Call to Order
Roll Call

Adjourn to a Joint Meeting of the Porterville City Council and Successor Agency to the Porterville Redevelopment Agency.

**JOINT CITY COUNCIL / SUCCESSOR AGENCY TO THE PORTERVILLE REDEVELOPMENT AGENCY AGENDA**

**41 W. THURMAN AVENUE, PORTERVILLE, CA**

Roll Call: Agency Members/Chairman

**ORAL COMMUNICATIONS**
This is the opportunity to address the City Council and/or Successor Agency on any matter scheduled for Closed Session. Unless additional time is authorized by the Council/Agency, all commentary shall be limited to three minutes.

**JOINT CITY COUNCIL/AGENCY CLOSED SESSION:**

A. Closed Session Pursuant to:
   1- Government Code Section 54956.9(b) – Conference with Legal Counsel – Anticipated Litigation – Significant Exposure to Litigation: One Case concerning a dispute with the County of Tulare regarding Project Area Amendment.

Adjourn to a Meeting of the Porterville City Council.

**CITY COUNCIL CLOSED SESSION:**

B. Closed Session Pursuant to:
   1- Government Code Section 54956.9(a) – Conference with Legal Counsel – Existing Litigation: City of Porterville v. County of Tulare et al., Tulare County Superior Court No. 249043.

5:30 P.M. RECONVENE OPEN SESSION

REPORT ON ANY COUNCIL ACTION TAKEN IN CLOSED SESSION

Pledge of Allegiance Led by Council Member Greg Shelton
Invocation

**ORAL COMMUNICATIONS**
This is the opportunity to address the Council on any matter of interest, whether on the agenda or not. Unless additional time is authorized by the Council, all commentary shall be limited to three minutes.
SCHEDULED MATTER

1. State Route 190 Corridor Study
   Re: A study session regarding efforts to evaluate a potential alignment plan and related
   improvements along State Route 190 between Westwood Street and Blue Heron Parkway.

ORAL COMMUNICATIONS

OTHER MATTERS

ADJOURNMENT - to the meeting of December 18, 2012.

In compliance with the Americans with Disabilities Act and the California Ralph M. Brown Act, if you
need special assistance to participate in this meeting, or to be able to access this agenda and documents
in the agenda packet, please contact the Office of City Clerk at (559) 782-7464. Notification 48 hours
prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this
meeting and/or provision of an appropriate alternative format of the agenda and documents in the agenda
packet.

Materials related to an item on this Agenda submitted to the City Council after distribution of the
Agenda packet are available for public inspection during normal business hours at the Office of City
Clerk, 291 North Main Street, Porterville, CA 93257, and on the City’s website at
www.ci.porterville.ca.us.
CITY COUNCIL AGENDA: DECEMBER 11, 2012

SUBJECT: STATE ROUTE 190 CORRIDOR STUDY

SOURCE: PUBLIC WORKS DEPARTMENT - ENGINEERING DIVISION & COMMUNITY DEVELOPMENT DEPARTMENT - PLANNING DIVISION

BACKGROUND:

The City of Porterville updated its General Plan in 2008 establishing policies and implementation strategies to guide the City’s growth over the next twenty plus years. A major component of the General Plan is establishing a comprehensive circulation network throughout the City and surrounding County areas. The Circulation Element of the General Plan responds to the requirements of Government Code §65302 (b), which requires the identification of the “location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.”

The preparation of the Circulation Element in concert with the Land Use Element forms the roadmap for growth of the community. The vision for the growth of Porterville was cast into the plan through a significant public participation process and is being implemented with each development and public works project constructed in the city. State Routes 65 and 190, within the Porterville area, are regional connectors linking Porterville with the surrounding areas of the County and other communities. This study focuses on the future improvements to the SR 190 corridor.

State Route 190 is the major cast-west transportation corridor in Porterville. Extending from State Route 99 near Tipton at its westerly terminus to Quaking Aspen Camp near Ponderosa, State Route 190 provides Tulare County a regional transportation corridor. The regional connectivity of State Route 190 intersects with facilities to extend Porterville’s reach for importing and exporting goods beyond the region, throughout California, and beyond.

