

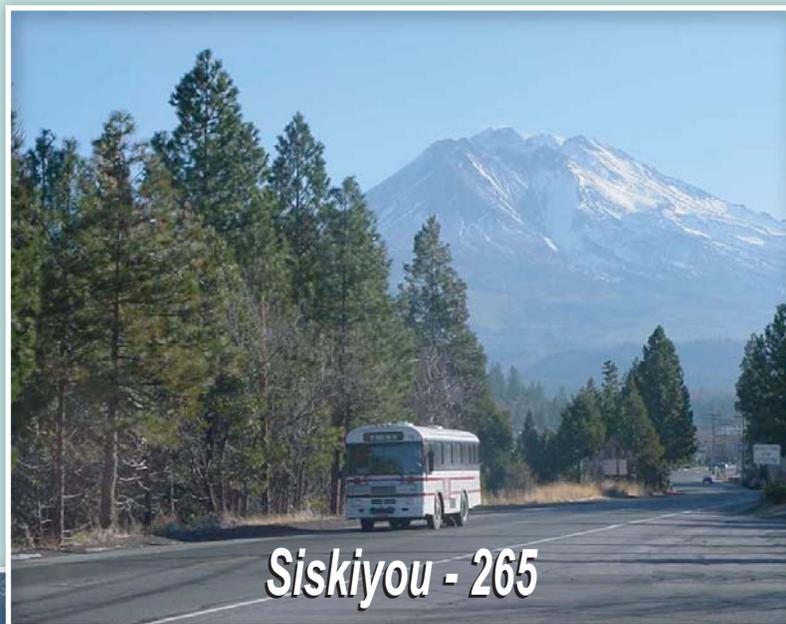
Transportation Concept Report

State Route 265

October 2003

California Department Of Transportation

District 2



Transportation Concept Report

State Route 265

October 2003

California Department of Transportation District 2

In partnership with Siskiyou Regional Transportation Planning Agency

The Transportation Concept Report (TCR) is a California Department of Transportation, System Planning Document that includes an analysis of a transportation route or corridor. A TCR establishes a 20-year consensus-based concept for how California State highways should operate, and broadly identifies the nature and extent of improvements needed to attain that operating condition. A TCR identifies long-range objectives for a route and helps to guide short-term decisions for improvements. It is part of the continuing, cooperative and comprehensive transportation planning process.

Additional Information

For additional information on the Transportation Concept Report for State Route 265, please contact:

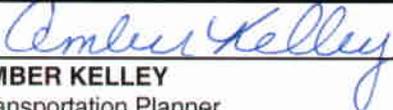
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For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to the California Department of Transportation, District 2, Equal Opportunity Officer, P.O. Box 496073, Redding, CA 96049-6073. (530) 225-3013. California Relay Service: 1-800-735-2929.

REPORT SIGNATURE SHEET

Transportation Concept Report-State Route 265

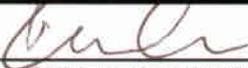
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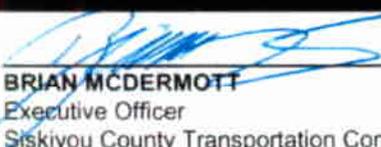
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EXECUTIVE SUMMARY

Introduction

This TCR contains the vision for the future of State Route (SR) 265 as shared by the California Department of Transportation (Caltrans) District 2, the Siskiyou County Regional Transportation Planning Agency, Siskiyou County, City of Weed, and the public involved with or affected by SR 265. It includes an assessment of the current and future operating conditions on the Route and the improvements that will be necessary to meet identified operational goals.

Route Description

Exhibit one displays the boundaries of Caltrans District 2, and highlights SR 265. Route 265 runs through the City of Weed, and provides a north-south link between Interstate 5 (I-5) and US 97. The Route is 0.5 miles long, and is one of the shortest routes in the State Highway System.

Issues and Constraints

Issues and constraints were identified using a number of methods including field reviews, meetings with local and regional agencies, and public outreach. While no capacity issues were identified, the following operational issues were:

- Current configuration of the SR 265/US 97 intersection restricts vehicle turning movement on both SR 265 and US 97.
- Inconsistent curb, gutter, and sidewalk configuration.

