

Mountain View/SR99 &
Mendocino (18th Avenue)/SR99
Feasibility Study

CALTRANS – D06
TECHNICAL PLANNING
September 2019

Introduction

- The Fresno Council of Governments (FCOG), the Tulare County Association of Governments (TCAG), the City of Kingsburg, and the City of Selma in cooperation with Caltrans initiated this Feasibility Study.
- The study identified the current safety, geometric, and operational deficiencies and developed short term (less than 3 years), mid-term (3 – 15 years), and long term (20+ year) improvement alternatives.

Study Objectives

- Identify geometric deficiencies
- Perform a Safety Analysis
- Research ways to divert truck traffic along 18th Avenue in Kingsburg
- Develop short term improvements to improve safety
- Identify potential interim capacity improvements
- Analyze interim improvement alternatives
- Develop preliminary drawings and estimates for interim alternatives
- Determine failure year of interim alternatives
- Develop preliminary long term alternative drawings and estimates
- Draft report with conclusions

Geometric Deficiencies

Mountain View Avenue Interchange

| Location | Deficiency |
|---|--|
| SR 99/Mountain View Avenue Interchange | Interchange Configuration Does Not Meet Currently Accepted Interchange Types |
| SR 99/Mountain View Avenue Interchange | Non-Continuous Sidewalks with Poor Pedestrian Access |
| Mountain View Avenue | Profile Has Non-Standard Sight Distance |
| Mountain View Avenue Overcrossing | Non-Standard Vertical Clearance Over State Route 99 |
| Mountain View Avenue/SB Off-Ramp Intersection | Ramp Terminal Connects Where Grade Is Greater Than 4% |
| Mountain View Avenue/Van Horn Intersection | Non-Standard Intersection Skew Angle |
| Mountain View Avenue/Van Horn Intersection | Local Road Across from Ramp Terminal |

Traffic Data Collection

- Traffic counts were collected when schools were in session
- An additional Sunday traffic count was collected to account for Selma Flea Market traffic
- Traffic data was collected on the following dates
 - Thursday, September 13, 2018, 6:00 - 9:00 AM, and 3:00 - 6:00 PM
 - Wednesday, September 26, 2018, 6:00-9:00 AM, and 3:00 – 6:00 PM
 - Sunday, October 28, 2018, 5:00-9:00 AM, and 2:00 – 6:00 PM

ANALYSIS YEAR

- 2018 is the base year
- 2025 was used as projected construction year
- 2035 & 2045 were used as the 10 and 20-year design period

METHODOLOGY

This corridor study used several urban transportation planning procedures for forecasting:

- Trip generation
- Historical trends
- Travel Demand Model (Fresno COG)
- Turnsw32
- Paramics / Visim

Operational Measures of Effectiveness (MOE)

Level of Service LOS, V/C Ratio, Delay, Density, Queue Length, and Speed were calculated using:

- HCS 2010 for un-signalized intersections (TWSC and AWSC)
- Synchro 10th for signalized intersections
- SIDRA Intersection 8 for roundabouts

Existing Facility

Mountain View Avenue

TWSC at 1 and 4



Existing LOS

Mountain View Avenue

| Location | LOS by Leg | | | | Delay (sec) | | | | LOS | Delay |
|-------------------|------------|-------|-------|------|-------------|------|--------|--------|------|--------|
| | EB | WB | NB | SB | EB | WB | NB | SB | | |
| SR 99 NB Off-Ramp | - | - | C(C) | - | - | - | 24(23) | - | C(C) | 18(18) |
| SR 99 SB Off-Ramp | - | A (A) | C (C) | D(F) | - | 8(9) | 16(16) | 28(55) | C(E) | 25(43) |

Mountain View Avenue Intersections, 2018 Existing Level of Service Summary.
 Queue and delay time on the southbound Off-Ramp left turn are the dominant problems.

Mountain View Avenue Intersections

Failing Year for No-Build

| Location Project | Failing Year |
|--|--------------|
| SR 99 NB Off-Ramp/Mountain View Avenue | 2030 |
| SR 99 SB Off-Ramp/Mountain View Avenue | 2018 |

Mountain View Avenue Proposed Improvements

- No-Build Alternative

Near Term Alternative

- Add AWSC at SB off-ramp and redelineate slip on-ramp intersection to create perpendicular right turn (will negatively affect LOS)

