STATE ROUTE

CALIFORNIA 269

Transportation Concept Report

Office of System Planning · District 6 · August 2012

Caltrans

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Front cover photos of SR 269: top left, entrance to the City of Huron; top right, beginning of SR 269 at the SR 33 Junction in the City of Avenal; bottom left, the Community of Five Points in Fresno County; background, north of the City of Avenal looking west.

State Route 269 Transportation Concept Report

State Route 269: In Kings County from State Route 33 to State Route 145 in Fresno County

Caltrans District 6 – Postmile: (KIN 0.00/5.62 to FRE 0.00/24.76)

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 269 Corridor.

July 17, 2012 — Date

Gail Miller
Deputy District Director
Planning and Local Assistance
Caltrans – District 6

7/23/2012 — Date

Sharri Bender Ehlert
District Director
Caltrans - District 6

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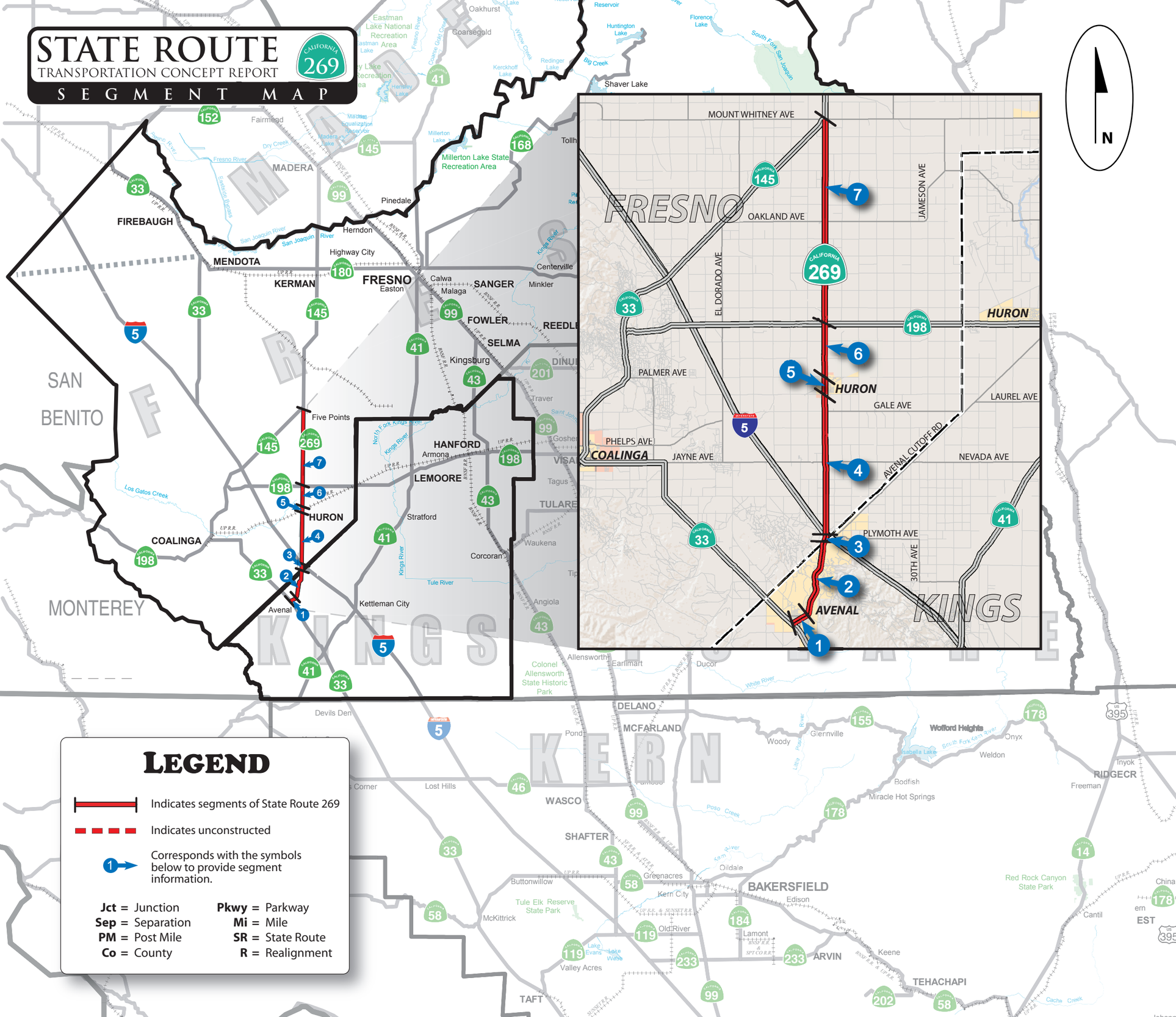
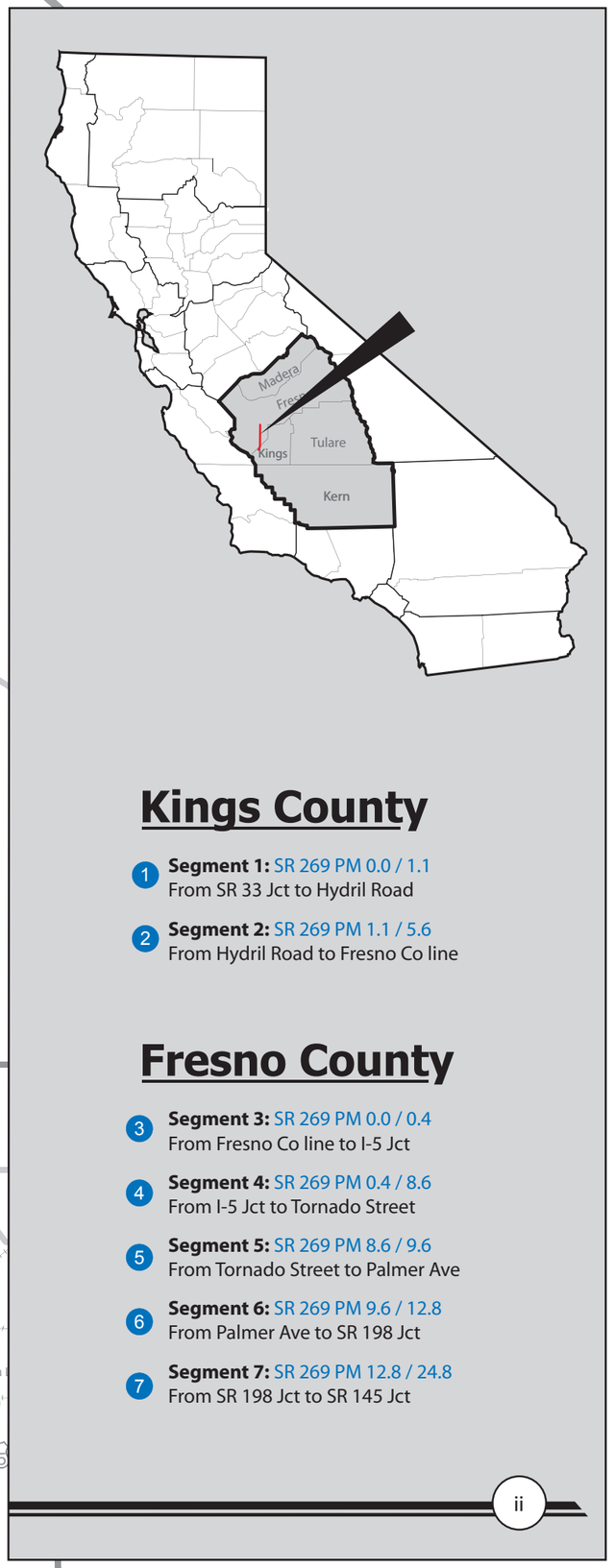
STATE ROUTE 269
TRANSPORTATION CONCEPT REPORT
SEGMENT MAP





Kings County

1. **Segment 1:** SR 269 PM 0.0 / 1.1
   From SR 33 Jct to Hydril Road
2. **Segment 2:** SR 269 PM 1.1 / 5.6
   From Hydril Road to Fresno Co line