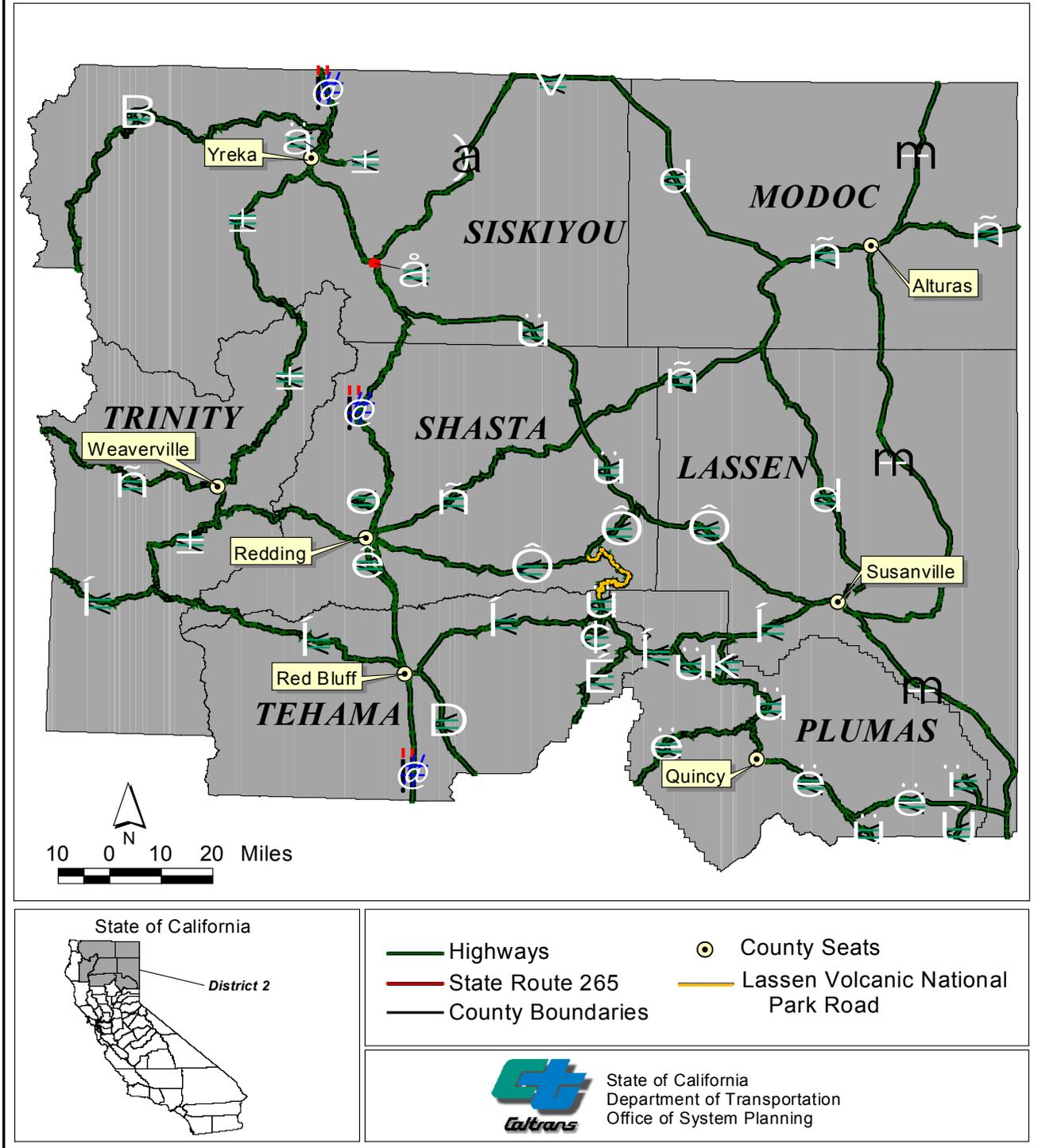
Proposed Improvements

The following potential improvements have been identified for SR 265 for the twenty-year planning period:

- Reconfigure the SR 265/US 97 intersection (This is programmed as part of the Weed Pavement Rehabilitation project EA 35990).
- Standardize curb, gutter, and sidewalk configuration (Will be partially completed as part of the Weed Pavement Rehabilitation project).