The importance of State Route 190 to the economic future and growth of Porterville cannot be understated. Employment opportunities associated with agricultural exports and ease of access to other elements of the state highway system generate significant annual tax revenues and create jobs for the City. Tourism drawn to the Sequoia National Forest includes visitors to the Eagle Mountain Casino on the Tule River Indian Reservation, and is an additional benefit to the local economy.

Corridor Study Process

Staff has been working with the California Department of Transportation (Caltrans) to review the current function of SR 190 and consider different alternatives to accommodate the growth projected in the City’s General Plan. The General Plan anticipated a series of

DD363L Appropriated/Funded N/A CM

Item No. 1
improvements to SR 190, including new interchanges at Westwood Street, Hillcrest Street, and Road 284 (Reservation Road), and improvements to the interchange at Main Street. Grade separations considered in the General Plan were at Newcomb Street, Plano Street, and Indiana Street. For the last eighteen months, City staff and Caltrans staff have looked in more detail at the opportunities and constraints associated with accessibility to SR 190 at key intersections. A series of modeling efforts have resulted in projected needs for immediate improvements, interim improvements, and ultimate designs that would function through the term of the General Plan.

The City's Circulation Element is a component of the General Plan and is a broad study of the planned circulation system within the City and the surrounding planning area. The Circulation Element, specifically related to the SR 190 corridor, has designated interchanges and grade separated crossing at all planned intersections along the corridor, except Jaye Street. An analysis of the highway segment's capacity indicates the need to widen SR 190 from two (2) lanes to four (4) lanes between Westwood Street and SR 65, widen from four (4) lanes to six (6) lanes from SR 65 to Plano Street, and widening from two (2) lanes to four (4) lanes from Plano Street to Reservation Road.

The State of California has statutorily identified the roadway system for the entire state. SR 190 is designated as part of the Freeway and Expressway System and a Scenic Highway between SR 65 and Death Valley, and State Highway from SR 99 to SR 65. As urbanization occurs between Westwood and SR 65, Expressway and Freeway Standards apply, which limit access to County roads, remove or significantly limit private driveway access and result in the closure of access at Newcomb Street and Prospect Street at its ultimate configuration. In the case of Porterville, this ultimate configuration will require the construction of frontage roads for the developed areas, as well as those areas yet to develop.

SR 190 from SR 65 to Reservation Road is considered a suburban, high-speed highway with slightly less stringent design standards than the Expressway or Freeway. Due to the tight spacing of surface streets intersecting with SR 190, improvements to one intersection or interchange result in required improvements to other connections. As a result, the series of improvements to be discussed for the high-speed highway east of SR 65 need to be discussed collectively. One project cannot be considered independent of the others. Having a suburban high-speed highway designation for the segment east of SR 65 would allow for private property access directly to the State Highway System where it is normally restricted and provide for at-grade, high-volume City street connections such as Jaye Street and potentially Blue Heron Parkway.

However, there remain important design guidelines that must be addressed as improvements are made along this segment of SR 190. For example, if the existing partial Main Street interchange is converted to a full access interchange, then the access to and from Plano Street must be severed. This is a result of the short distance between the Plano intersection and Main Street ramp access points inducing traffic weaving issues; weaving is the process of vehicle paths crossing while entering and exiting the roadway.
Closure of Plano Street would then require creating a new access point at the Hillcrest Street alignment as designated in the current adopted Circulation Element.

As a result of the mitigation improvements required by the Riverwalk Phase II EIR traffic study, and the need to follow through with the City's requirement per the Measure R Expenditure Plan, staff felt it was important to have a focused traffic study of the SR 190 corridor. Therefore, Caltrans has been commissioned, by TCAG, to perform this study and provide a logical plan to improve the corridor while wisely expending taxpayer dollars.

As a result of Caltrans' efforts, it was determined that the existing and projected traffic volumes are less than envisioned initially by the adopted Circulation Element of the General Plan. With this determination, Caltrans provided information based on a three (3) tiered approach. The tiered approach allows flexibility in implementing corridor improvements from the near future to ultimate designation. A brief description of the tiered concept follows:

1. Near Term Projects - Improvements along SR 190 that need immediate attention and planning.
2. Interim Projects - Improvements along SR 190 that will experience failures during the life of the General Plan.
3. Ultimate Projects - Those projects defined by the General Plan that will effectively serve the City well beyond the current 2030 General Plan horizon.