Fresno County

3. **Segment 3:** SR 269 PM 0.0 / 0.4
   From Fresno Co line to I-5 Jct
4. **Segment 4:** SR 269 PM 0.4 / 8.6
   From I-5 Jct to Tornado Street
5. **Segment 5:** SR 269 PM 8.6 / 9.6
   From Tornado Street to Palmer Ave
6. **Segment 6:** SR 269 PM 9.6 / 12.8
   From Palmer Ave to SR 198 Jct
7. **Segment 7:** SR 269 PM 12.8 / 24.8
   From SR 198 Jct to SR 145 Jct

LEGEND

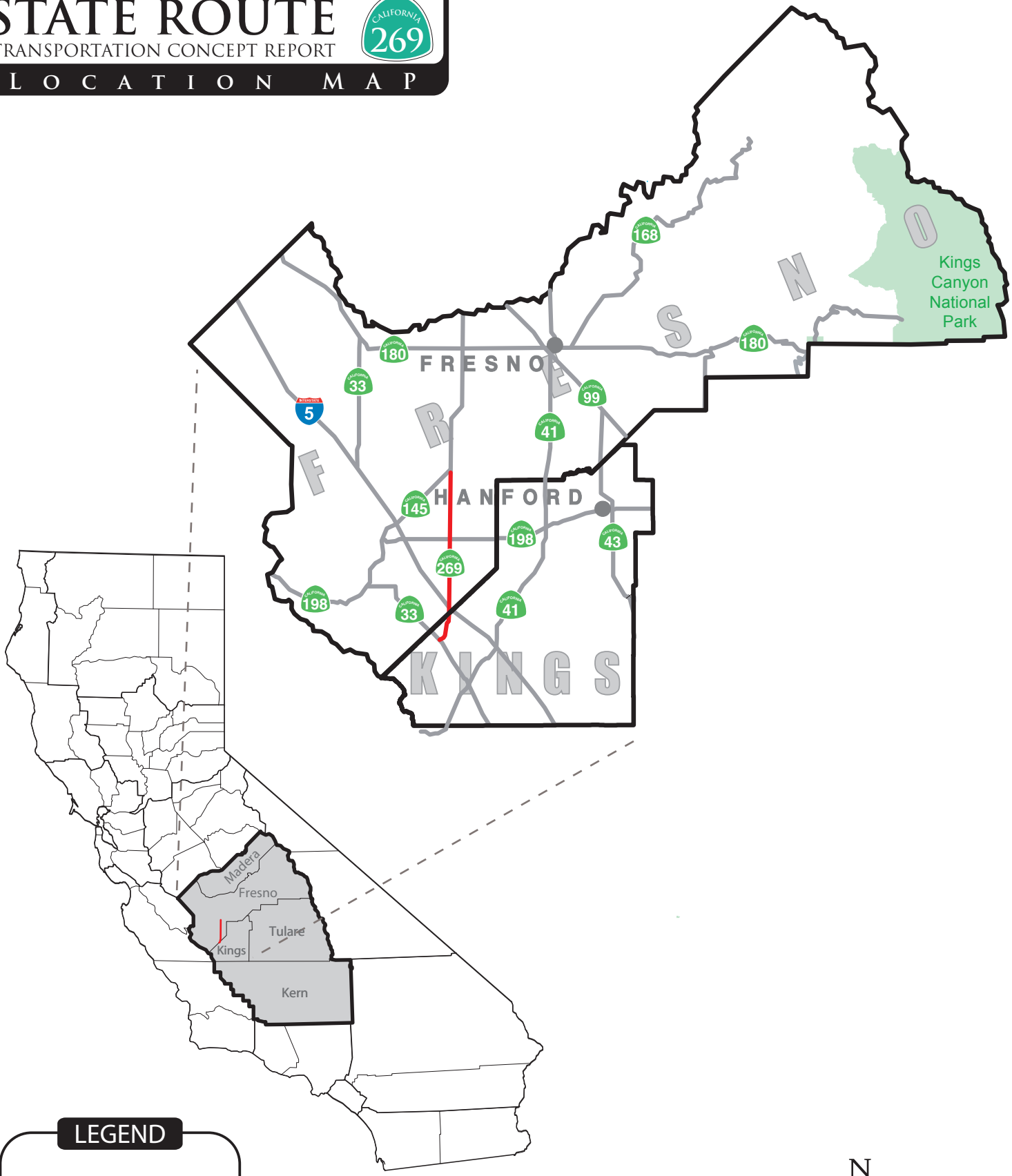
Indicates segments of State Route 269

Indicates unconstructed

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

STATE ROUTE 269
TRANSPORTATION CONCEPT REPORT
LOCATION MAP



LEGEND

Counties within District 6 which SR 269 traverses

Caltrans District 6 Boundary

Caltrans

N

Not To Scale

i

Transportation Concept Report
State Route 269

July 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 - 2011, 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. Level of Service (LOS) is a qualitative measure used to describe the operational conditions in a stream of traffic and the perception of conditions by users. It is a measure of factors such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six levels of service are defined for each type of facility for which analysis procedures are available. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F representing the worst. Each LOS represents a range of operating conditions.

LEVELS OF SERVICE
for Freeways

Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptions
A		70	Highest quality of service. Traffic flows freely with little or no restrictions on speed or maneuverability. **No delays**
B		70	Traffic is stable and flows freely. The ability to maneuver in traffic is only slightly restricted. **No delays**
C		67	Few restrictions on speed. Freedom to maneuver is restricted. Drivers must be more careful making lane changes. **Minimal delays**
D		62	Speeds decline slightly and density increases. Freedom to maneuver is noticeably limited. **Minimal delays**
E		53	Vehicles are closely spaced, with little room to maneuver. Driver comfort is poor. **Significant delays**
F		<53	Very congested traffic with traffic jams, especially in areas where vehicles have to merge. **Considerable delays**

It also broadly identifies the nature and extent of improvements needed to attain the Route Concept LOS. For the purpose of this document, capacity-enhancing improvements, 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. The Caltrans District 6 System Planning branch will update the TCR as needed.