Exhibit 1

District 2 Boundaries



PUBLIC OUTREACH AND STAKEHOLDER INVOLVEMENT

Development and approval of the SR 265 TCR involved a variety of stakeholders including: Siskiyou County Regional Transportation Planning Agency, Siskiyou County, City of Weed, and resource agencies. Ongoing involvement was necessary to help ensure that the TCR identified and addressed the needs of recreational uses, the traveling public, and the environment.

Public outreach and stakeholder involvement was achieved in a number of ways during preparation of the TCR, including:

- Discussions with local officials and staff from local agencies.
- Discussions with the Siskiyou County Regional Transportation Agency.
- One Public Workshop.
- Presentation to the Siskiyou County Local Transportation Commission.

Some of the key issues identified during this outreach and the manner in which they were addressed are outlined below.

Selected Examples of Responses to Key Stakeholder Comments	
Issue	Recommendation
Operation of the SR 265/US 97 intersection.	Reconfigure the SR 265/US 97 intersection.
Sidewalk improvement.	Standardize the curbs, gutters, and sidewalks.

GENERAL ROUTE INFORMATION

Route Description

Route 265 was originally part of Route 3, which was added to the State Highway System in 1909. When I-5 was constructed in the 1950s and 1960s this portion of Highway 3 was bypassed, and in 1965 it was redesignated as Route 265.

SR 265 is 0.5 mile long, and runs through the City of Weed from postmile 19.8 to 20.3. The route provides a north-south link between I-5 and US 97. SR 265 is known to the local community members as North Weed Boulevard.

The California State Highway System consists of routes described in the California Codes-Streets and Highway (Chapter 2, Article 3). SR 265 is described as:

- “Route 265 is from Route 97 in Weed northwesterly to Route 5 at North Weed Interchange.”

Regional Setting

SR 265 lies in the southern part of Siskiyou County, and runs through the City of Weed. Siskiyou County is the fifth-largest County in California, covering 6,281 square miles.