The following is Caltrans' and Staff's recommendations to this point in the study and are intended to aid the City Council in focusing on the scope and prioritization of necessary improvements over the course of time. For purposes of discussion, the corridor has been divided into two (2) primary segments. The Expressway extends from SR 65 west past Westwood Street, and the Rural Highway extends from SR 65 east to Reservation Road.

Their specific descriptions are as follows:

**Projects Description**

**190 EXPRESSWAY - WESTWOOD STREET TO SR 65**

Near Term Projects are represented in the Table 1 below:

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westwood/SR 190 Intersection</td>
<td>Construct temporary improvements to improve access at this intersection. These improvements may entail a widened intersection controlled by a traffic signal or a roundabout.</td>
</tr>
</tbody>
</table>
Interim Projects are represented in the Table 2 below:

**TABLE 2**

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westwood/SR 190 Intersection</td>
<td>Widen from 2 lanes to a 4 lane roadway and a signalized at grade intersection with dual left turn lanes on all approaches. Provide curb-gutter, sidewalk, street lights on Westwood Street</td>
</tr>
<tr>
<td>Newcomb/SR 190 Intersection</td>
<td>Construct a 4 lane overcrossing with an 18-foot wide median, curb-gutter, sidewalk, street lights and realignment of sewer and water mains</td>
</tr>
</tbody>
</table>

Ultimate Projects are represented in the Table 3 below:

**TABLE 3**

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westwood/SR 190 Intersection</td>
<td>Construct a spread diamond interchange at Westwood Street, realign the canal and relocate utilities.</td>
</tr>
</tbody>
</table>

**190 HIGHWAY - SR 65 TO HILLCREST STREET**

Near Term Projects are represented in the Table 4 below:

**TABLE 4**

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westbound Auxiliary Lane from Jaye St. to SR 65.</td>
<td>Extend the existing outside lane for westbound SR 190 from Jaye Street to SR 65 northbound ramp.</td>
</tr>
<tr>
<td>Plano/SR 190 Intersection</td>
<td>Construct 4 lanes on Plano St. with dual left turn and dedicated right turn lanes on all approaches w/ new traffic signals.</td>
</tr>
<tr>
<td>Hillcrest/SR 190 Intersection</td>
<td>Construct a 4 lane roadway with 14-foot wide median island with a new traffic signal. Curb-gutter, sidewalk, street lights, bridge across Tule River, extension of Hillcrest Street to Worth Avenue to the south and Springville Avenue to the north and limited drainage system improvements.</td>
</tr>
</tbody>
</table>
Interim Projects are represented in the Table 5 below:

### TABLE 5

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastbound Auxiliary Lane</td>
<td>Construct an auxiliary lane and new shoulder, add retaining walls and sound walls, and reconstruct part of the northbound SR 65 to eastbound SR 190 slip ramp.</td>
</tr>
<tr>
<td>Main/SR 190 Intersection</td>
<td>Signalize the Ramp Terminals at Main St. construct dedicated left and right turn lanes for the eastbound off ramp.</td>
</tr>
<tr>
<td>Widen SR 190 from 2 lanes to 4 lanes from Hillcrest St. (PM 17.9) to Reservation Rd. (PM 21.1)</td>
<td>Widen from 2 lanes to 4 lanes with an 18-foot wide median.</td>
</tr>
</tbody>
</table>

Ultimate Projects are represented in the Table 6 below:

### TABLE 6

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main/SR 190 Intersection</td>
<td>Construct double cloverleaf interchange, with loop on-ramps in the northeast and southwest quadrants. The existing bridge would be widened on the north and south sides of SR 190.</td>
</tr>
<tr>
<td>Plano/SR 190 Intersection</td>
<td>Excavate along the existing Plano Street roadbed and adjacent parcels to construct a divided 4 lane arterial underpass. A raised 12-foot wide median, (4) 12-foot wide lanes, 8-foot wide shoulders, curbs, gutters and sidewalks.</td>
</tr>
<tr>
<td>Hillcrest./SR 190 Intersection</td>
<td>Construct double cloverleaf interchange with loop on ramps in the northeast and southeast quadrants.</td>
</tr>
</tbody>
</table>

