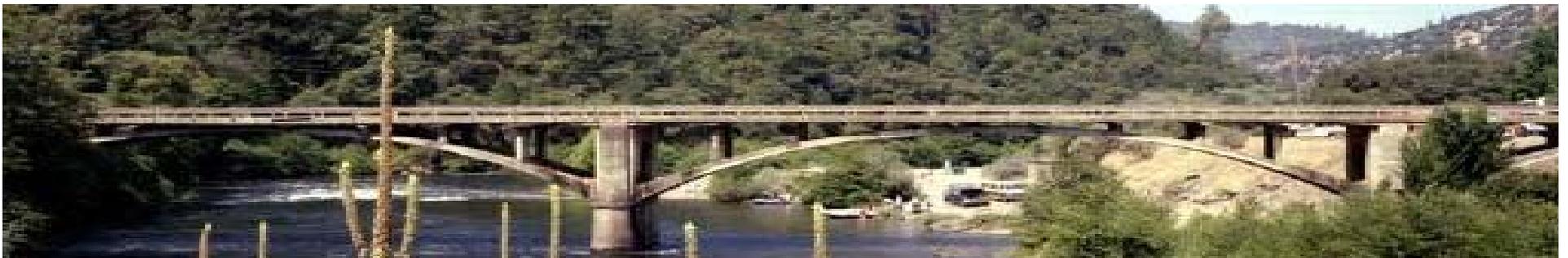
- Each District faces unique challenges, has different resources available to them, and encompasses distinctive communities
- Districts always have the ability to include more information than is asked for in the guidelines
- Defer to District processes and senior guidance



OVERALL INSTRUCTIONS:

ROUTE TAC

- Forming a Route Technical Advisory Committee is a helpful tactic to utilize while developing the TCR.
- Compose TAC of customers and functional units that will be sources of information for TCR
- Advantages of a Route TAC:
 - Creates a comprehensive and effective document
 - Expands usefulness and legitimacy of TCRs



USING THE TEMPLATE

- Retain format of TCR Template
- Order of sections
 - *See TCR Guidelines, Table of Contents section*
- Hidden text
- Tables



TITLE PAGE, TABLE OF CONTENTS, & ABOUT THE TCR



- Title Page
 - Retain layout in TCR Template
 - Disclaimer may be on title page or following page
- Table of Contents
- About the TCR
 - standardized language to be used at the beginning of each TCR statewide



STAKEHOLDER PARTICIPATION

- High-level summary of Stakeholder participation effort
- Include external and internal stakeholders and type of outreach conducted
 - Likely vary by context of route
- Describe methods and types of stakeholder outreach used.



EXECUTIVE SUMMARY

- **Purpose:** To provide summary of major findings within the report
- Three parts:
 - Concept Summary
 - Concept Rationale
 - Proposed Projects and Strategies

EXECUTIVE SUMMARY:

CONCEPT SUMMARY

- Meant to capture major goals in the development of the corridor
- Table that contains:
 - Segment Description
 - Existing Facility
 - 20-25 Year Capital Facility Concept
 - 20-25 Year System Operations and Management Concept
 - Post 25 Year Concept



EXECUTIVE SUMMARY:

CONCEPT SUMMARY

- **20-25 Year Capital Facility Concept: (R)**
Describe the Capital facility that may be needed within 20-25 years. The capital facility can include capacity increasing, State Highway, bicycle facility, pedestrian facility, transit facility, grade separation, and new managed lanes.



EXECUTIVE SUMMARY:

CONCEPT SUMMARY

- **20-25 Year System Operations and Management Concept:** (R) Describe the system operations and management elements that may be needed within 20-25 years. This can include Non-capacity increasing operational improvements (auxiliary lanes, channelizations, turnouts, etc.), conversion of existing managed lanes to another managed lane type or characteristic (e.g. high occupancy vehicle (HOV) lane to high occupancy toll (HOT) lane), Traffic Management System (TMS) Field Elements, Transportation Demand Management (TDM), and Incident Management.



EXECUTIVE SUMMARY:

CONCEPT SUMMARY

- **Post 25 Year Concept:** (O) 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.