This TCR for State Route (SR) 269 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 33 in Kings County
Ends: At State Route 145 in Fresno County

Length: 30-mile highway in Kings and Fresno Counties.

This Transportation Concept Report covers the 30 miles of SR 269 within District 6, from SR 33 to SR 145. State Route 269 is located solely within District 6. The route traverses through the City of Avenal in Kings County, the City of Huron and the community of Five Points in Fresno County.

The City of Avenal is the largest city in Kings County in area. The City of Avenal encompasses over 19 square miles. As of 2010, the population is estimated to be 16,236. The inmates at the Avenal State Prison are included in this number.

Avenal was named by Spanish soldiers and explorers. The name pertains to oats in Spanish. When the Spanish first arrived here, the fields were covered in wild oats. In the early 1900s, Avenal was a boomtown due to oil. In 1929, the Standard Oil Company began surveying and building the town. The town grew and boasted a population of around 4,000 with an emergency hospital and excellent services. The bust of Avenal happened in the 1950s, when salt water infiltrated the oil reservoir. With the decline and fall of the oil and gas industry, came the increase and rise in the agricultural industry. In 1979, Avenal was incorporated as a city.

Further north along the route is the City of Huron in Fresno County. Huron was a stop along the Union Pacific Railroad's western route. In the late 1800s, the community grew due to investment by the founders of the community, namely Joseph Mouren. Huron was once one of the largest producers of wool in the country. Now, farmland in the Huron area grows crops notably of onions, tomatoes, and lettuce. The population more than doubles in the harvest season. Huron has the highest proportion of people of Hispanic descent in the United States, according to the 2010 United States Census.

The community of Five Points is found in Fresno County, north of the City of Huron. It is also an agricultural community.

At the beginning of the TCR is a map showing the location of SR 269 within District 6 and the State of California. It shows the seven (7) segments of the route in District 6 (Segment Map, page "i").

Land Use: The highway traverses primarily agricultural farmland, and in the cities of Avenal and Huron, residential and commercial uses.

