STATE ROUTE

CALIFORNIA 245

# Transportation Concept Report

Office of System Planning · District 6 · April 2012

Caltrans

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*Front cover photos of SR 245 from top to bottom: Cottonwood Creek in Tulare County; old building Badger, Tulare County; Elderwood Market; background: Elderwood looking north to the high country.*

# State Route 245 Transportation Concept Report

State Route 245: In Tulare County from State Route 198 to State Route 180 in Fresno County

**Caltrans District 6 – Postmile: (TUL 0.00/33.04 to FRE 0.00/8.97)**

**I approve this Transportation Corridor Report as the overall Policy Statement and Strategic Plan that will guide transportation decisions and investments for the State Route 245 Corridor.**

Neil Bretz 4/26/12
Neil Bretz Date
Acting Deputy District Director
Planning and Local Assistance
Caltrans – District 6

Sharri Bender Ehlert 4/27/2012
Sharri Bender Ehlert Date
District Director
Caltrans - District 6

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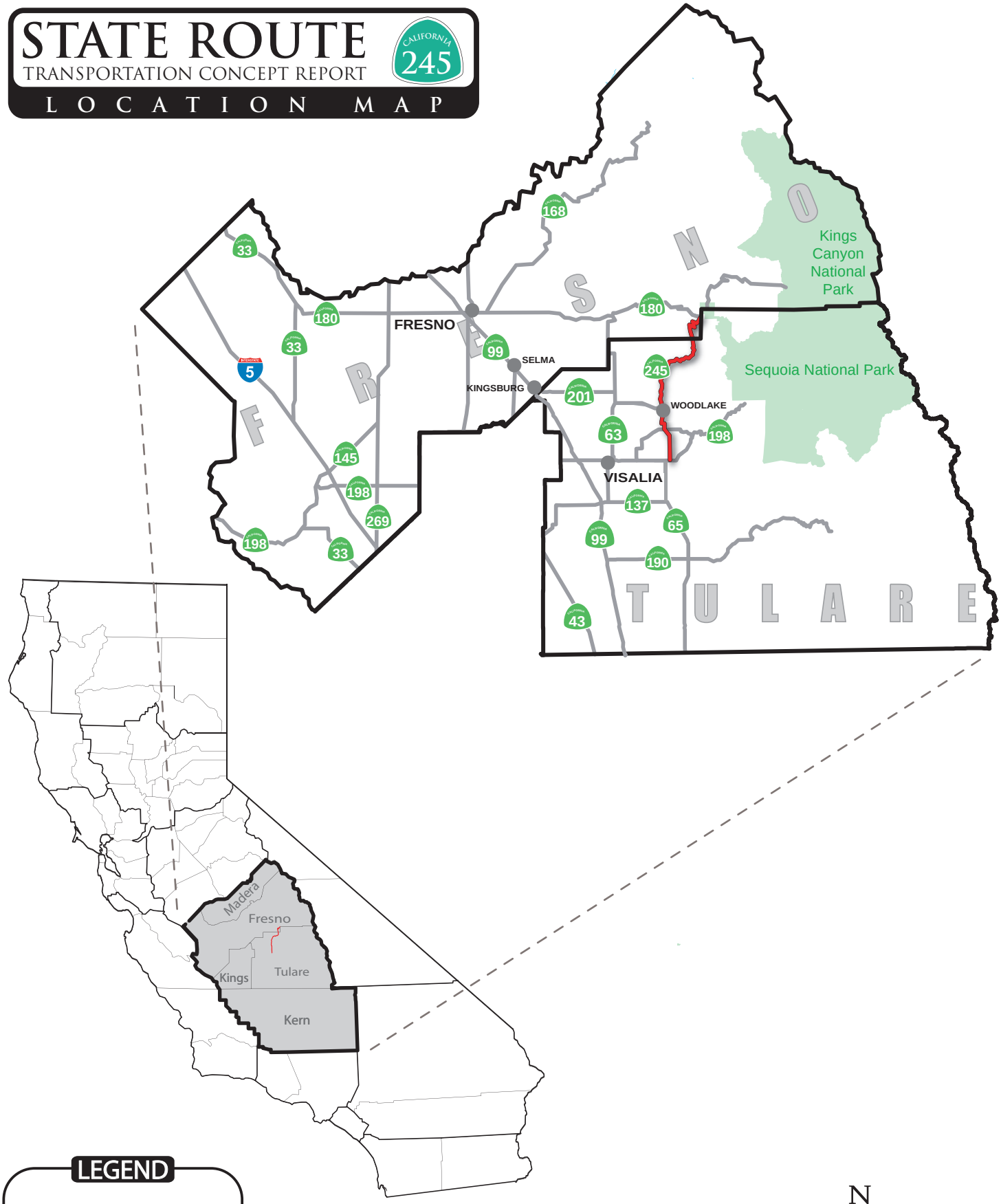
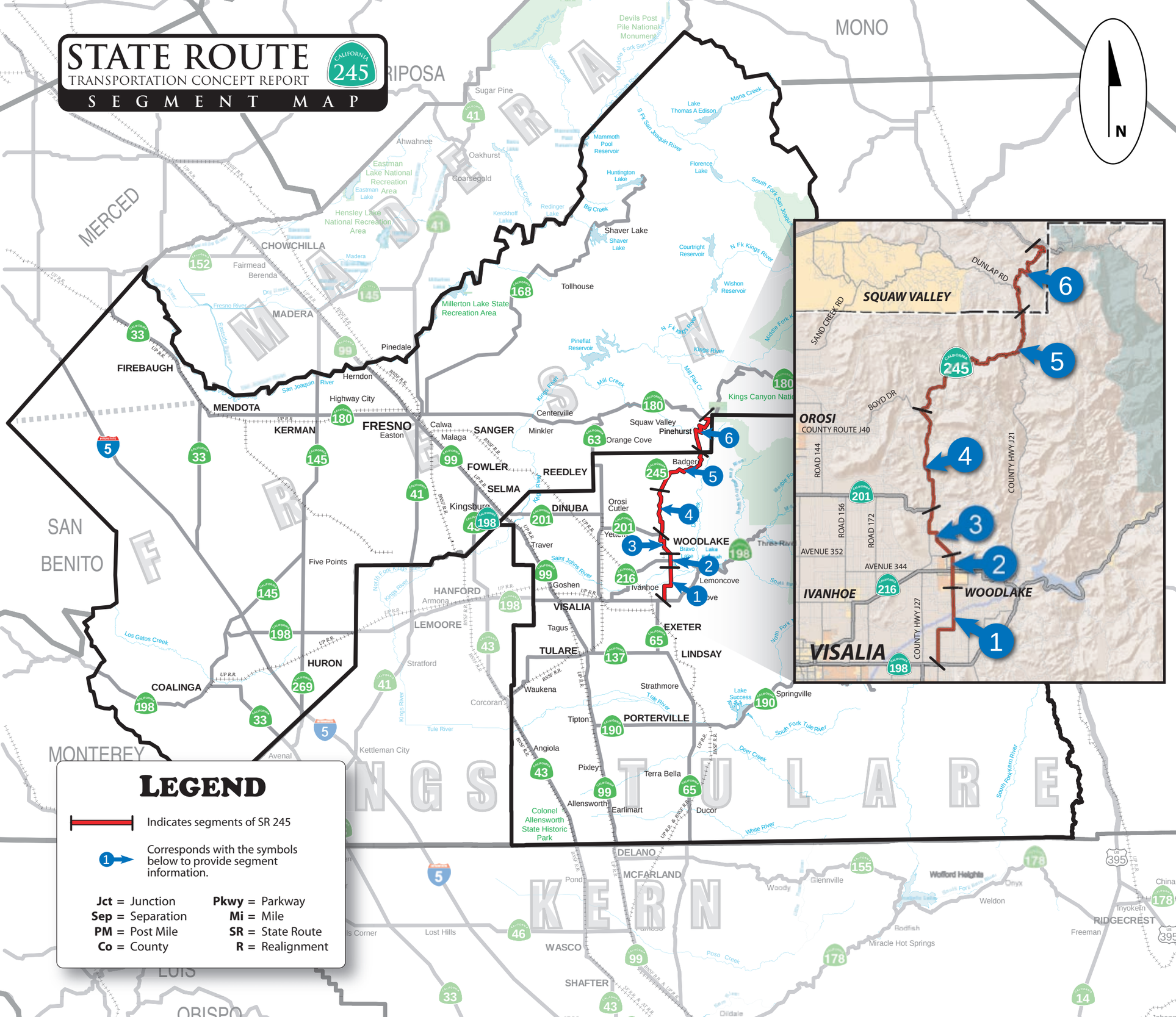
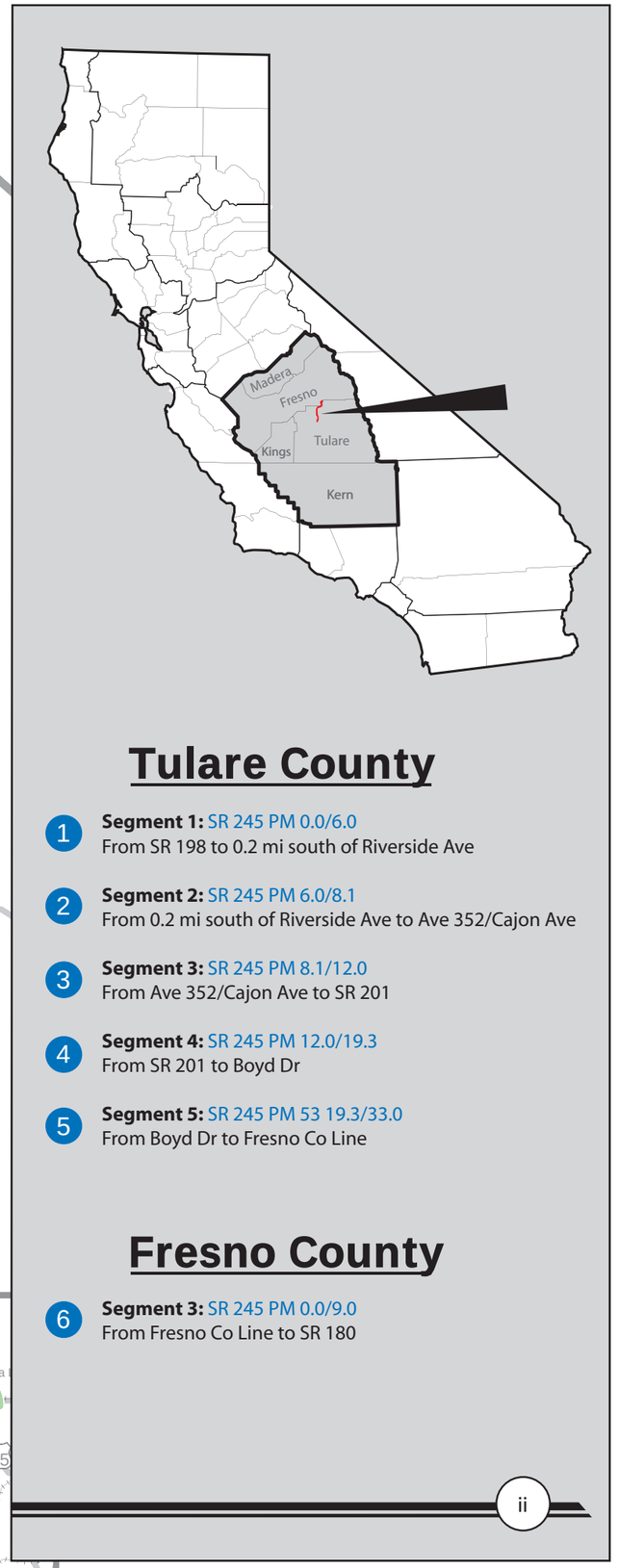
# STATE ROUTE 245
## TRANSPORTATION CONCEPT REPORT
## LOCATION MAP