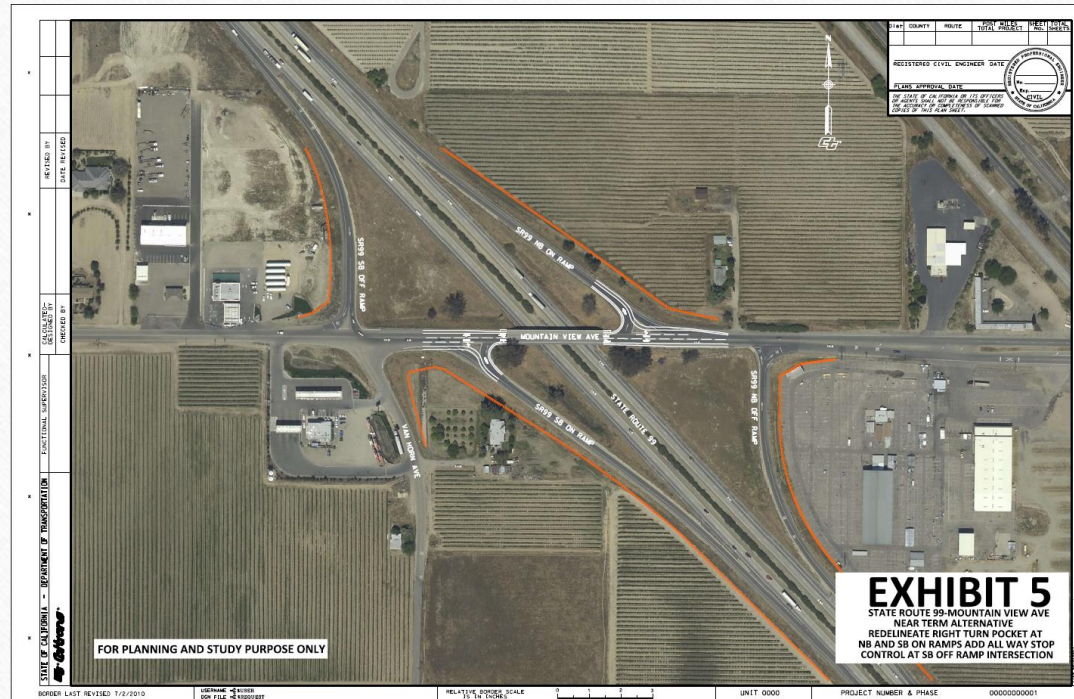
Mid-Term Alternatives

- Alternative 1- Realign On-Ramps with All Way Stop Control (AWSC)
- Alternative 2- Realign On-Ramps with Signalized Intersections
- Alternative 3- Realign On-Ramps with Roundabout Intersections