Apartments in Huron on SR 269

In Kings County, SR 269 is also known as Skyline Boulevard. In Fresno County, SR 269 is also known as Lassen Avenue.

Terrain: The terrain is rolling in the south and flat as the route heads north.

Facility: The route is mainly a 2-lane conventional highway with one 4-lane conventional highway segment. There are no passing lanes throughout this route.

Interchanges and other State highway connections:

- State Route 269 begins at SR 33. In Fresno County, there is a junction at Interstate (I) 5. Further north, it connects to SR 198/Dorris Avenue. State Route 269 ends at its junction with SR 145/Mt. Whitney in Five Points.

SR 269 at the SR 198 Junction

A. Modal Alternatives

Passenger Rail Services: There are no passenger rail stations or service near SR 269. Hanford, the nearest station to Avenal, is over 37 miles away. Huron is about 35 miles from the Hanford station.

Transit Services: Kings Area Rural Transit (KART) operates in Kings County. KART runs a bus route from Avenal to Hanford via Avenal, Kettleman City, and Stratford. It only stays near SR 269 until it crosses I-5 heading north. This bus route runs Monday through Saturday. Within Avenal, a Dial-A-Ride, demand response service, also operates.

Fresno County Rural Transit Agency (FCRTA) operates in Fresno County. FCRTA has a Coalinga to Fresno bus route with stops in Huron and Five Points. This bus route runs Monday through Saturday. There is also a demand response service via Huron Transit (a part of FCRTA). This service runs Monday through Friday.

Bicycle Routes: State Route 269 is classified as a conventional state highway open to local and regional bicycle travel.

Pedestrian Access / Facilities: Pedestrian and possible American Disability Act (ADA) concerns are to be found primarily in the City of Avenal, with some issues in the City Huron and the Community of Five Points. 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.

SR 269 in Avenal at Seventh Avenue

Please refer to Appendix C: Non-Motorized Facilities on page 13, for more information on Pedestrian and ADA access along State Route 269.

Park and Ride Facility: There are no Park and Ride facilities near this route.

Aviation / Airports: There are two (2) airports located near the route. The Avenal Airport in Avenal and the West Side Field Station in Five Points are private use only airports.

B. Intelligent Transportation Systems (ITS)

There is only one signal on this route, which is in the City of Avenal. There are many proposed ITS systems for this route. Deployment of appropriate ITS technology will enhance operational and safety efficiency of the route by informing motorists of traffic congestion, inclement weather such as fog, dust, highway construction and/or closings. 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 under Appendix B, page 12.

C. State Route 269 Highway Facts

- The current routing of SR 269 was defined in 1972.
- From SR 198 to Five Points in Fresno County, the route is named the Officer John Palacios Memorial Highway. Officer John Palacios was a police officer for the City of Huron Police Department. At only 21 years of age, he was struck and killed in the line of duty in 1976.

D. Environmental Considerations

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

FLORA – California Jewel Flower and San Joaquin Woollythreads.

FAUNA – Blunt-nosed Leopard Lizard, San Joaquin Kit Fox, Giant Kangaroo Rat, Swainson's Hawk, Nelson's Antelope Squirrel, San Joaquin Whipsnake, Short-nosed Kangaroo Rat, and various burrowing owls.
Possibly a Scenic Resource Evaluation and/or a Visual Impact Assessment of the area would need to be done by the Landscape Architecture Branch.

There is a potential for cultural resource findings particularly of Native Americans.

A Community Impact Assessment of local facilities would possibly be recommended for work along 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 269 passes through the traditional indigenous territory of the Southern Valley Yokuts. 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), Council of Fresno County 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 Southern Valley Yokuts and Salinan tribes.

F. Environmental Justice

As noted previously, the City of Huron has the highest proportion (96.6%) of people of Hispanic descent. The community of Five Points has a very high proportion (95.6%) of people of Hispanic descent. The City of Avenal also has a high proportion (71.8%) of its inhabitants being of Hispanic descent. These three population centers (Avenal, Huron, and Five Points) along the route are all predominantly low-income.