**RECOMMENDATION:**

Currently the Regional Measure R funds associated with SR 190 are defined in the Measure R Expenditure Plan by Phases. The first phase designates $10,000,000 for operational improvements between SR 99 and SR 65. The second phase allocates $18,000,000 for an interchange at Main Street and $60,000,000 for the widening of SR 190 from SR 99 to SR 65. $88,000,000 is currently available for these specific projects.

The Council approved a staff recommended amendment to the Measure R Expenditure Plan during the August 7, 2012 meeting, that if approved by the Tulare County Transit Authority Board (TCTA), will provide a flexible way of planning for the upcoming
necessary improvements along the SR 190 corridor. The amendment requests that the SR 190 limits for both Phase 1 - operational improvements, and Phase 1 - widening improvements between SR 99 and SR 65, be changed to SR 99 to Reservation Road, adding an additional 4.5± miles to the corridor. The amendment also requests the creation of a "City of Porterville State Route Interchange" fund that will combine the Phase 2 W. North Grand Avenue/SR 65 interchange ($20,000,000) and the Main Street/SR 190 interchange ($18,000,000) into one category. Should these requested amendments be approved, there will be $108,000,000 available for improvements along SR 190 between SR 99 and Reservation Road.

A good example of what has transpired through the study is more of a need to construct an access point at Hillcrest Street if it is Council's preference to maintain an at-grade intersection at Plano Street. The new access point must be in place in order for a Plano Street at-grade intersection to function at an acceptable level of service (LOS), which ranges between C to D. All projects presented above have a twenty (20) year life and having the Regional Measure R Expenditure Plan amended to allow for flexibility is important to deal with the unpredictable development patterns during the next 20 plus years. The following is a summary of the level of service (LOS) criteria:

**Signalized Intersection LOS**

<table>
<thead>
<tr>
<th>Traffic Volume/Intersection Capacity</th>
<th>Control Delay (seconds/vehicle)</th>
<th>Level of Service (LOS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;0.60</td>
<td>≤10</td>
<td>A</td>
</tr>
<tr>
<td>0.61-0.70</td>
<td>&gt;10 and ≤20</td>
<td>B</td>
</tr>
<tr>
<td>0.71-0.80</td>
<td>&gt;20 and ≤35</td>
<td>C</td>
</tr>
<tr>
<td>0.81-0.90</td>
<td>&gt;35 and ≤55</td>
<td>D</td>
</tr>
<tr>
<td>0.91-1.00</td>
<td>&gt;55 and ≤80</td>
<td>E</td>
</tr>
<tr>
<td>&gt;1.0</td>
<td>&gt;80</td>
<td>F</td>
</tr>
</tbody>
</table>

The basic concept behind the table above is a vehicle shall experience acceptable control delay that ranges between twenty (20) seconds and fifty-five (55) seconds, while maintaining traffic volumes within each intersection lane at an acceptable ratio in order to meet Caltrans acceptable level of service range.

**Roadway Segments**

The 2030 General Plan lists the daily traffic capacities for various types of roadways as shown below, Level of Service Criteria.

<table>
<thead>
<tr>
<th>Roadway Segment Type</th>
<th>Total Daily Vehicles in Both Directions (ADT)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LOS A</td>
</tr>
<tr>
<td>6-Lane Divided Freeway</td>
<td>42,000</td>
</tr>
<tr>
<td>4-Lane Divided Freeway</td>
<td>28,000</td>
</tr>
<tr>
<td>Roadway Type</td>
<td>LOS A</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>-------</td>
</tr>
<tr>
<td>2-Lane Rural Highway</td>
<td>2,400</td>
</tr>
<tr>
<td>6-Lane Divided Expressway</td>
<td>35,500</td>
</tr>
<tr>
<td>6-Lane Divided Arterial (with left-turn lane)</td>
<td>32,000</td>
</tr>
<tr>
<td>4-Lane Divided Arterial (with left-turn lane)</td>
<td>22,000</td>
</tr>
<tr>
<td>4-Lane Undivided Arterial (no left-turn lane)</td>
<td>18,000</td>
</tr>
<tr>
<td>2-Lane Arterial (with left-turn lane)</td>
<td>11,000</td>
</tr>
<tr>
<td>2-Lane Arterial (no left-turn lane)</td>
<td>9,000</td>
</tr>
<tr>
<td>2-Lane Collector/Local Street</td>
<td>6,000</td>
</tr>
</tbody>
</table>

