

Update



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Kings County Association of Governments

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Caltrans Releases Long-Range Transportation Plan Update

CTP 2040 sets course toward economically sound, sustainable future

SACRAMENTO – Caltrans is pleased to present the *California Transportation Plan (CTP) 2040*, the State's new long-range integrated approach toward transportation planning that is multimodal, sustainable and environmentally responsible. The plan presents a set of supporting goals, policies and recommendations to chart a long-term vision to help guide transportation decisions and investments in the 21st century that meet our future multimodal mobility needs and reduce greenhouse gas emissions.

"The California Transportation Plan 2040 sets the correct course for the state's transportation future. With a growing population that requires an integrated, effective transportation system, the Plan will improve transit options while fulfilling economic and environmental goals." Malcolm Dougherty, Director, Caltrans

The CTP 2040 takes a "whole system" approach toward the state's transportation system that integrates statewide long-range modal plans and programs with the latest technology and tools to articulate the State's broad vision for a single, seamless transportation system that complements regional transportation plans, sustainable communities' strategies and land-use visions for greater mobility choices.

Preparation of the CTP 2040 included an extensive outreach campaign through an open and collaborative planning process with input and guidance from transportation partners representing various governmental agencies, tribal governments, and advocacy groups who participated on the CTP's Policy Advisory and Technical Advisory Committees. The plan also gathered input from a wide range of stakeholders, including the public, elected and appointed officials, and community-based organizations across the state.



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Caltrans Releases Long - Range Transportation Plan Update (Continued)

Achieving the goals and polices of the CTP 2040 and transforming the transportation system from where California is now to where it needs to be in 2040 will take significant effort among transportation partners and stakeholders, as well as broad public support. The CTP provides recommendations for how California can move toward its greenhouse gas reduction targets and achieve the vision for a fully integrated, multimodal, and sustainable transportation system that enhances California's economy and livability.

The CTP 2040 is available at www.californiatransportationplan2040.org.



California Truck Survey Helps Shape Transportation Planning

Caltrans News Flash #83

SACRAMENTO – Trucking is a huge part of the state and national economy, and how the industry uses transportation is a key factor in managing the system. In this *Caltrans News Flash*, you'll learn how the California Truck Survey will play a key role in shaping our transportation future.

The survey is currently underway, and will be the first in the state since 2002. Caltrans is conducting outreach workshops with several rounds of a data-collecting survey. To learn more about the survey and find out how freight vehicle operators in California can participate, visit Caltrans' *California Vehicle Inventory Use and Survey page*.

This video may also be viewed at: <https://youtu.be/btfSbhDDecQ>.

This News Flash is the 83rd in a series of videos highlighting Caltrans' activities that present the wide-ranging and critical work that Caltrans does to enhance California's economy and livability. To see more of these and other videos, search for [#CaltransNewsFlash](https://twitter.com/CaltransNewsFlash) on Twitter or visit <http://bit.ly/1ez3LYz>.



We did it! 5,000 vehicles enrolled in the California Road Charge Pilot Program!

The pilot program has officially been launch; exceeding our goal of more than 5,000 vehicles enrolled.

For the next nine months, volunteers will report their driving miles to the state – or – have their mileage monitored by the state.

The following chart represents the total number of 5,022 vehicles currently enrolled in the pilot, across four vehicle categories.



Volunteers have four options recording there mileage:

- 
Time Permit
 "Purchase" a permit for unlimited road use in California for a specific period of time

- 
Mileage Permit
 "Purchase" a block of miles based on your expected use of California's roads

- 
Odometer Charge
 "Make payments" based on periodic manual odometer readings

- 
Plug-in Device (Location Optional)
 Report miles using a plug-in device for your car with optional smartphone app