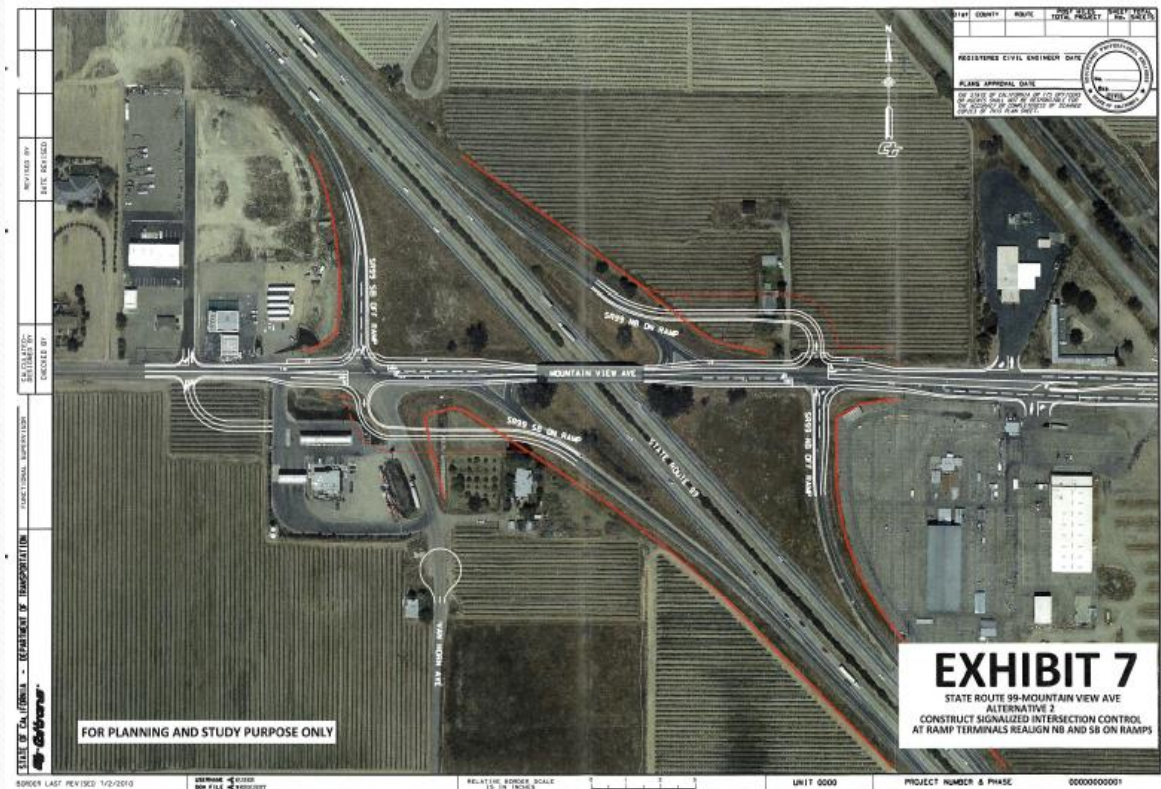
Long Term Alternative

- Alternative 4 –L-9 Interchange

Near Term



Signalized Intersections



Mountain View Mid-Term Alternatives

Level of Service Comparison

| YEAR | LOCATION | Alternative 1* (AWSC) | | Alternative 2* (SIGNALIZED) | | Alternative 3* (ROUNDBABOUT) | |
|------|--|--------------------------|--------------|--------------------------------|-------------|---------------------------------|------------|
| | | LOS | DELAY | LOS | DELAY | LOS | DELAY |
| 2025 | SR99 NB off Ramp / Mountain View | C(F) | 24.3(51.2) | B(B) | 14.4(16.2) | A(A) | 5.4(6.5) |
| | SR99 SB off Ramp / Mountain View | C(F) | 18.7(58.1) | C(C) | 20.1(29.1) | A(A) | 5.2(6.4) |
| 2035 | SR99 NB off Ramp / Mountain View | F(F) | 86.2(153.7) | B(B) | 14.5(17.6) | A(A) | 6.4(8.5) |
| | SR99 SB off Ramp / Mountain View | E(F) | 43.9(138.5) | C(D) | 24.0(39.4) | A(A) | 6.5(8.3) |
| 2045 | SR99 NB off Ramp / Mountain View | F(F) | 221.6(338.0) | B(C) | 18.0(23.3) | A(B) | 9.2(14.7) |
| | SR99 SB off Ramp / Mountain View | F(F) | 105.8(266.7) | D(F) | 39.1(102.1) | B(C) | 10.3(18.4) |

Mountain View Avenue Alternatives - Preliminary Cost Estimates

| ELEMENT | Alternative 1 (AWSC) | Alternative 2 (Signalized) | Alternative 3 (Roundabout) | Long Term Alternative (L-9 Interchange) |
|---------------------------------------|---------------------------------|---------------------------------------|---------------------------------------|--|
| Roadway | \$3.6M-\$4.5M | \$5.4M-\$6.8M | \$5.2M-\$6.5M | \$11.3M-\$14.2M |
| Structures | \$0 | \$0 | \$0 | \$12.4M-\$15.5M |
| Right of Way | \$1.1M-\$1.4M | \$1.1M-\$1.4M | \$1.5M-\$1.9M | \$23.8M-\$29.8M |
| Sub-Total | \$4.7M-\$5.9M | \$6.5M-\$8.2M | \$6.7M-\$8.4M | \$47.5M-\$59.5M |
| Support Cost | 50% | 50% | 50% | 30% |
| Total Project Capital Cost | \$7.1M-\$8.9M | \$9.8M-\$12.3M | \$10.1M-\$12.6M | \$61.8M- \$77.4M |

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Questions ?



CODE ENFORCEMENT STAFF PRESENTATION

CASE LOAD, PROCESSES, AND CODES

PROCESS – JAVIER VIDRIO, CODE ENFORCEMENT OFFICER

CASE LOAD – ISAAC MORENO, ASSISTANT CITY MANAGER

CODES – SHOPPING CARTS – BIANCA SPARKS ROJAS, CITY ATTORNEY

PROCESS

ADMINISTRATIVE CITATIONS & ABATEMENT PROCESS

- Notice of Violation (14 days for compliance) (Section 9-3-5)
- 1st Administrative Citation issued (10 days for compliance and \$100.00 fine) (Section 1-20-6)
- 2nd Administrative Citation issued (10 days for compliance and \$200.00 fine)
- 3rd Administrative Citation issued (10 days for compliance and \$500.00 fine)
- Council authorize City to obtain abatement warrant
- Abate nuisance
- Lien property