The table above provides the criteria for all defined roadway segments. The left hand side of the table describes the lane geometry of the roadway segment and the multiple columns to the right provide the traffic volume capacity that define level of service (LOS) from "A" to "E". "A" being the best and "E" being the worst. Data obtained from the traffic model for the SR 190 Corridor Study dictate the required lane configurations to meet Caltrans level of service range (LOS C to LOS D).

In review of Caltrans study to this point, realizing potential growth patterns and the immediate circulation needs of the City, staff recommends implementing the next steps necessary to generate the following real construction projects:

- Construct a westbound auxiliary lane from Jaye Street to SR 65. Preliminary Estimate of Probable Cost is: **$1,200,000.**
- Construct an eastbound auxiliary lane from SR 65 to Jaye Street. Preliminary Estimate of Probable Cost is: **$8,700,000.**
- Construct signalized intersections at the Main Street ramp terminals. The eastbound ramp will include dedicated left and right turn lanes. Preliminary Estimate of Probable Cost is: **$1,200,000.**
- Reconstruct Plano Street/SR 190 intersection to accommodate four (4) lanes with dedicated dual left and right turn lanes on all approaches with new traffic signals. Preliminary Estimate of Probable Cost is: **$7,500,000.**
- Create a new SR 190 access point at the Hillcrest Street alignment. Construction of a four (4) lane roadway from Worth Avenue to Springville Avenue, including a bridge across the Tule River. The actual intersection would be controlled by a roundabout or traffic signal. Preliminary Estimate of Probable Cost is: **$25,300,000.**

Total recommended projects Estimate of Probable Cost is: **$43,900,000**

The above list will resolve the SR 190 mitigation measures described in the Riverwalk Phase II EIR, maintain SR 190/Plano Street as an at-grade intersection, and create a new access point to and from SR 190 at Hillcrest Street, all of which should create an acceptable Level of Service (D) for the next 20 years.
Construction of the Hillcrest Street access point to SR 190 is necessary and probably the most important component in making the planned "Near Term" and "Interim" projects function properly. There are many reasons why, but the most basic is that the new access point will provide two alternatives for East Porterville traffic to access SR 190. This will result in traffic volume reductions on Plano Street, and without the new Hillcrest Street access, the Plano Street/SR 190 at-grade intersection will fail. With this proposal, immediate severance of access to and from SR 190 at Martin Street is a requirement and would result in the construction of frontage roads for the developed areas and those areas yet to develop. Staff will seek approval to maintain access at the Blue Heron Parkway serving the Developmental Center. There seems to be a willingness to keep Blue Heron as an at-grade intersection due to its distance east of the proposed Hillcrest Street intersections. However, should Caltrans approve the City's request, then some modifications to the intersection may be required.

ATTACHMENTS: Conceptual Intersection Designs (15 sheets)
PROPOSED 4-LANE EXPRESSWAY
RIGHT OF WAY

WESTWOOD STREET
AT-GRADE INTERSECTION UPGRADES
PM 13.40

EXISTING RIGHT OF WAY

PROPOSED 4-LANE EXPRESSWAY
RIGHT OF WAY

SR 190 AND WESTWOOD ST
NEAR TERM
OPTIONAL IMPROVEMENT

FOR PLANNING AND
STUDY PURPOSES ONLY
EXISTING RIGHT OF WAY

PROPOSED RIGHT OF WAY

SR 180

SR 65

SR 180 AT SR 65
CONCEPTUAL IMPROVEMENTS