# STATE ROUTE 245
## TRANSPORTATION CONCEPT REPORT
## SEGMENT MAP




## Tulare County

1. **Segment 1:** SR 245 PM 0.0/6.0
   From SR 198 to 0.2 mi south of Riverside Ave
2. **Segment 2:** SR 245 PM 6.0/8.1
   From 0.2 mi south of Riverside Ave to Ave 352/Cajon Ave
3. **Segment 3:** SR 245 PM 8.1/12.0
   From Ave 352/Cajon Ave to SR 201
4. **Segment 4:** SR 245 PM 12.0/19.3
   From SR 201 to Boyd Dr
5. **Segment 5:** SR 245 PM 53 19.3/33.0
   From Boyd Dr to Fresno Co Line

## Fresno County

6. **Segment 3:** SR 245 PM 0.0/9.0
   From Fresno Co Line to SR 180

## LEGEND

Indicates segments of SR 245

1 → Corresponds with the symbols below to provide segment information.

| | |
|---|---|
| **Jct** = Junction | **Pkwy** = Parkway |
| **Sep** = Separation | **Mi** = Mile |
| **PM** = Post Mile | **SR** = State Route |
| **Co** = County | **R** = Realignment |

# Transportation Concept Report
# State Route 245

## April 2012

## I. INTRODUCTION

This Transportation Concept Report (TCR) is a long-range system-planning document that establishes a planning concept for a state highway corridor through the year 2035. The TCR provides the route, traffic data, and operating characteristics for the recent - 2010, and future years - 2020 and 2035, for Caltrans District 6 State highway corridors.

Considering reasonable financial and physical constraints, the TCR defines the appropriate Route Concept Level of Service (LOS) and facility type(s) for each route. It also broadly identifies the nature and extent of improvements needed to attain the Route Concept LOS. For the purpose of this document, improvements such as Intelligent Transportation Systems, multi-modal alternatives and lane additions, are the focus for LOS attainment.

Caltrans endeavors to maintain a target LOS at the transition between LOS C and D on State highway facilities, or whichever LOS is feasible to attain. The Concept LOS is a "target" LOS determined by the importance of the route and environmental factors. A deficiency or a need for improvement is triggered when the actual LOS falls below the Concept LOS.

This TCR also identifies existing mass transit and the deployment of Intelligent Transportation Systems (ITS) as integral to route corridor development.

The Ultimate Transportation Corridor (UTC), as identified in this TCR, ensures that adequate right-of-way (ROW) is preserved for ultimate facility projects beyond 2035. The UTC does not consider funding as a constraint. The project manager for this TCR should be consulted for the interim right-of-way (prior to ultimate construction) at a specific location along the corridor.

**Please note:** The number of lanes needed to meet the UTC for this route is only a guideline. The minimum right-of-way is "subject to change" in urban and suburban areas where a route also serves local circulation needs. The need to widen the roadway beyond the UTC may be necessary to maintain the target LOS. The local jurisdictions should endeavor to maintain the target LOS, which in an urban setting could exceed the UTC number of lanes. Where the State legislature has designated the route as part of the Freeway and Expressway System, interchange and freeway right-of-way should be part of the General Plan so as not to adversely affect development.

This document identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process. Consequently, the specific nature of proposed improvements, such as roadway width, number of lanes, and access control may change in later project development stages.

Final determinations are normally made during the project report and design phases. Therefore, this TCR is a "living document," subject to amendments as conditions change and projects are completed. This TCR will be updated as needed.

This TCR for State Route (SR) 245 was prepared and completed by the Caltrans District 6 System Planning unit in cooperation with local and regional agencies, in consultation with Tribal Governments and Communities, environmental justice communities, and other Caltrans functional units. As such, it will serve as a guide in cooperative planning and implementation of transportation and land use decisions.

## II. ROUTE DESCRIPTION AND PURPOSE

**Begins:** At State Route 198 in Woodlake in Tulare County
**Ends:** At State Route 180 in Fresno County

**Length:** 42.1-mile highway in Tulare and Fresno Counties.

*City of Woodlake at intersection of SR 198 and SR 245*

This Transportation Concept Report covers all 42 miles of SR 245 within District 6, from SR 198 to SR 180. In District 6, SR 245 is located in Tulare and Fresno Counties. Its terminus is near the Kings Canyon Visitor Center at the Grant Grove Village of Kings Canyon National Park. At the beginning of the TCR is a map showing the location of SR 245 within District 6 and the State of California. It shows the six (6) segments of the route in Tulare and Fresno Counties (Segment Map, page "ii").

**Land Use:** The highway traverses mainly rural and mountainous land. Orchards, grazing, and rangeland are the predominant uses. The only urban portion of this route is in the City of Woodlake. The communities of Elderwood, Badger, and Pinehurst are located further north on the route.

The City of Woodlake is at the southern end of SR 245. Woodlake was founded in 1912 and incorporated in 1941. It was developed by Gilbert F. Stevenson, a millionaire from southern California. He envisioned a model community and citrus orchards. He promoted the community and created the initial infrastructure of the city. Woodlake grew quickly with Mr. Stevenson at the helm. He was instrumental in getting the Visalia Electric Railroad and the Santa Fe Railroad to serve the city. With his wealth, he was able to have a bridge constructed over the St. John's River. By 1914, Woodlake had 4,000 residents. Today, Woodlake still has a rustic feel as a small city in the foothills. Beautiful views abound the area with its natural surroundings, citrus and olive orchards, and horse and cattle ranches.

Elderwood is further north on the route near the intersection with SR 201. North of Elderwood the route becomes more mountainous.

Badger is about two miles from the Fresno County Line and is a small community in the mountains.

Further north on the route in Fresno County, is Pinehurst, another small mountain community.