CASE LOAD

Code Enforcement Case Transactions Report

Period: August 1 through August 28, 2019

Opened Cases in Current
Month
38

Closed Cases From
Current Period
11

Closed Cases from Prior
Period
25

- The top three violation types are Weed Abatement, Property Maintenance, and Public Nuisance for this period
- Number of Citations Issued from January 2018 – August 2019:
 - Police Issued – 19
 - Code Enforcement Department - 10

CODES

- City's current Code provides for both administrative citation and abatement processes
- Must comply with Fourth Amendment by obtaining an abatement warrant before nuisances are abated
- May consider consolidating all of the public nuisance sections to make the City's Code more user friendly for both the public and Code Enforcement Staff

SHOPPING CARTS

- Health and safety hazards, public nuisance issues associated with abandoned shopping carts
- Overview of State Law
- City's current Code has provisions regulating shopping carts (Section 8-4-1)
- May consider amending the Code to require retailers to implement a shopping cart containment system to address public nuisance issues

SUMMARY & DIRECTION

- Administrative citation and abatement processes take time
- Consider consolidating public nuisance section to make more user friendly
- Consider amending shopping cart ordinance to include containment system

Districting Process

| Step | Description |
|---|---|
| Two Initial Hearings Aug. 5 & 12 | Held prior to release of draft maps. Education and to solicit input on the communities in the District. Hearings must be within 30 days of each other |
| Release draft maps Aug. 26 | Maps must be posted at least 7 days prior to 3rd hearing. |
| Two Hearings on Draft Maps Sept. 3 & 16 | Two meetings to discuss and revise the draft maps and to discuss the election sequencing. Hearings must be within 45 days of each other. Possible map selection 9/16. |
| Final Hearing & Map Adoption Oct. 7 | Map must be posted 7 days prior to adoption. |
| 2020 | First three districts hold by-district elections |
| 2021 | Map adjusted using 2020 Census data |
| 2022 | Remaining two districts hold first by-district elections |