The City of Huron Mobility, Access, and Safety Project (FY 2011/2012) proposes enhancements along SR 269 and city streets while promoting pedestrian, bicycle, transit and vehicular safety, mobility, and access through funding of a Caltrans Environmental Justice Transportation Planning Grant. Due to the small number of designated crossing areas across SR 269, as well as the lack of advanced notice to motorists, residents have expressed safety concerns when walking and biking within the community. This project will explore traffic calming measures, warning and signage options, and identify paths used by children walking to and from school.

III. Concept Rationale

Route Concept LOS:

Most of the route is rural, with only the Kings' County segments (City of Avenal) and the one-mile Segment 5 in Fresno County (City of Huron) being urban. There is little variation throughout the route in regard to the existing level of service.

Concept Facility:

The 2035 Concept Facility (highway configuration for the year 2035) for SR 269 does not vary significantly throughout the route. The Concept Facility remains the same as the existing with improvements in the two-lane conventional highway segments. The following shows the Concept Facility for the route segments.

2-lane conventional highway (Segments 1 -4, 6, and 7): These segments will remain a 2-lane conventional highway with possible improvements of adding turn lanes, signals, etc.

4-lane conventional highway (Segment 5): This segment will remain the same.

The Ultimate Transportation Corridor (UTC-beyond 2035):

The UTC for SR 269 is the same as the Concept Facility described above, with the exception of Segment 1:

2-lane conventional highway (Segments 2-4, 6, and 7): These segments will remain a 2-lane conventional highway with possible improvements of adding turn lanes, signals, etc.

4-lane conventional highway (Segments 1 and 5): Segment 1 is the only segment to show a significant need for widening, from a two-lane conventional highway to a four-lane conventional highway. This segment is located in the City of Avenal. Segment 5, in the City of Huron, will remain a four-lane conventional highway.

IV. State Route 269 Transportation Concept Report Summary Chart

The 2-page Summary Chart following this section indicates that SR 269 is divided into seven (7) 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 City/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.

LEGEND

Existing Lanes — Conventional
Planned or Programmed by 2035 — Expressway
Add Through Lanes — Number of Lanes: 2, 4
* Length of segments not to scale
Dir = Direction

State Route 33 | Hydril Rd | Fresno County Line | Interstate 5 | Tornado St | Palmer Ave | State Route 198 | State Route 145

PM 0.0 (Dir S - N) | PM 1.1 | PM 0.0 | PM 0.4 | PM 8.6 | PM 9.6 | PM 12.8 | PM 24.8

A V E | N A L | H U R O N

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 feet 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 2035- 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 recent (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	7
County / Route	KINGS / 269	KINGS / 269	FRESNO / 269	FRESNO / 269	FRESNO / 269	FRESNO / 269	FRESNO / 269
Description Begin	STATE ROUTE 33	HYDRIL RD	FRESNO COUNTY LINE	INTERSTATE 5	TORNADO ST	PALMER AVE	STATE ROUTE 198
Description End	HYDRIL RD	FRESNO COUNTY LINE	INTERSTATE 5	TORNADO ST	PALMER AVE	STATE ROUTE 198	STATE ROUTE 145
Postmile Limits Begin/End (PM)	0.0 / 1.1	1.1 / 5.6	0.0 / 0.4	0.4 / 8.6	8.6 / 9.6	9.6 / 12.8	12.8 / 24.8
Length (MI)	1.1	4.5	0.4	8.2	1.0	3.2	12.0
Rural / Urban	Urban	Urban	Rural	Rural	Urban	Rural	Rural
Terrain	Flat	Rolling	Flat	Flat	Flat	Flat	Flat
ROW: Range Existing (FT)	100 / 100	80 / 185	120 / 150	70 / 100	70 / 90	80 / 120	60 / 120
Median Range (FT)	0 / 14	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Shoulder Range (FT) - Treated	4 / 11	4 / 5	2 / 4	2 / 8	8 / 8	0 / 8	4 / 8
Lane Width (FT)	12	12	12	12	12	12	12
Ultimate ROW (FT)	112	110	+	110	112	110	110
Facility: Existing	2C	2C	2C	2C	4C	2C	2C
2035 Concept	2C(I)++	2C(I)++	2C(I)++	2C(I)++	4C	2C(I)++	2C(I)++
UTC	4C	2C(I)++	2C(I)++	2C(I)++	4C	2C(I)++	2C(I)++
LOS: 2010	B	C	C	C	B	C	B
LOS: 2020	B	C	C	C	B	C	B
LOS: 2035	B	D	D	D	B	C	C
LOS: Concept 2035	D	D	D	D	D	D	D
Deficiency/Year Deficient	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project in STIP/RTP (Y/N)	No	No	No	No	No	No	No
LOS W/ Concept Improvement	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Directional Split (Peak Hour)	56 / 44	55 / 45	61 / 39	60 / 40	60 / 40	62 / 38	70 / 30
AADT: 2010	2,500	5,200	5,100	5,200	5,200	4,100	2,300
AADT: 2020	2,800	5,800	6,000	6,000	5,700	4,500	2,500
AADT: 2035	3,400	6,800	7,600	7,500	6,700	5,300	2,900
Peak Hour: 2010	250	510	500	510	510	400	230
Peak Hour: 2020	300	590	590	590	590	440	250
Peak Hour: 2035	380	720	740	740	720	510	290
% Trucks: AADT	10%	10%	18%	15%	15%	17%	16%
% Trucks: Peak Hour	6%	6%	14%	8%	8%	12%	12%