**Terrain:** The route runs through both flat and mountainous terrain.

*In Elderwood, before the terrain becomes mountainous*

**Facility:** The entire route is a two-lane conventional highway.

The route also takes on several local names. In Woodlake, it is known as Valencia Boulevard. Just north of Woodlake, where the route slants to the west, it is also known as Olivera Drive. As it continues to make jogs, it is further known as Road 204, Avenue 364, and Millwood Drive. It takes on the alternative name of Millwood Drive for the majority of the route in the mountainous areas. It is also known as Badger Road in the Badger area and into Fresno County.

*Interchanges and other State highway connections:*

- There are junctions at the beginning of the route with SR 198, at SR 216 just north of Bravo Lake in Woodlake, at SR 201 in Elderwood, and at the end of the route at SR 180 in Fresno County.

*In Woodlake, at the SR 216 Junction*

## A. Modal Alternatives

**Passenger Rail Services**: There are no conveniently located passenger rail locations near the route.

**Transit Services:** The City of Woodlake provides a Dial-A-Ride service Monday through Friday. Tulare County Area Transit, TCaT, provides a fixed route, Route #30 Northeast County, that runs from Visalia to Woodlake and other small communities not on SR 245. This bus route runs Monday through Saturday. There is no Dial-A-Ride for the smaller communities along SR 245 in Tulare County.

The Fresno County Rural Transit Agency (FCRTA) via South Sierra Transit, coordinates with senior center volunteers and other volunteer drivers to provide transport to residents in Dunlap, Miramonte, Pinehurst, and Squaw Valley. These rides are negotiated and arranged between the volunteer drivers and riders.

**Bicycle Routes:** State Route 245 is classified as a conventional state highway open to local and regional bicycle travel. However, the route has non-existent to narrow shoulders in some areas, especially in the mountainous portions.

*Please refer to Appendix B: Non-Motorized/Multi-modal Facilities on page 11, for more information on bicycle access along State Route 245.*

**Pedestrian Access / Facilities:** Pedestrian and possible American Disability Act (ADA) concerns are to be found primarily in the City of Woodlake. Should any future project be constructed along any portion of this highway, pedestrian and ADA concerns such as crosswalks, sidewalks, curb cuts, ramps and railings, may need to be addressed.

*Please refer to Appendix B: Non-Motorized/Multi-modal Facilities on page 11, for more information on pedestrian and ADA access along State Route 245.*

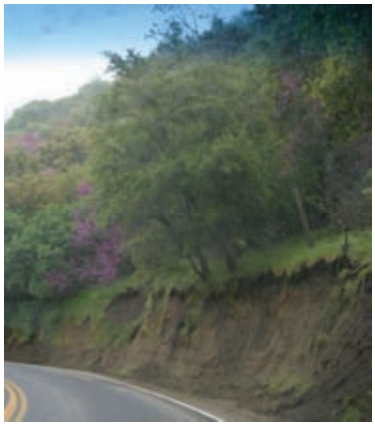
**Park and Ride Facility:** There are no park and ride facilities along this segment of the route.

**Aviation / Airports:** There is only one airport near the route. In Woodlake, the Woodlake Municipal Airport is located south of Riverside Drive on the west side of SR 245. It is a public use airport.

## B. Intelligent Transportation Systems (ITS)

There are two (2) existing traffic count station (TCS) locations in the Tulare County portions of SR 245. Eleven proposed traffic count station (TCS) locations are proposed along the entire route. This data will provide information on traffic volumes and truck traffic. Deployment of appropriate ITS technology will enhance safety and operational efficiency of the route by informing motorists of traffic congestion, inclement weather such as fog, dust, highway construction and/or lane closures. The Caltrans Central Valley Transportation Management Center (TMC) monitors specific traffic locations from its headquarters at the District Office in Fresno.

*Specific information on ITS is located in Appendix A, page 10.*



*Redbuds blooming amidst the verdant mountainside, in Tulare County*

## C. State Route 245 Highway Facts

- In 1972, State Route 245 was redefined as, "Route 198 to Route 180 near the General Grant Grove section of Kings Canyon National Park."
- Prior to 1972, it had been numbered as part of Route 69.

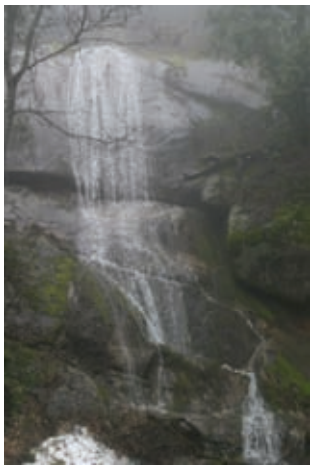
## D. Environmental Considerations

Specific sensitive biological species include, but are not limited to, the following flora and fauna:

FLORA – Blue Oak, Heritage Oak, Elderberry, and other riparian vegetation

FAUNA – San Joaquin Kit Fox and Valley Elderberry Longhorn Beetle

A Scenic Resource Evaluation and/or a Visual Impact Assessment of the area would need to be done by the Landscape Architecture Branch for any improvements to the route.



*Waterfall coming out of the rocks in Tulare County*

There is a high potential for cultural resource findings particularly of Native Americans; therefore, Native American coordination would be necessary.

There is also the potential for hazardous waste, such as underground storage tanks, aerial deposited lead, asbestos, and/or heavy metals.

Air Quality, Noise, Water, Farmland, and Community Impact Assessments would also be required for any improvements to the route.

### E. Tribal Governments and Communities

Many California roads and highways originated along Tribal hunting and trading routes. The study, "*California Central Valley Tribal Transportation Environmental Justice Collaborative Project*," identified a number of Tribes that consider portions of the counties of Fresno, Kings, and Tulare as their ancestral lands. According to Figure 2, "*Map of Ethnographic Territories in Eight County Study Area*" located on page 23 of the report, SR 245 passes through the traditional indigenous territories of the Southern Valley Yokuts, Foothill Yokuts, and Monache tribes. Please note that many of the ethnographic territories overlap. See the following link for the Final Report: www.catribalej.com.