Federal Laws

- ❑ Equal Population
- ❑ Federal Voting Rights Act
- ❑ No Racial Gerrymandering

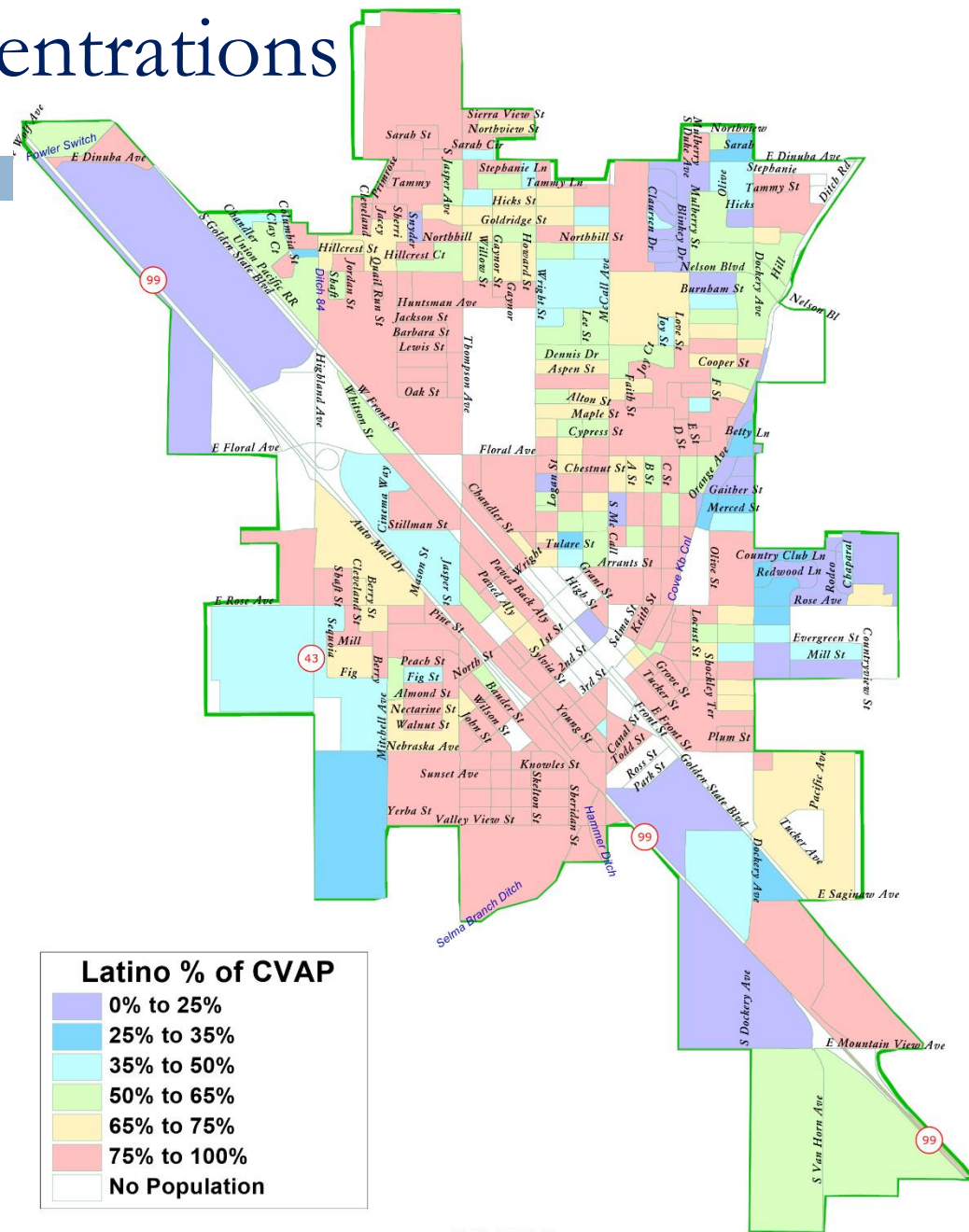
Traditional Redistricting Principles

- ❑ Communities of interest
- ❑ Compact
- ❑ Contiguous
- ❑ Visible (Natural & man-made) boundaries
- ❑ Respect voters' choices / continuity in office
- ❑ *Planned future growth*



Latino eligible voters are concentrated everywhere except the east and west edges of the City.

There are no large geographic concentrations of Asian-Americans, African-Americans or Native Americans.