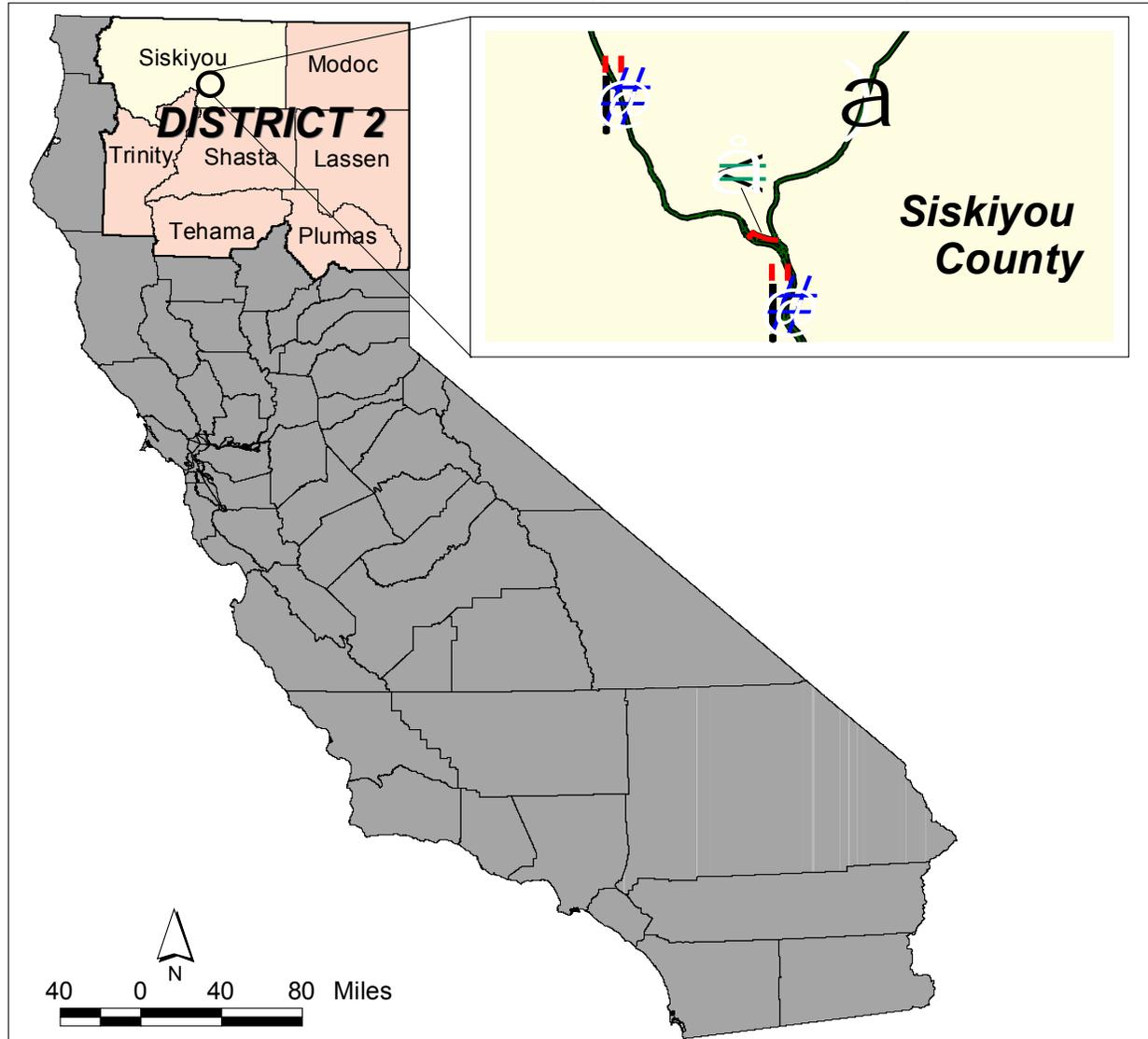
Route Purpose

SR 265 provides a link between I-5 and US 97 and is a central part of the road network in Weed. The Route provides access to a limited number of residences and businesses, as well as a State-owned sand house.

Facility Concept

Facility Concept is a general term used to describe the number of lanes and degree of access control on a State Route or Freeway. The Facility Concept for SR 265 is “Two Lane Conventional Highway”, with a Maintain Only classification for the twenty-year planning horizon. The Maintain Only designation is applied to low volume routes without any capacity constraints or need for major improvements.

Exhibit 2 SR 265 - Regional Setting



SR 265 lies in the southern part of Siskiyou County and runs through the City of Weed from Postmile 19.801 to 20.328, providing a north-south link between I-5 and US 97. This Rural Minor Arterial is 0.5 miles long.

- | | |
|---|---|
|  State Route 265 |  Siskiyou County |
|  Highways |  District 2 |
|  County Boundaries |  State of California |



State of California
 Department of Transportation
 Office of System Planning

Route Designations

The Functional Classification of SR 265 is rural minor arterial. Tables 1 and 2 present other designations that may affect planning and/or operations on SR 265 if adopted in the future.

Table 1: SR 265 Designations	
Designation Status	
NHS ¹	NO
National Truck Network ¹	NO
Terminal Access ¹	YES
Strategic Highway Network ¹	NO
IRRS ²	NO
High Emphasis Route ²	NO
ITSP Focus Route ²	NO
Freeway/Expressway ²	NO
ICES ²	NO
Lifeline ²	NO
¹ Federal Designation, ² State Designation	
Sources: California Department of Transportation, Transportation System Information Program	

Table 2: SR 265 Scenic Designations	
Designation Status	
All American Road ¹	NO
National Scenic Byway ¹	NO
U.S. Forest Service Byway ¹	NO
Historic Highway ¹	NO
State Scenic Highway ²	NO
¹ Federal Designation; ² State Designation	
Sources:	
California Department of Transportation, Bureau of Land Management and United States Forest Service	

Population, Employment, and Housing

The California State Department of Finance (DOF) listed the State of California population as 29,976,000 in 1990 and 32,521,000 in 2000. This represents a 15.6% increase over the ten-year period (1990-2000). The DOF anticipates the population in the State of California to be 41,373,000 in 2020. This is a 21.5% increase in the twenty-year period (2000-2020). Siskiyou County is expected to have an 18.7% increase in population by 2020, bringing the total number of residents to 53,700.

Although a variety of jobs are available in Siskiyou County, the largest employers in the area are the County, U.S. Forest Service, College of the Siskiyous, Mercy Medical Center, and Roseburg Forest Products. SR 265 is in the City of Weed and supports a limited number of small businesses, single-family homes, apartment complexes, motel, and a State-owned sand house.

Land Use

Development along the east side of SR 265 is restricted due to the proximity to the Boles Creek riparian corridor and Union Pacific railroad line, while development to the west is restricted by the proximity to I-5. Land uses on the developed parcels include a grocery store, restaurant, auto repair shop, auto parts store, single family homes, apartments, hotel, and a State-owned sand house. There is one undeveloped parcel located between the sand house and I-5.