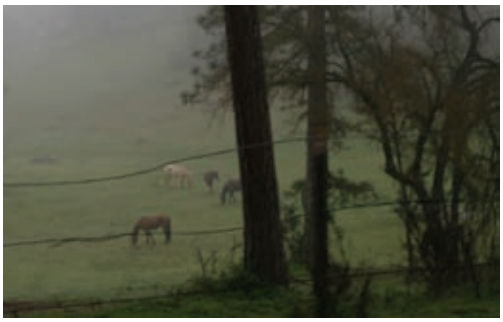
This study was funded by a Caltrans Environmental Justice grant and was prepared for the Kern County Council of Governments and the Tubatulabals of Kern Valley Tribe on behalf of the eight San Joaquin Valley MPOs; the San Joaquin Council of Governments (SJCOG), Stanislaus Council of Governments (StanCOG), Merced County Association of Governments (MCAG), Madera County Transportation Commission (MCTC), Fresno Council of Governments (Fresno COG), Kings County Association of Governments (KCAG), KCOG, Tulare County Association of Governments (TCAG) in coordination with the tribal governments and communities of the said region.

Caltrans will consult and coordinate with Tribal Governments and Communities in developing the TCR. The Tribal Governments and Communities include the Dunlap Band of Mono Indians, Tule River Indian Tribe, Sierra Nevada Native American Coalition (Mono/Yokut), Michahai Wuksachi Band of Eshom Valley, Squaw Valley Tribe, Wukchumni Tribal Council, Wuksachi Tribe of the Sierra Foothills, and the Yokuts Archeological Advisory Team.

## III. Concept Rationale

### Route Concept LOS:

LOS D is assigned to both the rural and urban portions. The vast majority of the route is rural, the exception being the City of Woodlake. There is not much variation throughout the route in regards to the existing level of service.



*Horses grazing just north of the Fresno County line*

**Concept Facility:**

The 2035 Concept Facility (highway configuration for the year 2035) for SR 245 does not vary at all throughout the route. The Concept Facility is for a two-lane conventional highway with improvements (2C(I)). The following shows the Concept Facility for the route segments.

**Two (2)-lane conventional highway (Segments 1 through 6):** These segments will remain a two-lane conventional highway with possible improvements of adding turn lanes, signals, passing lanes, etc.

**The Ultimate Transportation Corridor (UTC-beyond 2035):**

The UTC for SR 245 is for a four-lane conventional highway for Segment 1, and a two-lane conventional highway with improvements for the remainder of the route.

## IV. State Route 245 Transportation Concept Report Summary Chart

The 2-page Summary Chart following this section indicates that SR 245 is divided into six (6) distinct segments that provide descriptive and technical information, both current and forecast traffic, for the State highway. It also has a linear geographic diagram that illustrates the major State and local highway facilities, along with key natural features and County boundaries, current highway geometrics, i.e., conventional highway, expressway, or freeway. A “Chart Explanation” bar defines what is shown on the chart with the exception of self-explanatory technical information. The Summary Chart also delineates the functional classification, various highway designations, and General Plan information.

Level of Service (LOS) is determined by the peak hour and average annual daily traffic (AADT). AADT and peak hour is determined by growth factors, historical data, and the use of the county’s models.

# Transportation Concept Report

## State Route 245

**SUMMARY CHART 1A**

LEGEND

**Existing Lanes**

**Planned or Programmed by 2035**

Add Through Lanes

Conventional

Expressway

Number of Lanes

2

4

* Length of segments not to scale

Dir = Direction

State Route 198 | 0.2 mi S of Riverside Ave | Ave 352/Cajon Ave | State Route 201 | Boyd Dr | Fresno Co Line | State Route 180

PM R0.0 (Dir S - N) | PM 6.0 | PM 8.1 | PM 12.0 | PM 19.3 | PM 0.0 | PM 9.0

**WOODLAKE**

**Segment**: Is self-explanatory except for several data sets:

**Rural/Urban**: Indicates whether the segment is in a rural area or city limits.

**Terrain**: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

**ROW**: Portrays Right-of-Way (ROW) and geometric data in feet.

**Shoulder Range**: Is a range of treated surface (8' standard), both inside and outside shoulders.

**Ultimate Transportation Corridor (UTC)**: Is the typical ROW needed for the ultimate facility,i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

**Facility:** Shows the Existing Facility, the desired facility type (2035 Concept) by 2030- RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2035. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements.

**LOS**: The current (2010) LOS (level of service), along with the expected calculated LOS in 2020 and 2035. The 2035 Concept is the target LOS desired, i.e., LOS C, for attainment by 2035 Caltrans.