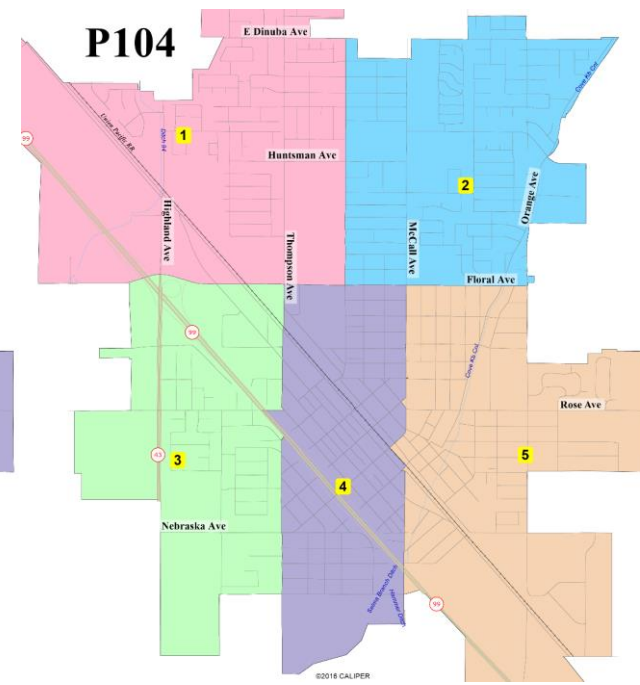
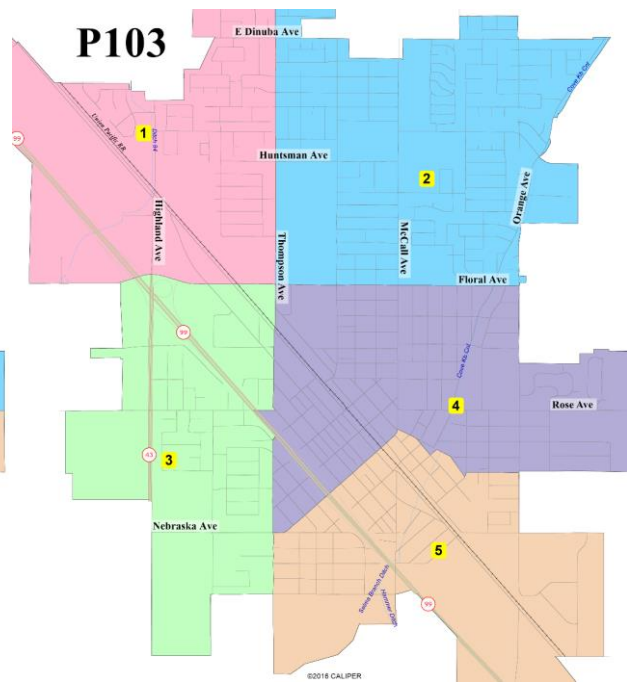
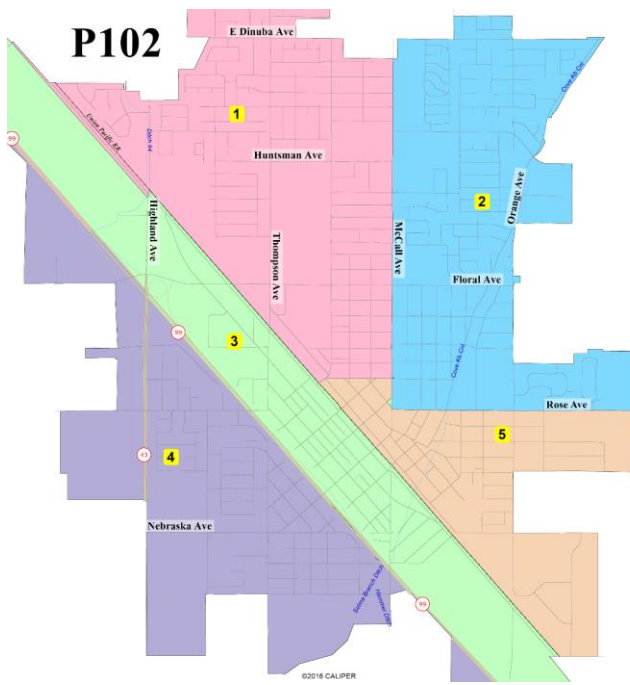
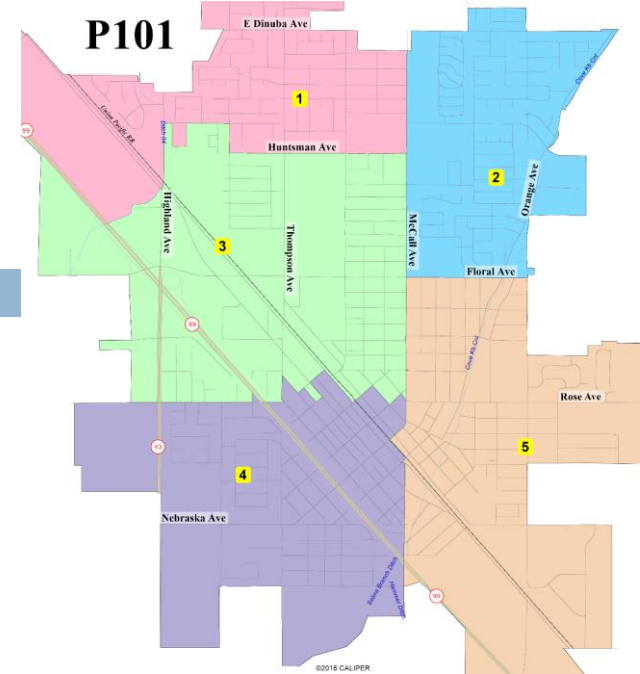


Draft Maps I

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Public Submissions P101 – P104
 None were population balanced
 (overall plan deviations ranged from 45% to 138%)