Given the proximity of the sand house property to SR 265, I-5, and the central portion of Weed it may have high value for alternative uses (such as hotel, restaurant, or gas station). For this reason, officials from the City and/or private developers may wish to consider acquisition of the subject parcel in the event the sand house is relocated in the future (there are no plans for relocation at this time).

Economic Setting

Following is a brief summary of the key economic activities currently occurring in the vicinity of SR 265:

Natural Resource Production

Although Siskiyou County is transitioning from a lumber-based economy to a more diversified economy, lumber mills and wood treatment plants are still significant contributors. Roseburg Forest Products and J.H. Baxter & Co. both have mills in the City of Weed, although they are located off of US 97, not SR 265.

Retail/Commercial

There are a variety of small businesses in the City of Weed, and those along SR 265 include a grocery store, pizza parlor, auto parts store, auto repair, motel, and restaurants.

Government

More than 60% of the land base in Siskiyou County is managed by Federal and State agencies, with Government jobs accounting for 26.5% of the total employment.

Recreation/Tourism

Siskiyou County is a popular travel destination. Many travelers return year after year to enjoy the recreational activities that the area has to offer, such as hiking, camping, skiing, snowboarding, snow-mobiling, fishing, hunting, water sports, bicycling, and golfing. Popular recreational destinations include Mount Shasta, Klamath Wildlife Refuge, Lake Siskiyou, Klamath River, Sacramento River, and Lava Beds National Monument.

Goods Movement

Goods movement, transportation of freight rather than people, is a significant contributor to the State’s economy. California’s Goods Movement Transportation System is a multi-modal network of highways, rail lines, seaports, airports, pipelines, intermodal terminals, and international border crossings.

The majority of goods movement in Siskiyou County occurs on I-5, US 97, and SR 139; however, SR 265 does carry truck traffic. Roseburg Forest Products is located in the City of Weed and uses SR 265 to transport goods, as it serves as a link between I-5 and US 97. There are no posted restrictions for trucks on SR 265.

A Union Pacific railway runs parallel to the Route, and there are five general aviation airports in Siskiyou County. Commercial air service is available an hour away in Medford, and Klamath Falls, Oregon; and in Redding, California. These facilities have little or no impact on SR 265.

Right of Way

Right of way is real estate acquired for transportation purposes, which includes the facility itself (highway, fixed guideway, etc.) as well as associated uses (maintenance structures, drainage systems, roadside landscaping, etc.). The existing right of way for SR 265 is summarized in Table 3.

Table 3: Existing Right of Way on State Route 265		
Begin/End PM	Approximate Right of Way Width	Type of Right of Way
19.8/20.3	75-162 feet	DOT Easement / Some Fee

Source: California Department of Transportation, Office of Right of Way

As observed from the table, SR 265 has two right of way types:

- DOT Easement (Federal Government owned). Caltrans has limited access rights for highways located on lands controlled by the Federal Government. If additional access is needed for facility upgrade or expansion, the Federal Government will need to grant the right for that access.
- State Title. State title is property purchased by the State and held in fee title.

Access Management

Due to limited development and low traffic volumes there are no significant access issues along SR 265.

Adoptions, Rescissions, and Relinquishments

Adoption involves action by the California Transportation Commission to approve the location and general alignment of a new route or route segment. Rescission involves removing/deleting a previously adopted route alignment. Relinquishment involves the transfer of all or a portion of a State highway to a City, County, or other public entity.

There are currently no planned adoptions, rescissions, or relinquishments on SR 265; however, it would be appropriate to relinquish the Route to the City of Weed if an agreement can be reached to do so in the future.

Environmental Status

Caltrans strives to maintain, operate, and improve the highway in a manner sensitive to the environmental setting. Environmental issues are addressed in the System Planning process and the project planning and development process as early as feasible. Known environmental issues and concerns are included in this TCR so that planners, engineers, and other project development staff can incorporate environmental factors into project design from the outset.

The Boles Creek riparian corridor lies to the east of SR 265. If facility expansion on the east side of the highway is ever pursued, and any work is done within the channel, the following may be required: a California Department of Fish and Game, Streambed Alteration Agreement; a Regional Water Quality Control Board, Section 401 Water Certification; and a U.S. Army Corps of Engineers, Section 404 Permit.