**Deficiency**: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2035 Concept improvement.

**Directional Split**: Denotes the split in the peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

**% Trucks:** shows the percentage of trucks for AADT and Peak Hour.

**AADT**: signifies Annual Average Daily Traffic.

**Peak Hour**: Indicates a representation of the maximum hour of traffic flow during the day.

**N/A** - Not deficent, no project recommended/not applicable.

**N/A*** - Deficent, no project recommended.

**+** The Ultimate ROW is generally the same as the existing ROW

**++** 2-lane conventional highway improvements turn lanes, signals, passing lanes, etc.

***** Concept Facility meets Concept LOS.

| SEGMENT | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| County / Route | TUL / 245 | TUL / 245 | TUL / 245 | TUL / 245 | TUL / 245 | FRE / 245 |
| Description Begin | ROUTE 198 | 0.2 MI S OF RIVERSIDE AVE | AVE 352/CAJON AVE | ROUTE 201 | BOYD DRIVE | FRESNO CO LINE |
| Description End | 0.2 MI S OF RIVERSIDE AVE | AVE 352/CAJON AVE | ROUTE 201 | BOYD DRIVE | FRESNO CO LINE | ROUTE 180 |
| Postmile Limits Begin/End (PM) | R0.0 / 6.0 | 6.0 / 8.1 | 8.1 / 12.0 | 12.0 / 19.3 | 19.3 / 33.0 | 0.0 / 9.0 |
| Length (MI) | 6.0 | 2.1 | 3.9 | 7.3 | 13.7 | 9.0 |
| Rural / Urban | Rural | Urban | Rural | Rural | Rural | Rural |
| Terrain | Flat | Flat | Flat | Mountainous | Mountainous | Mountainous |
| **ROW**: Range Existing (FT) | 50 / 100 | 40 / 89 | 40 / 76 | 40 / 60 | 40 / 40 | 40 / 60 |
| Median Range (FT) | 0 / 0 | 0 / 0 | 0 / 0 | 0 / 0 | 0 / 0 | 0 / 0 |
| Shoulder Range (FT) - Treated | 0 / 8 | 0 / 8 | 0 / 0 | 0 / 0 | 0 / 0 | 0 / 0 |
| Lane Width (FT) | 12 | 12 | 11 | 10 / 12 | 9 / 10 | 8 / 12 |
| Ultimate ROW (FT) | 146 | 84 | 110 | + | + | + |
| **Facility**: Existing | 2C | 2C | 2C | 2C | 2C | 2C |
| 2035 Concept | 2C(I)++ | 2C(I)++ | 2C(I)++ | 2C(I)++ | 2C(I)++ | 2C(I)++ |
| UTC | 4C | 2C(I)++ | 2C(I)++ | 2C(I)++ | 2C(I)++ | 2C(I)++ |
| **LOS**: 2010 | C | D | D | C | B | B |
| **LOS**: 2020 | C | D | D | C | C | B |
| **LOS**: 2035 | C | E | D | C | C | B |
| **LOS**: Concept 2035 | D | D | D | D | D | D |
| Deficiency/Year Deficient | N/A | 2035 | N/A | N/A | N/A | N/A |
| Project in STIP/RTP (Y/N) | No | No | No | No | No | No |
| LOS W/ Concept Improvement | N/A | N/A* | N/A | N/A | N/A | N/A |
| **Directional Split** (Peak Hour) | 55/45 | 55/45 | 52/48 | 65/35 | 60/40 | 60/40 |
| **AADT**: 2010 | 3,100 | 5,800 | 4,800 | 1,350 | 200 | 200 |
| **AADT**: 2020 | 3,800 | 7,400 | 5,700 | 1,600 | 200 | 300 |
| **AADT**: 2035 | 5,000 | 9,900 | 7,000 | 1,900 | 300 | 300 |
| **Peak Hour**: 2010 | 310 | 740 | 620 | 170 | 50 | 50 |
| **Peak Hour**: 2020 | 400 | 980 | 810 | 200 | 60 | 60 |
| **Peak Hour**: 2035 | 560 | 1,400 | 1,150 | 240 | 80 | 70 |
| **% Trucks**: AADT | 16% | 7% | 10% | 16% | 16% | 15% |
| **% Trucks**: Peak Hour | 10% | 5% | 7% | 10% | 5% | 5% |

# Transportation Concept Report

## State Route 245

**SUMMARY CHART 1B**

LEGEND

**Existing Lanes**
**Planned or Programmed by 2035**
Add Through Lanes

Conventional
Expressway
Number of Lanes
2
4

* Length of segments not to scale

Dir = Direction

State Route 198 | 0.2 mi S of Riverside Ave | Ave 352/Cajon Ave | State Route 201 | Boyd Dr | Fresno Co Line | State Route 180

PM R0.0 (Dir S - N) | PM 6.0 | PM 8.1 | PM 12.0 | PM 19.3 | PM 0.0 | PM 9.0

**WOODLAKE**

**Segment:** Is self-explanatory except for several data sets:

**Functional Classification:** A process by which streets and highways are grouped into or classification systems.

**Freeway/Expressway System:** The Statewide system of highways declared to be essential to the future development of California.

**Regionally Significant:** Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

**STRAHNET:** A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

**Lifeline:** A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

**IRRS:** (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

**STAA (Surface Transportation Assistance Act):** This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i,e., California Legal offer more limited access.

**Scenic:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

**ICES (Intermodal Corridor of Economic Significance):** Significant National Highway System Corridors that link intermodal facilites most directly, conveniently and efficiently to intrastate, interstate, and international markets.

**NHS (National Highway System):** Included is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

| SEGMENT | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| County / Route | TUL / 245 | TUL / 245 | TUL / 245 | TUL / 245 | TUL / 245 | FRE / 245 |
| Description Begin | STATE ROUTE 198 | 0.2 MI S OF RIVERSIDE AVE | AVE 352/CAJON AVE | STATE ROUTE 201 | BOYD DRIVE | FRESNO CO LINE |
| Description End | 0.2 MI S OF RIVERSIDE AVE | AVE 352/CAJON AVE | STATE ROUTE 201 | BOYD DRIVE | FRESNO CO LINE | STATE ROUTE 180 |
| Postmile Limits Begin/End (PM) | R0.0 / 6.0 | 6.0 / 8.1 | 8.1 / 12.0 | 12.0 / 19.3 | 19.3 / 33.0 | 0.0 / 9.0 |
| Length (MI) | 6.0 | 2.1 | 3.9 | 7.3 | 13.7 | 9.0 |
| Functional Classification | Minor Arterial | Minor Arterial | Minor Arterial | Minor Arterial | Minor Arterial | Minor Arterial |
| National Highway System (NHS) (Y/N) | No | No | No | No | No | No |
| Freeway/Expressway System (Y/N) | No | No | No | No | No | No |
| Regionally Significant (Y/N) | Yes | Yes | Yes | Yes | Yes | Yes |
| STRAHNET (Y/N) | No | No | No | No | No | No |
| Lifeline (Y/N) | No | No | No | No | No | No |
| IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No) | No | No | No | No | No | No |
| TRUCK NETWORK, STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory) | CL | CL | CL | A | A | A |
| Scenic (Yes: Officially Designated, Eligible or No) | No | No | No | No | No | No |
| ICES (Intermodal Corridor of Economic Significance) (Y/N) | No | No | No | No | No | No |
| General Plan/RTP LOS Standard | Tulare Co LOS D for CMP & RTP Regionally Significant System | Tulare Co LOS D for CMP & RTP Regionally Significant System | Tulare Co LOS D for CMP & RTP Regionally Significant System | Tulare Co LOS D for CMP & RTP Regionally Significant System | Tulare Co LOS D for CMP & RTP Regionally Significant System | Fresno Co LOS C for RTP Regionally Significant System |
| General Plan/RTP Standard Highway Classification | State Highway | State Highway | State Highway | State Highway | State Highway | State Highway |
| Passing Lanes (Y/N) | No | No | No | No | No | No |
| Bike Use Allowed (Y/N) | Yes | Yes | Yes | Yes | Yes | Yes |