Interactive Map

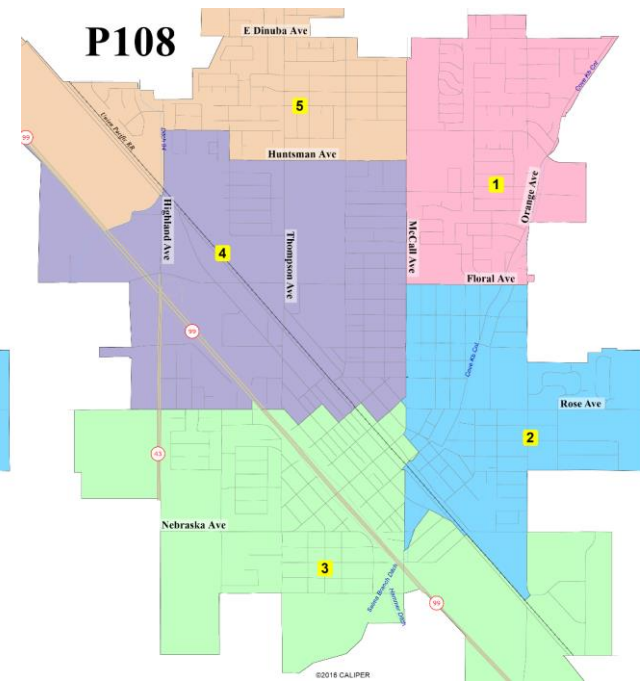
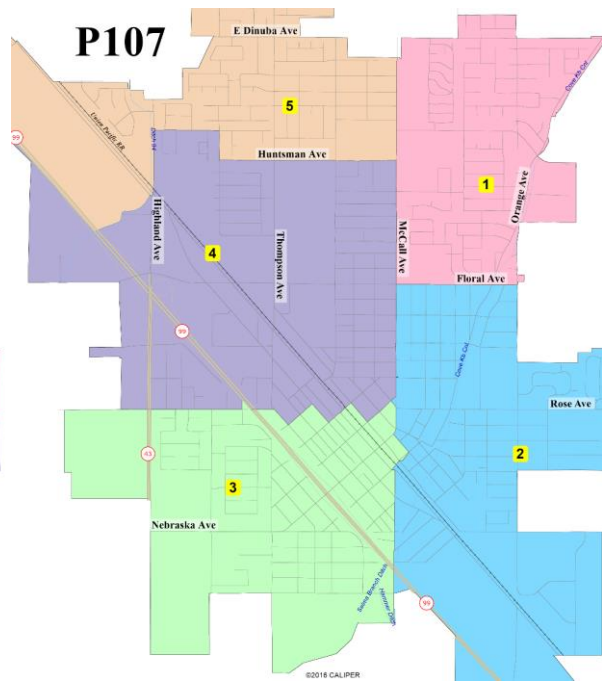
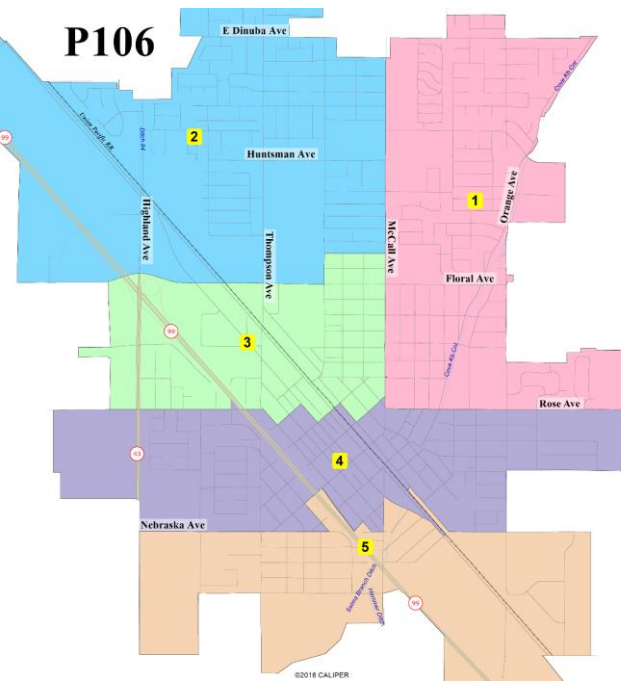
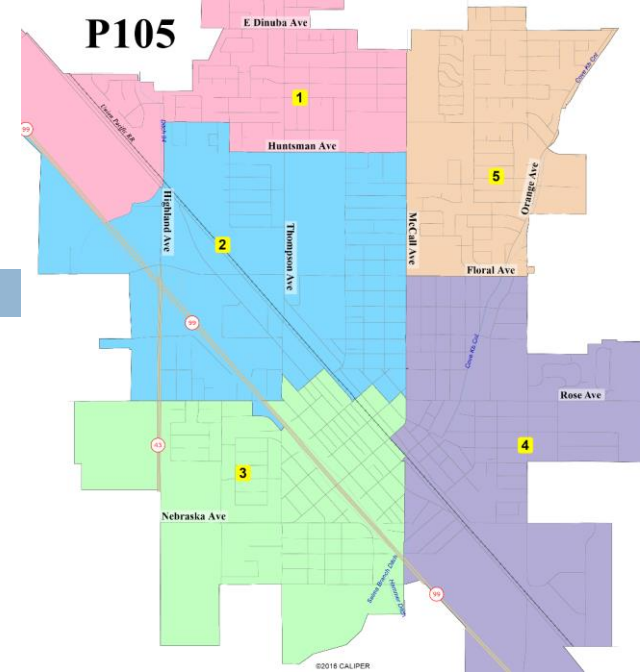