Safety

The collision information provided in this TCR was taken from Table B of the Traffic Accident and Surveillance and Analysis System (TASAS). It should be used for general planning purposes and as an indicator of how the accident rate of a particular segment compares to the accident rate averages on similar routes statewide. Higher than average rates are not lone indicators that corrective action by Caltrans is warranted. Accident rates can be greatly influenced by the length of the segment as well as the time period being measured. The following is a five-year summary of the traffic collision rates for SR 265:

Table 4: Traffic Collision Rate (per million vehicle miles) for State Route 265			
SR 265 Actual Accident Rate		Statewide Average Accident Rate	
Fatality	Fatal + Injury	Fatality	Fatal + Injury
.0	.0	.026	.64
<small>Source: TASAS Database (1996-2001)</small>			

Maintenance and Operations

The State Highway System represents an enormous taxpayer investment, so preservation of the existing system is a top priority for Caltrans. SR 265 is maintained on a regular basis.

Transportation Options

Siskiyou County offers public transportation through their bus system, the “Siskiyou Stage”. Although the Stage does not make any stops on SR 265, it does have stops in the City of Weed and provides transportation to many of the local communities. There are five general aviation airports and one passenger rail station located in Siskiyou County, however, none are located on SR 265. SR 265 allows bicycle use and offers wide shoulder widths for cyclists.

Alternate Facilities

I-5 and US 97 can be utilized as alternate routes.

Related Facilities

The categories that follow represent important facilities on or near the Route. These facilities help regulate traffic flow, provide amenities for travelers, or are utilized in the maintenance and operation of the highway.

- Railroad at Grade Crossings and Grade Separations
- Vista Points and Park & Ride Lots
- Bridges
- Safety Roadside Rest Areas
- Passing Lanes and Turnouts
- Snow Sign Locations

None of these facilities exist on this Route.

Traffic Control

The following table identifies all locations on SR 265 that are stop-controlled:

PM	Location	Type
19.8	Jct. SR 265/US 97	Stop-Control on SR 265

California Department of Transportation Maintenance Stations

Maintenance Stations are facilities used by Caltrans to maintain the highway year- round. The following maintenance station provides coverage for SR 265:

Station/Station Number	PM Coverage on SR 265	Station Phone Number
Mt. Shasta – Mott Road	19.8 – 20.3	(530) 235-2839

California Department of Transportation Sand Houses

Sand houses are storage facilities for abrasives and deicers. Sand houses are located in areas where temperatures are consistently low in the winter. The following sand house provides coverage for SR 265:

County	PM	Location
Siskiyou	20.1 on SR 265	Weed

Intelligent Transportation Systems

There are no Intelligent Transportation System applications on the Route.

Coordination with other Plans

During preparation of the TCR, local and regional planning documents were reviewed. These documents include the City of Weed General Plan, Siskiyou County General Plan, and the Siskiyou County Regional Transportation Plan.

ROUTE SEGMENT

Segment 1 of 1		
PM	KP	Description: US 97 to I-5 in the City of Weed
SIS 19.8/20.3	SIS 31.8/32.7	
Facility Concept: Two-lane conventional highway		

Segment Description

SR 265 runs north-south in the City of Weed between US 97 and I-5. Residents generally refer to SR 265 as “North Weed Boulevard”. At the southern junction with US 97 is a commercial area with small businesses such as a grocery store, pizza parlor, auto parts store, and auto repair shop. Traveling north from US 97, there are a few single-family homes and two apartment complexes. Lush pines border each side of the highway. Hidden behind the tree line on the right are the Union Pacific rail line, Boles Creek, and the green grass of a golf course. Near the end of the Route you encounter a motel and the State-owned sand house. Beyond this is the I-5 interchange, which marks the end of SR 265.