## V. Review of State Route 245 Performance: Current and Future

A comparison of the current and future operating traffic LOS to the designated Route Concept LOS is a way of measuring the existing and future performance levels on a State highway. For purposes of this review, a segment of SR 245 is deficient when it operates below the designated Route Concept LOS of "D". Please refer to the SR 245 Transportation Concept Report in Section IV for current and future route operations.

As of the year 2010, SR 245 was operating at LOS "B" to LOS "D". The urban area was operating at LOS "D", whereas the rural areas are operating at LOS "B" to LOS "D".

By the year 2035, SR 245 is projected to operate at LOS "B" to LOS "E". The urban segment is the only segment projected to operate at LOS "E" (Segment 2) and will not meet the Concept LOS "D". It is highly unlikely that this segment will be able to meet the Concept LOS "D". This is due to the fact that it is located in downtown Woodlake, and any widening would result in the taking of buildings and thriving businesses.

*Please refer to Appendix B: Non-Motorized/Multi-modal Facilities on page 11, for more information regarding Complete Streets and Context Sensitive Solutions.*

There are no projects planned to improve LOS within the foreseeable future.

# APPENDIX A

## INTELLIGENT TRANSPORTATION SYSTEM PROJECTS

| County | Post Mile | Location | Type | Status | Direction |
|---|---|---|---|---|---|
| Tulare | 0.00 | North of SR 198 | TCS | Existing | NB/SB |
| Tulare | 6.01 | South of Woodlake City Limits | TCS | Proposed | NB/SB |
| Tulare | 7.07 | North of SR 216 | TCS | Existing | NB/SB |
| Tulare | 7.07 | South of SR 216 | TCS | Proposed | NB/SB |
| Tulare | 8.06 | North of Ave 352 | TCS | Proposed | NB/SB |
| Tulare | 8.06 | South of Ave 352 | TCS | Proposed | NB/SB |
| Tulare | 10.47 | North of Rd 200 | TCS | Proposed | NB/SB |
| Tulare | 12.00 | North of SR 201 West | TCS | Proposed | NB/SB |
| Tulare | 12.00 | South of SR 201 | TCS | Proposed | NB/SB |
| Tulare | 19.29 | SR 63 (Boyd Dr) | TCS | Proposed | NB/SB |
| Tulare | 33.04 | Fresno County Line | TCS | Proposed | NB/SB |
| Fresno | 8.97 | South of SR 180 | TCS | Proposed | NB/SB |
| Fresno | 19.293 | North of Orosi Rd (Boyd Dr) | TCS | Proposed | NB/SB |

# APPENDIX B

## Non-Motorized/Multi-modal Facilities

**Bicycle Facilities:** Bicycle facilities within the state are classified into four categories:

- **Class 1 Bikeways (Bike Paths):** Bike Paths are separate *off-highway* facilities for the exclusive use of bicyclists and with cross flow by motor vehicles minimized.
- **Class 2 Bikeways (Bike Lanes):** Bike Lanes are for preferential use by bicyclists and can be established within the paved area of state highways. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike lanes are separated from traffic lanes on California highways by the use of a painted 6" stripe on the pavement and are designated as bike lanes by the use of white R81 (Bike Lane), R-81A (Begin) and R81-B (End) "regulatory" signs. (MUTCD Chapter 9 - California Supplement - 2004).
- **Class 3 Bikeways (Bike Routes):** Bike Routes are shared facilities which serve either to (a) provide continuity to other bike facilities (usually a Class 1 or Class 2 bikeway); or (b) to designate a preferred route through a high demand corridor. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike Routes are not separated from traffic lanes but are designated as bike routes through the use of green D11-1 (Bike Route), M4-11 (Begin) and M4-12 (End) "guide" signs. (MUTCD - Chapter 9 - 2003).
- **Shared Roadway (No Bikeway Designation):** Most bicycle travel on conventional state highways and local streets occurs on facilities without any bikeway designations, signs or striping. Virtually all highways in use by bicyclists for inter-city and recreational travel fall under this "share-the-road" scenario.

(1) **Deputy Directive 64-R1 (DD-64-R1)** - **(Policy)** "The Department provides for the needs of travelers of all ages and abilities in all programming, planning, design, construction, operations and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycles, pedestrians and transit modes as integral elements of the transportation system."

(2) **PDPM - Chapter 31** (Non-motorized Transportation Facilities) Section 1 - General - Introduction ".... State and federal laws require Caltrans to promote and facilitate increased use of non-motorized transportation. The purpose of this chapter is to outline pertinent statutory requirements, planning policies, and implementing procedures regarding non-motorized transportation facilities."

(3) **Streets and Highway Code - Section 888** - "The Department shall not construct a state highway as a freeway that will result in the severance or destruction of an existing major route for non-motorized transportation traffic and light motorcycles, unless it provides a reasonable, safe, and convenient alternate route, or such a route already exists."

(4) **California Vehicle Code - Section 21960 (Bikes & Pedestrians on Freeways)** (a) "The Department of Transportation and local authorities [i.e. acting together - not separately], [may] by order, ordinance, or resolution, with respect to freeways, expressways ... prohibit or restrict the use of the freeways, expressways, or any portion thereof by pedestrians, bicycles or other non-motorized traffic..."

