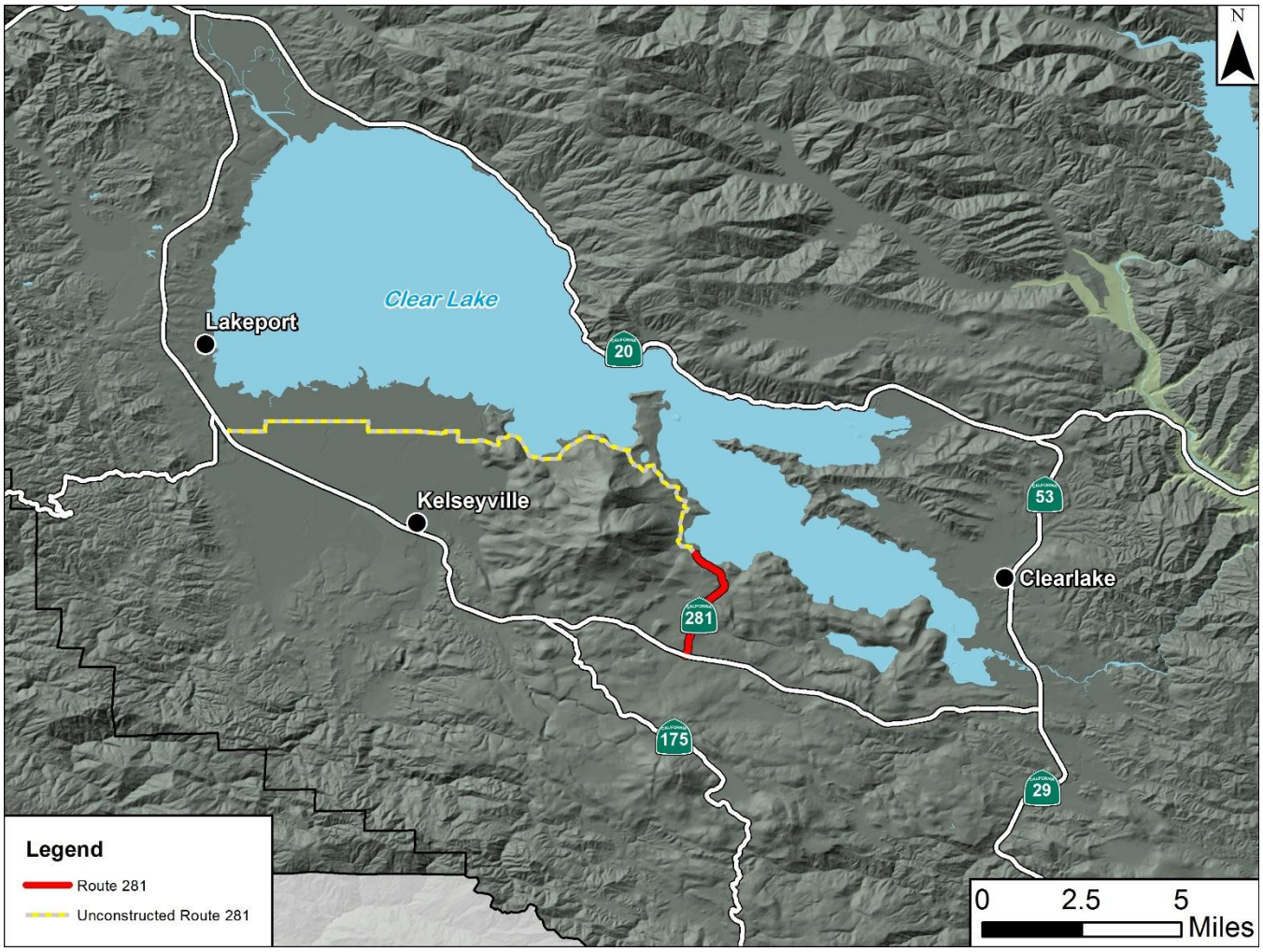
Abbreviated Transportation Concept Report
State Route 281
District 01
January 2015



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ABOUT THE TRANSPORTATION CONCEPT REPORT

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 developing an integrated multimodal transportation system that meets Caltrans' goals of Safety & Health; Stewardship & Efficiency; Sustainability, Livability & Economy; System Performance; and Organizational Excellence.

The System Planning process for District 1 is primarily composed of three parts: the District System Management Plan (**DSMP**), the DSMP Project List, and the Transportation Concept Report (**TCR**). The district-wide DSMP is a strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system. The DSMP Project List is a list of planned and partially programmed transportation projects used to recommend projects for funding. 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. These System Planning products are also intended as resources for stakeholders, the public, regional agencies, and local agencies. This TCR is produced in an abbreviated format adopted by District 1 for use on routes with functional classifications of collector, and with no planned major facility improvements.

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

This TCR was circulated to Caltrans internal units and the following external partners: the Lake County City Area Planning Council (LC/CAPC) and Lake County Planning Staff. This TCR was also distributed to the Big Valley Band of Pomo Indians.

EXECUTIVE SUMMARY

Route 281 is a 3 mile long partially constructed rural major collector[1]. The constructed portion of Route 281 travels east from Soda Bay Road to the junction of Route 281 and Route 29.