Exhibit 3 SR 265 - Segment Map



Length of State Route 265

County	Length (miles)
Siskiyou	0.527
Total	0.527



- SR 265 - Segment 1
- Highways
- City
- Siskiyou County



State of California
 Department of Transportation
 Office of System Planning

State Route 265 Segment Fact Sheet

October 2003

Segment: SIS 01

TCR ID: 265SIS01

General Information:

Location: From the Jct. of US 97 to I-5 **Length Miles/ Length Kilometers:** 0.527 / 0.848

PM Begin/End: 19.801 \ 20.328 **KP Begin/End:** 31.866 \ 32.714 **Lane Miles/ Lane Kilometers:** 1.054 / 1.696

Facility Concept:

Present: Two-Lane Conventional
Twenty-Year: Two-Lane Conventional
Post Twenty-Year: Two-Lane Conventional

Design Concept:

Typical Section: 12' lane width
8' treated shoulders

Design Speed: 45

Clear Recovery Zone: 20' min. (no curb) 2' (curb)

Level of Service:

Present LOS: Maintain Only
20-Year LOS (No Build): Maintain Only
20-Year LOS (Improved): Maintain Only
Concept LOS: Maintain Only

Highway Information:

Grade: N/A
Terrain: Flat
Development: Urban
Percent Non-Passing: 30%
Percent Trucks: 9.51%
Percent RVs: 3.31%
Peak Period Directional Split: 61/39
Access Points (per mile): 16 (0.5 mile)
HCM Classification: N/A
Passing Lane: None.



Existing Geometrics:

Average Lane Width L/R (ft): 12.0/12.0
Average Median Width (ft): N/A
Average Total Shoulder Width L/R (ft): 8.0/8.0
Average Treated Shoulder Width L/R (ft): 8.0/8.0
General Comments:

System Designations:

Functional Classification: Minor Arterial

NHS: No	Terminal Access: Yes
IRRS: No	Nat Truck Network: No
High Emph: No	STRAHNET: No
ITSP Focus: No	Bikes Permitted: Yes
Frwy/Expwy: No	Scenic/Historic:
Lifeline: No	Not Applicable

Significant Land Uses:

Development along the east side of SR 265 is restricted due to the proximity to the Boles Creek riparian corridor and the Union Pacific railroad line, while development to the west is restricted by the proximity to Interstate 5. Land uses on the developed parcels include a grocery store, restaurant, auto repair shop, auto parts store, single family homes, apartments, hotel and, State-owned sand house. There is one undeveloped parcel located between the sand house and I-5.

Segment Description and General Comments:

SR 265 runs through the City of Weed and provides a north-south link between I-5 and US 97. This minor arterial is only 0.5 mile long and is one of the shortest routes in the State Highway System. SR 265 is known to local community members as North Weed Boulevard. Lane widths and shoulder widths are adequate. The posted speed is 35 mph.

Methodology for Traffic Projections

Growth Rate: The following factors were considered in developing the traffic growth forecast: 30-year historical AADT growth rate, Siskiyou County Regional Transportation Plan (RTP), City of Weed General Plan, and US 97 TCR.

Traffic Data

Year	AADT	Peak Month	Peak Hour	V/C Ratio	% Time Spent Following	Average Travel Speed
2000	1900	2200	220	N/A	N/A	N/A
2010	2185	2530	253	N/A	N/A	N/A
2020	2470	2860	286	N/A	N/A	N/A

Segment Improvements:

Segment Issues:

Configuration of the SR 265/US 97 intersection restricts vehicle turning movement on both SR 265 and US 97.

Inconsistent curb, gutter, and sidewalk configuration.

Improvements to Maintain Concept LOS:

None required.

Major Improvements Programmed:

Reconfigure the SR 265/US 97 intersection making US 97 the major leg and SR 265 the minor leg. EA 35990

Remove and replace sidewalk, driveways, curb, gutter, and landscaping. EA 35990

Other Potential Improvements:

Improve clear recovery zone during future projects when feasible.

Environmental Issues:

Hazardous Sites:

None.

Recorded Species of Concern Species/State/Federal:

No recorded hazardous sites along this segment.

FEMA Mapped Flood Plains:

None.

Historical Resources (State Historical):

None.