### Pedestrian Facilities

(1) **Deputy Directive 64-R1 (DD-64-R1)** - **(Policy)** "The Department provides for the needs of travelers of all ages and abilities in all programming, planning, design, construction, operations and maintenance

activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycles, pedestrians and transit modes as integral elements of the transportation system."

(2) **PDPM - Chapter 31** (Non-motorized Transportation Facilities) Section 1 - General - Introduction - ".... State and federal laws require Caltrans to promote and facilitate increased use of non-motorized transportation. The purpose of this chapter is to outline pertinent statutory requirements, planning policies, and implementing procedures regarding non-motorized transportation facilities."

**Complete Streets and Context Sensitive Solutions**

**Complete Street:** A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility.

In towns and cities across California, the State highway may be the only through street or may function as a local street. These communities desire that their main street be an economic, social, and cultural asset as well as provide for the safe and efficient movement of people and goods. In urban areas, communities want transportation projects to provide opportunities for enhanced non-motorized travel and visual quality.

(1) **Deputy Directive 64-R1 (DD-64-R1)** - **(Policy)** "The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance and operations."

(2) **Director's Policy** – "The Department uses 'Context Sensitive Solutions' as an approach to plan, design, construct, maintain, and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals."

# State Route 245
# References

## Local Jurisdictions:

**Fresno Council of Governments**
2035 Tulare Street, Suite 201
Fresno, CA 93721
(559) 233-4148

**County of Fresno**
Divisions of Public Works and Planning
2220 Tulare Street, 6th Floor
Fresno, CA 93721
(559) 262-4078

**City of Woodlake**
350 North Valencia Boulevard
Woodlake, CA 93286
(559) 564-8055

**Tulare County Association of Governments**
210 North Church, Suite "B"
Visalia, CA 93291
(559) 624-7274

**County of Tulare**
RMA Transportation Branch
5961 South Mooney Boulevard
Visalia, CA 93277
(559) 624-7000

## Air Quality District:

**San Joaquin Valley Air Pollution Control District**
1990 E Gettysburg Ave
Fresno, CA 93726
(559) 230-6000

**Air Basin:** San Joaquin Valley

**Air Basin Determination:**
Contact the Air District for more information.

## Transit Services:

For inquiries on transit services, please contact the MPOs or local agencies (listed above) for more information or refer to the Transit Services sheet in the Appendix for an overview of various transit services.

## Traffic Accident Data:

Caltrans District 6
Office of Traffic Investigations
(559) 488-4123

**Tribal Contacts:**

**Dunlap Band of Mono Indians**

**Michahai Wuksachi Band of Eshom Valley**

**Sierra Nevada Native American Coalition (Mono/Yokut)**

**Squaw Valley Tribe**

**Tule River Tribe**

**Wukchumni Tribal Council**

**Wuksachi Tribe – Sierra Foothills**

**Yokuts Archeological Advisory Team**

# ACRONYMS AND ABBREVIATIONS

AADT - Average Annual Daily Traffic
ADA - Americans with Disabilities Act
CAPM - Capital Preventive Maintenance
CCTV - Closed Circuit Television Cameras
CMAQ - Congestion Mitigation and Air Quality
CMIA - Corridor Mobility Improvement Account
CMS - Changeable Message Sign
COG - Council of Governments
CSMP - Corridor System Management Plan
CT - Caltrans
CTC - California Transportation Commission
FTIP - Federal Transportation Improvement Program
HAR - Highway Advisory Radio
HOV - High-Occupancy Vehicle Lanes
IIP - Interregional Improvement Program
IRRS - Interregional Road System
ITIP - Interregional Transportation Improvement Program
ITMS - Intermodal Transportation Management System
ITS - Intelligent Transportation System
ITSP - Interregional Transportation Strategic Plan
LOS - Level of Service
LRN – Legislative Route Number (legislative definition of the route)
MOU - Memorandum of Understanding
MPO - Metropolitan Planning Organization
MTC - Metropolitan Transportation Commission
MTCE – Maintenance (State program)
NB - Northbound
ND – Not Determined
NHS - National Highway System
OC - Overcrossing
OH - Overhead
PM - Postmile
PSR - Project Study Report
PSSR - Project Scope Summary Report
RCR – Route Concept Report
RIP - Regional Improvement Program
ROW - Right-of-Way
RTIP - Regional Transportation Improvement Program
RTP - Regional Transportation Plan
RTPA - Regional Transportation Planning Agency
RWIS - Remote Weather information Station
SB - Southbound
SHOPP - State Highway Operation Protection Program
SJUAPCD - San Joaquin Unified Air Pollution Control District
STIP - State Transportation Improvement Program
TASAS - Traffic Accident Surveillance and Analysis System

TCM - Transportation Control Measure
TCR - Transportation Concept Report
TCS – Traffic Count Station
TMC - Transportation Management Center
TMS - Transportation Management System
UC - Undercrossing
UTC - Ultimate Transportation Concept
VHT - Vehicle Hours Traveled
VMT - Vehicle Miles Traveled

# DOCUMENTS USED IN THE PREPARATION OF THE TCR


1) California Highways, Route 245, The California Highways Organization, www.cahighways.org
2) 2011 Regional Transportation Plan; Fresno Council of Governments
3) 2011 Regional Transportation Plan; Tulare County Association of Governments
4) California State Highway Log 2002; Caltrans
5) Traffic Data Branch, 2009 AADT; Caltrans
6) District Six Status of Projects; Caltrans
7) Transportation Management Center (TMC) Element Search Engine; Caltrans
8) Route Concept Report (RCR) Route 245, Fresno and Tulare Counties, December 1989; Caltrans
9) City of Woodlake, www.cityofwoodlake.com
10) The Kaweah Commonwealth, www.kaweahcommonwealth.com/woodlakehistory.html
11) Miranda-Begay, Dr. Donna, Grant Project Manager and Tribal Chairwoman of Tubatulabals of Kern Valley, "California Central Valley Tribal Transportation Environmental Justice Collaborative Project," 2010