Transportation Concept Report
State Route 269

SUMMARY CHART 1B

LEGEND

Existing Lanes — Conventional
Planned or Programmed by 2035 — Expressway
Add Through Lanes — 2, 4

* Length of segments not to scale

Dir = Direction

State Route 33 | Hydril Rd | Fresno County Line | Interstate 5 | Tornado St | Palmer Ave | State Route 198 | State Route 145

PM 0.0 (Dir S - N) | PM 1.1 | PM 0.0 | PM 0.4 | PM 8.6 | PM 9.6 | PM 12.8 | PM 24.8

A V E | N A L | H U R O N

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	7
County / Route	KINGS / 269	KINGS / 269	FRESNO / 269	FRESNO / 269	FRESNO / 269	FRESNO / 269	FRESNO / 269
Description Begin	STATE ROUTE 33	HYDRIL RD	FRESNO COUNTY LINE	INTERSTATE 5	TORNADO ST	PALMER AVE	STATE ROUTE 198
Description End	HYDRIL RD	KINGS COUNTY LINE	INTERSTATE 5	TORNADO ST	PALMER AVE	STATE ROUTE 198	STATE ROUTE 145
Postmile Limits Begin/End (PM)	0.0 / 1.1	1.1 / 5.6	0.0 / 0.4	0.4 / 8.6	8.6 / 9.6	9.6 / 12.8	12.8 / 24.8
Length (MI)	1.1	4.5	0.4	8.2	1.0	3.2	12.0
Functional Classification	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial
National Highway System (NHS) (Y/N)	No	No	No	No	No	No	No
Freeway/Expressway System (Y/N)	No	No	No	No	No	No	No
Regionally Significant (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
STRAHNET (Y/N)	No	No	No	No	No	No	No
Lifeline (Y/N)	No	No	No	No	No	No	No
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)	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)	TA	TA	TA	TA	TA	TA	TA
Scenic (Yes: Officially Designated, Eligible or No)	No	No	No	No	No	No	No
ICES (Intermodal Corridor of Economic Significance) (Y/N)	No	No	No	No	No	No	No
General Plan/RTP LOS Standard	Kings Co LOS C for RTP Regionally Significant System	Kings Co LOS C for RTP Regionally Significant System	Fresno Co LOS C for RTP Regionally Significant System	Fresno Co LOS C for RTP Regionally Significant System	Fresno Co LOS C for RTP Regionally Significant System	Fresno Co LOS C for RTP Regionally Significant System	Fresno Co LOS C for RTP Regionally Significant System
General Plan/RTP Standard Highway Classification	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway
Passing Lanes (Y/N)	No	Yes	Yes	No	No	No	No
Bike Use Allowed (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes

V. Review of State Route 269 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 on SR 269 is deficient when it operates below the designated Route Concept LOS of D. Please refer to the SR 269 Transportation Concept Report Summary Chart in Section IV for current and future route operations.