Air Quality:

Air Quality Contact: Caltrans District 2 Regional/Air Quality Planning

Air Quality Management District: Siskiyou County APCD

Air Basin: Northeast Plateau

Designations: State

PM₁₀ Nonattainment

Ozone

-8 Hour Attainment

-1 hour Unclassified

Federal

Unclassified

Unclassified/Attainment

Unclassified

Accident Data:

Traffic Collision Rate (per million vehicle miles) from TASAS Database (May 01, 1997 - April 30, 2002)

	Fatality	Fatal + Injury
Actual Accident Rate	0.00	0.00
Statewide Average Accident Rate	.026	0.64

General Comments

<p align="center"><u>General Issues:</u></p> <p>SR 265 is a low volume route serving a limited number of properties in the City of Weed. SR 265 connects I-5 and US 97.</p>	<p align="center"><u>Structures:</u></p> <p>None.</p>
<p align="center"><u>Pavement Issues:</u></p> <p>None.</p>	<p align="center"><u>Drainage/Hydraulics Issues:</u></p> <p>None.</p>
<p align="center"><u>Agreements with Local Agencies:</u></p> <p>None.</p>	<p align="center"><u>Truck/Permit Issues:</u></p> <p>Current configuration of the SR 265/US 97 intersection may restrict turn movement for extra long permit loads. The Weed Rehab Project has been programed and includes reconfiguration of this intersection.</p>
<p align="center"><u>Congestion/Facility Closure:</u></p> <p>There are no congestion issues on this route. If SR 265 is closed I-5 and US 97 can be used as alternate routes.</p>	<p align="center"><u>Access Issues:</u></p> <p>None.</p>
<p align="center"><u>Right-of-Way Information:</u></p> <p>19.821/20.301 75-162 feet DOT Easement/State Title</p>	<p align="center"><u>Snow/Ice Issues:</u></p> <p>When I-5 is closed due to poor weather conditions the southbound US 97 trucks continue to come into the City of Weed and create congestion. SR 265 may be used as a truck storage area to alleviate the congestion.</p>
<p align="center"><u>Intelligent Transportation Systems:</u></p> <p>In Use: None at this location</p> <p>Programmed: Install Highway Advisory Radio at Weed Sand House</p> <p>Proposed:</p>	<p align="center"><u>Bibliography, Special Studies/Reports:</u></p> <p>Siskiyou County Regional Transportation Plan Siskiyou County General Plan City of Weed General Plan</p>

RESOLUTION NO. 03-14

**SISKIYOU COUNTY LOCAL TRANSPORTATION COMMISSION
Concurring with the transportation concept report
for State Route 265**

WHEREAS, the Siskiyou County Local Transportation Commission is the Regional Transportation Planning Agency for Siskiyou County and is responsible for regional transportation planning, which includes the functional relationship between the local road system and State highway system; and

WHEREAS, the California Department of Transportation, District 2 (District) is responsible for the planning, construction and operation of the State Highway system, which includes the functional relationship between the State highway system and local road system;

WHEREAS, District 2 in cooperation with the Siskiyou County Local Transportation Commission has prepared a Transportation Concept Report for State Route 265 which sets forth a conceptual plan for the development and operation of the highway for the next twenty years; and

WHEREAS, preparation of the State Route 265 Transportation Concept Report also involved local elected officials, city and county staff, community organizations, State and Federal agencies, Native American Tribes, the general public and many other organizations; and

WHEREAS, the State Route 265 Transportation Concept Report identifies operational and capacity improvements that will be necessary to maintain desired operating conditions/level of service over the twenty year planning horizon; and

WHEREAS, the State Route 265 Transportation Concept Report also identifies improvements on or near the State highway system that will facilitate regional or local development, improve local circulation and enhance quality of life; and

WHEREAS, implementation of many of the improvements identified in the Transportation Concept Report will require funding and delivery partnerships between the District and its local and regional partners.

NOW, THEREFORE, BE IT RESOLVED by the Siskiyou County Local Transportation Commission that the State Route 265 Transportation Concept Report presents a balanced and logical concept for the development and operation of State Route 265 over the next twenty years.

NOW, THEREFORE, BE IT FURTHER RESOLVED by the Siskiyou County Local Transportation Commission that the State Route 265 Transportation Concept Report should be considered during preparation of the Regional Transportation Improvement Program and Interregional Transportation Improvement Program.

NOW, THEREFORE, BE IT FURTHER RESOLVED by the Siskiyou County Local Transportation Commission that the Executive Director, Brian McDermott is hereby authorized to sign the "Concurrence" block on the signature sheet for the State Route 265 Transportation Concept Report

PASSED AND ADOPTED by the Siskiyou County Local Transportation Commission at a regular meeting of said Commission held on the 14th day of October, by the following vote:

AYES: Andreatta, Erickson, Hoy, McCulley, Smith, Veale
NOES: None
ABSENT: None


Brian McDermott, Executive Director


CHAIRPERSON