Draft Maps II

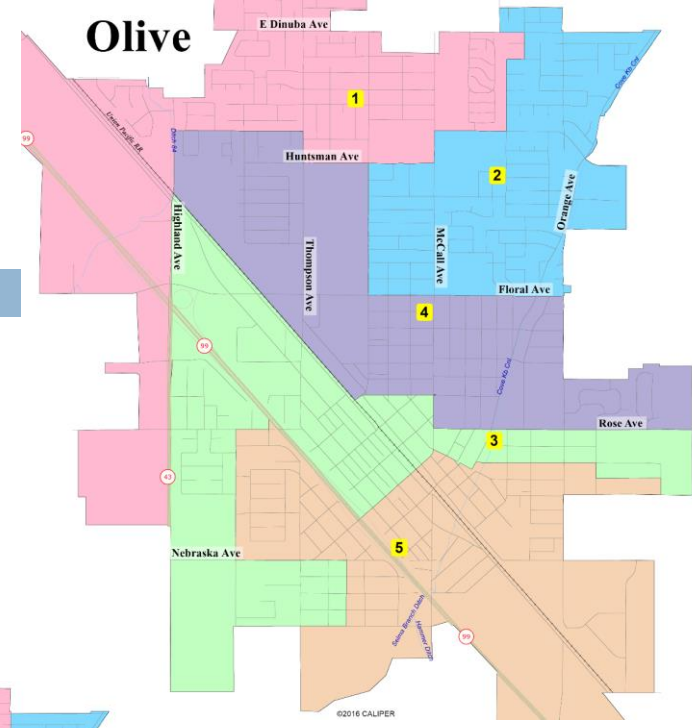
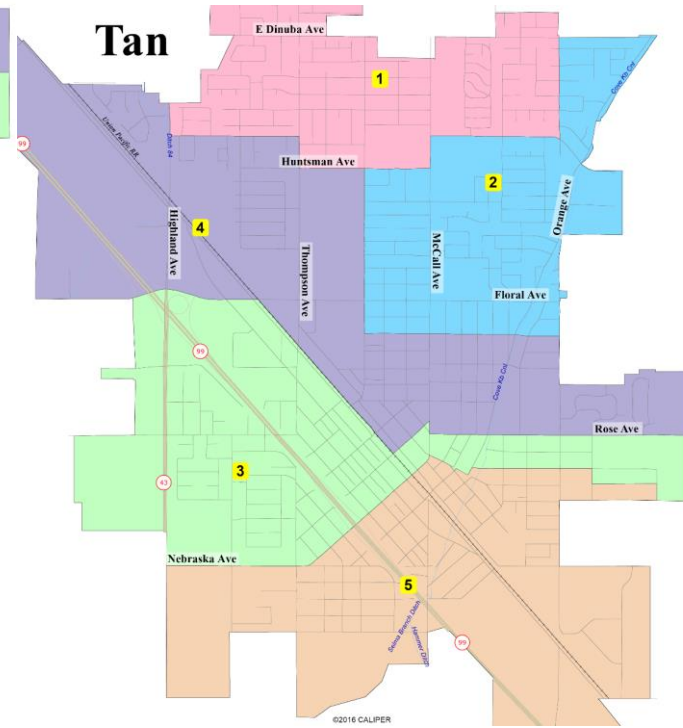
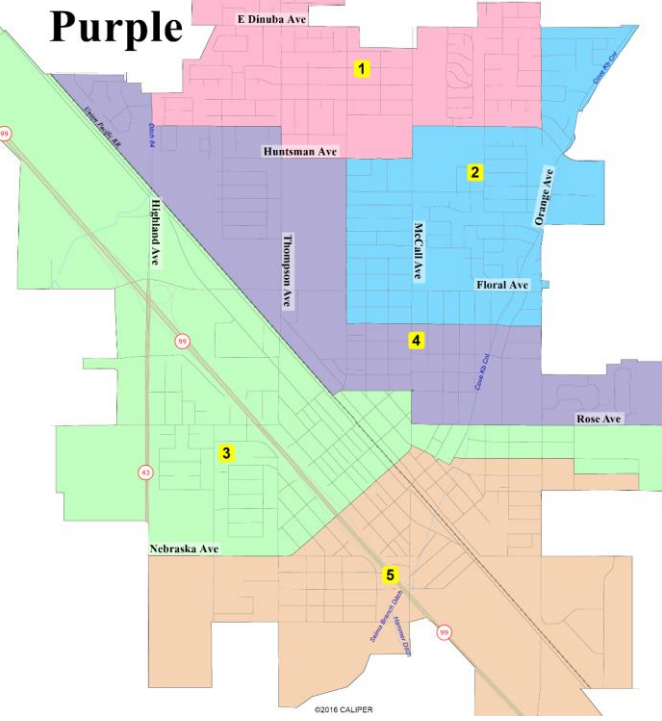
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Public Submissions P105 – P108
None were population balanced
(overall plan deviations ranged from 44% to 78%)

Interactive Map



Draft Maps III



All are population balanced.