ULTIMATE FACILITY CONCEPT

The Ultimate Facility Concept for Route 281 is to maintain the current 2-lane facility on existing alignment. Safety and operational improvements at spot locations will be considered as necessary. This concept is consistent with the route's function as a collector, and serves to protect the States investment in Route 281 while recognizing financial and environmental constraints.

CORRIDOR OVERVIEW

ROUTE SEGMENTATION

For the purpose of this TCR Route 281 will only consist of one segment, the constructed portion from PM 14.000 to 17.000.

ROUTE DESCRIPTION

Route 281 is a legislatively designated partially constructed route. Only the 3 mile long segment of Route 281 from postmile 14 to postmile 17 is constructed to state standards. The unconstructed[2] portion of Route 281 continues as Soda Bay Road until it reaches Route 29 in Kelseyville.

Route 281 Designations and Characteristics		
Freeway & Expressway		No
National Highway System		No
Strategic Highway Network		No
Scenic Highway		No
Interregional Road System		No
Federal Functional Classification		Collector
Goods Movement Route		No
Truck Designation		65' CA Legal
Rural/Urban/Urbanized		Rural
Regional Transportation Planning Agency		LC/CAPC
Local Agency		Lake County
Tribes		Pomo
Terrain		Flat

Route 281 at Postmile 14.9

[1] *Rural major collector: Federal Classification of highway, generally a low capacity route that moves traffic between arterials and local streets.*
[2] *Unconstructed defined in this situation as not constructed to state standards, and therefore not adopted by Caltrans.*

LAND USE AND COMMUNITY CHARACTERISTICS

Land use along Route 281 is generally rural or suburban residential developments. Historically there was also recreational and lodging facilities located north of Route 281 at the former Konocti Harbor and Resort, but as of 2009 these facilities have shut down, and their future is unknown. Nearby unincorporated communities have the following populations: Kelseyville 3,400, Soda Bay 1,000, and Clearlake Riviera 3,100.

SYSTEM CHARACTERISTICS AND CORRIDOR PERFORMANCE

Segment #		**1**
Existing Facility		
Facility Type		C*
General Purpose Lanes		2
Lane Miles		6
Centerline Miles		2.6
Median Width		0
Median Characteristics		N/A
Shoulder Width		4
Corridor Performance		
Base AADT (2015)		5400
Horizon Year AADT (2035)		8100
Truck Traffic Volume		190
Truck Traffic Volume, Horizon Year		285
Truck Traffic as % of AADT		3.5%
LOS**		E
Horizon Year LOS		E

*Conventional Highway

**Level of Service (LOS) describes operating conditions and perception by motorist. Calculated LOS values utilize percent time following, Route 281 has no passing opportunities and therefore elevated percent time following. As a result Route 281 operates at LOS E.

The primary use of Route 281 is by traffic traveling to the suburban type communities along the south shore of Clear Lake. Route 281 is not a major source of Freight Traffic. Lake Transit Authority Route 4a travels State Route 281 three times a day each direction on weekdays only. Additionally, Route 281 has adequate shoulder widths for non-motorized traffic.

ENVIRONMENTAL CONSIDERATIONS AND CULTURAL CONSIDERATIONS

Due to the route concept of maintain only, no major environmental or cultural impacts are expected.

ADDITIONAL TOPICS

Route 281 does not serve a statewide purpose due to: low volumes, a parallel state route, and a large unconstructed portion of the route. Consequently, Route 281 is included on the statewide list of State Routes under consideration for relinquishment to local partners.

PLANNED AND PROGRAMMED PROJECTS

There are no planned or programmed projects for Route 281 at this time.

APPENDIX A

RESOURCES

WORKS REFERENCED

1. 2012 Transportation Concept Report Guidelines
2. 2012 Transportation Concept Report Template
3. January 2002 Route 281 Route Concept Report, Caltrans District 1
4. 2012 of Traffic Accident Surveillance and Analysis System (TASAS) Report
5. CRS Maps (functional classification) (http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/)
6. California Coastal Trail (http://www/californiacoastaltrail.info)
7. 2014 Traffic Volumes on California State Highways (http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm)
8. Interregional Road System ((http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=00001-01000&file=250-257
9. Freeway and Expressway System (http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=00001-01000&file=250-257)
10. State Scenic Highways (http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm)
11. Truck Network Map (http://www.dot.ca.gov/hq/traffops/trucks/truckmap/truck-route-list.xlsx)
12. 2010 Lake County Regional Transportation Plan
13. 2013 Interregional Transportation Strategic Plan Status Update
14. 2010 U.S. Census Bureau (http://quickfacts.census.gov/qfd/states/06/06045.html)
15. Lake Transit Authority webpage (http://laketransit.org/)
16. 2013 Truck Traffic on the California State Highway System (http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm)
17. Naturally Occurring Asbestos (http://onramp.dot.ca.gov/hq/maint/roadway_rehab/gis/nao.htm)
18. State Highway Growth Factors, Caltrans District 1, Feb. 2014.
19. National Highway System (http://www.dot.ca.gov/hq/tsip/hseb/highway_systems/NHS_statehighways.pdf)