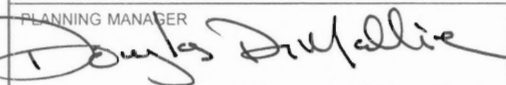


ITEM NO.	<u>5</u>
MEETING DATE	<u>4-8-08</u>
APPROVED BY	
STAFF AUTHOR	
PLANNING MANAGER	 Douglas DeMallie

CITY OF REDDING

REPORT TO THE PLANNING COMMISSION

DATE: April 4, 2008

CODE: S-070-100

FROM: Development Services Department

SUBJECT: Review of Project Study Report and General Plan
Consistency Determination re Airport Road
Widening Alternatives

BACKGROUND

This item was continued from the Commission's March 11, 2008, meeting to allow more time for Commission review of the Airport Road Project Study Report (PSR) document. The purpose of the Commissioners' consideration is determination of the PSR's consistency with the General Plan. A description of the PSR proposal and General Plan consistency analysis is provided in the attached March 11 staff report. The PSR document was previously delivered.

A location map is provided, illustrating the study corridor and its relation to City/County jurisdiction boundaries, as requested by the Commission. Also, not mentioned in previous reports, on October 22, 2007, the Transportation and Engineering Department conducted a public workshop on the Airport Road widening study. Overall, attendees of the workshop were in support of the proposal.

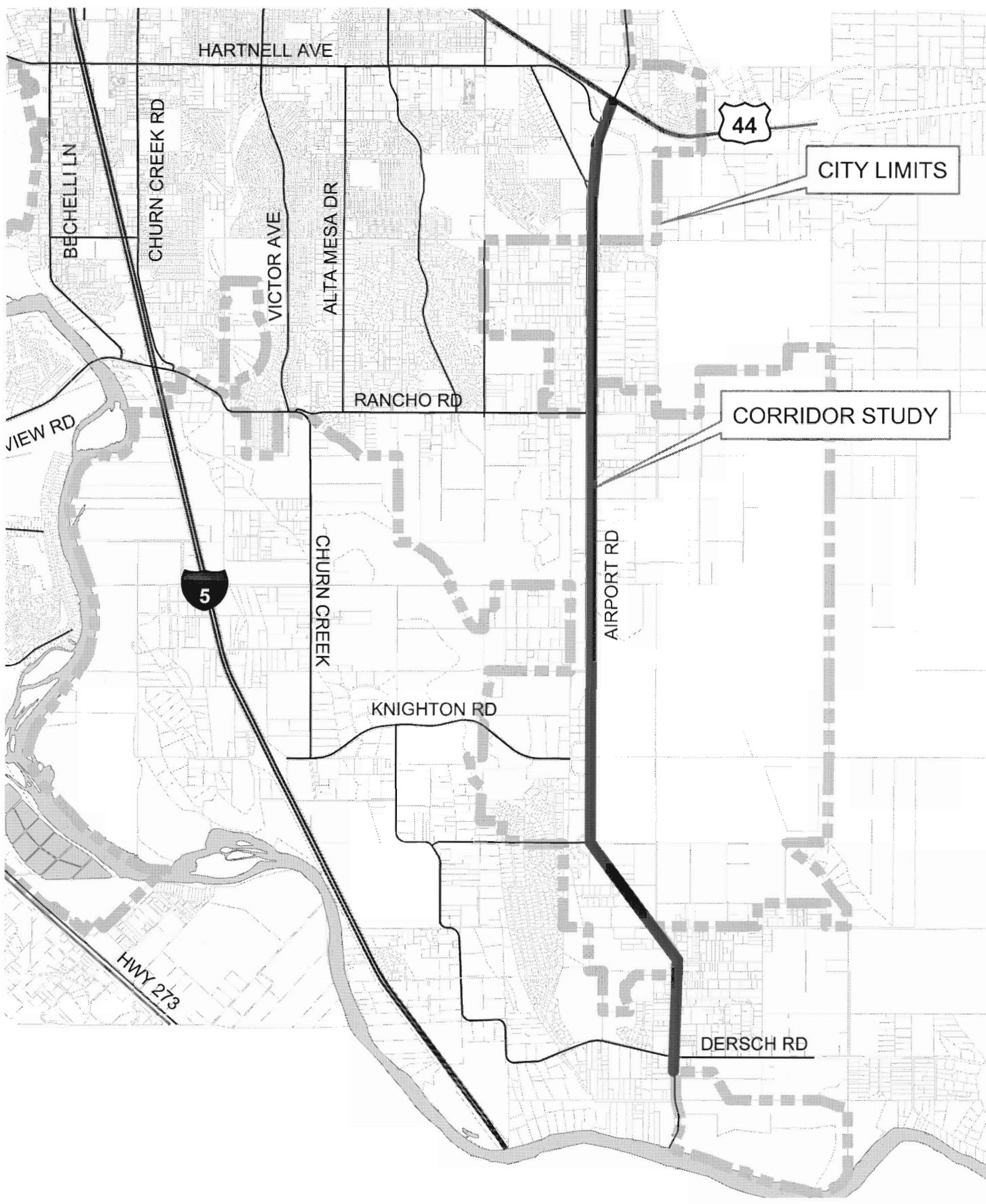
ATTACHMENTS

A. March 11, 2008 staff report

DD\el

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c: Barry Tippin, Director of Transportation and Engineering



GIS DIVISION
 DEVELOPMENT SERVICES DEPARTMENT
 DATE PRODUCED:
 APRIL 2, 2008
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LOCATION MAP
 AIRPORT ROAD WIDENING PSR
 GENERAL PLAN CONSISTENCY DETERMINATION