As of the year 2010, SR 269 was operating at a range of LOS B to LOS C.

By the year 2035, SR 269 is projected to operate at LOS B, C and D in District 6. Nearly fifty percent of the route is projected to operate at LOS D (Segments 2 – 4) and will meet the Concept LOS of D. Over fifty percent of the route (Segments 1 and 5 -7) is projected to operate at LOS C or better.

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

APPENDIX A

SR 269 PROJECTS PLANNED AND PROGRAMMED

County	Post Mile	Description	Location	Type	Completion Date	Status	Est. Cost ($1,000)
Fresno	R7.6/R12.7	Construct new bridge	Between Gale Ave and SR 198	SHOPP/ Measure	2019	PA&ED	$20,911.00

APPENDIX B

INTELLIGENT TRANSPORTATION SYSTEM PROJECTS

County	Post Mile	Location	Type	Completed	Direction
Fresno	0.08	South of Avenal Cutoff Rd	TCS	Existing	NB/SB
Fresno	0.40	North of I-5	TCS	Proposed	NB/SB
Fresno	0.41	At I-5	CCTV	Existing	SB
Fresno	2.68	North of I-5	CMS	Proposed	NA
Fresno	10.00	South of SR 198	CMS	Proposed	NB
Fresno	12.75	North of SR 198	TCS	Proposed	NB/SB
Fresno	12.75	South of SR 198	TCS	Existing	NB/SB
Fresno	13.74	North of SR 198	CMS	Proposed	NA
Fresno	24.76	South of SR 145	TCS	Proposed	NB/SB
Kings	0.00	North of SR 33	TCS	Proposed	NB/SB
Kings	0.54	In Avenal, at 7th St	Signal	Existing	NA
Kings	1.12	North of Avenal City Limits	TCS	Proposed	NB/SB

See the Appendix for References, Acronyms, and additional information on Intelligent Transportation Systems.

APPENDIX C

Non-Motorized 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 269
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 Huron
P.O. Box 339
Huron, CA 93234
(559) 945-2241

Kings County Association of Governments
339 West "D" Street, Suite "B"
Lemoore, CA 93245
(559) 582-3211 Extension 2654

City of Avenal
919 Skyline Boulevard
Avenal, CA 93204
(559) 386-5766

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

STATE ROUTE 269 REFERENCES

Tribal Contacts:

Dunlap Band of Mono Indians

Michahai Wuksachi Band of Eshom Valley

Salinan Nation – Xolon Tribe

Salinan Nation Cultural Preservation Association

Salinan Tribe of Monterey and San Luis Obispo Counties

Sierra Nevada Native American Coalition (Mono/Yokut)

Squaw Valley Tribe

Wukchumni Tribal Council

Wuksachi Tribe – Sierra Foothills

Yokuts Archeological Advisory Team

ACRONYMS

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 269, The California Highways Organization, www.cahighways.org
2) 2011 Regional Transportation Plan; Fresno Council of Governments
3) 2011 Regional Transportation Plan; Kings County Association of Governments
4) California State Highway Log 2002; Caltrans
5) Traffic Data Branch, 2010 AADT; Caltrans
6) District Six Status of Projects; Caltrans
7) Transportation Management Center (TMC) Element Search Engine; Caltrans
8) Route Concept Report (RCR) Route 269, Fresno and Kings Counties, January 1990; Caltrans
9) Avenal California, http://www.sccs.swarthmore.edu/users/08/ajb/tmve/wiki100k/docs/Avenal.California.html
10) Mouren, Joseph, http://www.rootsweb.ancestry.com/~cagha/biographies/m/mouren-joseph.txt
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
12) Standard Environmental Reference Forms, Level of Service, for Freeways Graphics, http://www.dot.ca.gov/ser/forms.htm