MTG. DATE:
 ITEM:
 ATTACHMENT:

ITEM NO.	5
MEETING DATE	3-11-08
APPROVED BY	
STAFF AUTHOR	 Barry Tippin
PLANNING MANAGER	Douglas DeMallie

CITY OF REDDING

REPORT TO THE PLANNING COMMISSION

DATE: February 19, 2008

CODE: S-070-100

FROM: Transportation and Engineering Department

SUBJECT: Review of Project Study Report and General Plan Consistency Determination re Airport Road Widening Alternatives

RECOMMENDATIONS

Staff recommendations are:

1. Accept the attached Project Study Report (PSR) for Airport Road widening as a planning document to assist in decision making during development along Airport Road.
2. Determine that the preferred alternative is consistent with the General Plan.

BACKGROUND

In August 2006, staff hired Parsons Brinckerhoff Quade & Douglas, Inc., to prepare a PSR for the anticipated widening of Airport Road. The future need to widen Airport Road is identified in the City's General Plan and a segment of the widening is factored into the City Traffic Impact Fee structure. The PSR will be utilized to define right-of-way needs, to establish the basis for programming future improvements, and for planning the management of access to achieve the expressway designation of the General Plan.

The PSR evaluated a total of three alternatives—a "no-build" alternative and two "build" alternatives. With the "no-build" alternative, by 2030, 8 of the 11 intersections within the project boundary could not accommodate the forecasted traffic volumes and would be operating at LOS "F" during the peak hour. The second "build" alternative is proposed to widen Airport Road to a six-lane expressway. Based on the 2030 forecasted traffic volumes, the additional lanes are not warranted except for turn lanes at key intersections which, have been included in the preferred alternative.

The preferred alternative developed in the PSR proposes to widen Airport Road to a four-lane expressway between State Route 44 and Dersch Road. Additional lanes and signalization are proposed at key intersections, in addition to curb and gutter, sidewalks, landscaped medians, and storm-drain systems. The preferred alternative also includes frontage roads and connector roads, where feasible, to help reduce the number of access points along Airport Road to reduce congestion and improve safety along the corridor.

The PSR anticipates that the preferred alternative will be constructed in phases as development occurs, and as traffic volumes warrant improvements, with the initial phase projected to include the segment of roadway between State Route 44 and Rancho Road. Ultimate buildout of the widening

project would occur as fronting parcels develop and overall background growth in traffic volumes warrant City capital projects to achieve the additional lanes and associated improvements.

GENERAL PLAN CONSISTENCY

As described above, the preferred alternative of the PSR calls for the widening of Airport Road between State Route 44 to Dersch Road to a four-lane roadway. The design also proposes signalized intersections where appropriate and access controls including use of frontage roads. The preferred alternative of the PSR is the initial step toward achieving these improvements. In the opinion of staff, this design is consistent with the direction of the General Plan based upon the following:

- ▶ Figure 2.2 of the Transportation Element of the General Plan identifies Airport Road as an expressway indicating a design with limited direct access and minimum intersections. Figure 2.2 indicates the use of parallel frontage roads where feasible to accomplish controlled access to Airport Road. The Commission should note that the preferred alternative does not propose a frontage road in certain sections, particularly in areas of developed County jurisdiction. The PSR indicates the necessary right-of-way would be extreme in areas of existing commercial development including the potential need for acquisition of buildings. In the opinion of the City Engineer, the preferred alternative will still provide for proper access control and traffic operations in the future.
- ▶ Appendix A of the Transportation Element specifically calls for the widening of Airport Road between State Route 44 and Dersch Lane to four lanes to accommodate projected traffic levels.
- ▶ The PSR and preferred alternative specifically further the following General Plan goals and objectives:

Goal T3 Build and maintain a safe and efficient local street system with the aim of meeting LOS standards.

Policy T3A. Establish a system of street cross-sections that will:

- ▶ Accommodate all improvements necessary to handle forecasted volumes at adopted LOS standards.
- ▶ Attain the design objectives for streets as addressed in the Community Development and Design Element.

Policy T3C. Maximize intersection and driveway spacing on arterial and collector streets. Require shared/common driveways wherever feasible.

Policy T3D. Provide right-turn lanes for arterial-to-arterial and arterial-to-collector intersections wherever feasible.

Goal CDD 16 Improve the visual attractiveness of the City's arterial and collector streets; Improve pedestrian safety.

Policy CDD16B. Provide sufficient right-of-way for sidewalks and street-side and median landscape and necessary utilities along new arterials and new collector streets. Install such improvements with the construction of the street where appropriate.

AUTHORITY

State Planning Law requires the Commission to determine consistency of proposed major public works projects with the General Plan (CGC 64500, et al.).

CONCLUSION

Airport Road is one of the major transportation links between the cities of Redding and Anderson, as well as unincorporated portions of Shasta County. As the eastern portion of Redding continues to grow and develop, the existing roadway will not be sufficient to handle the additional traffic volume. For this reason, it is important that the City be prepared for the future growth and accept the Plan Line and widening alternative recommended within the PSR as being consistent with the City's General Plan.

RECOMMENDATIONS

The staff recommends that the Planning Commission:

1. Accept the attached Project Study Report (PSR) for Airport Road widening as a planning document to assist in decision making during development along Airport Road.
2. Determine that the preferred alternative is consistent with the General Plan.

ATTACHMENTS

- A. Project Study Report

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