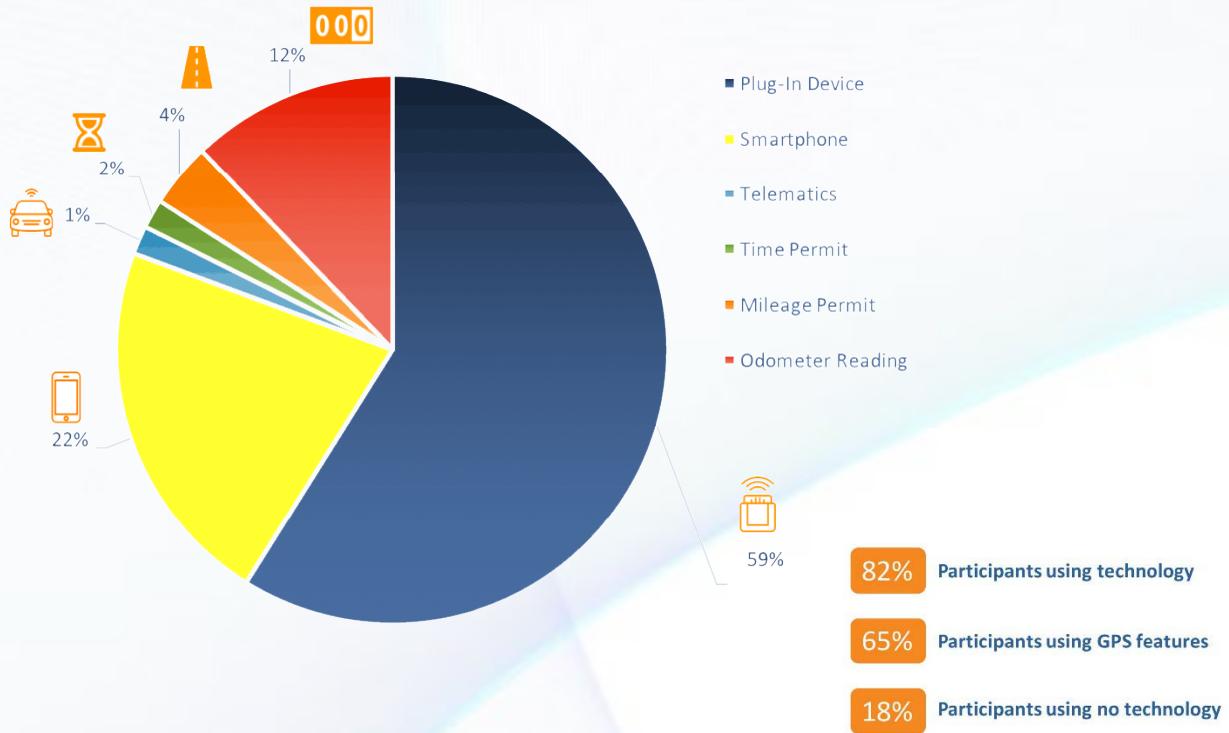
- 
Smartphone App (Location Optional)
 Report miles using a smartphone app

- 
Car's Built-in Technology
 Report using your car's built-in technology (only available in select, recent models)

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We did it! (Continued)



- These various road charging methods will compare the performance of each concept against an established set of criteria.
- This trial will inform the state Legislature’s decision on whether and how to move forward with a full-scale, permanent road charge program
- Data security and privacy requirements have been strictly implemented to protect driver’s personal information.
- With the decline in gas tax revenue and more cars becoming more fuel efficient the road charge program is a viable way to generate revenue to support California’s aging transportation infrastructure.

“If you are going to revise the system. You have to do the work, and answer the questions before you go to the politicians.”

Steve Schnaidt
Pilot Program Volunteer
Sacramento California





Survey Reveals Surprising Driver Behaviors for Litter, Pollution

Littering and Polluting Behaviors on California's Highways are Focus of the "Protect Every Drop" Campaign

SACRAMENTO – Caltrans released new survey data today that shows nearly half all motorists surveyed admit to sometimes littering along the state's highways. Nearly one in five California motorists report intentionally dumping something on the side of the highway. Survey respondents confirmed they improperly disposed of items ranging from old furniture and appliances to green waste from their yard such as lawn clippings, branches or leaves. In addition, another 6 percent of motorists admitted that they fail to pick up waste left by pets on the side of the highway.

"These findings are staggering because this is not accidental public behavior, but rather a conscious decision to improperly discard or leave behind debris along California freeways." These items create roadway hazards while also directly affecting the cleanliness of our highways and the waterways. When it rains, stormwater flushes highway debris and pollutants into the storm drain system flowing to open bodies of water." Malcolm Dougherty, Director, Caltrans

The quantitative survey was conducted to measure California highway drivers' awareness, attitudes and behaviors when it comes to maintaining clean highways for the purposes of clean waterways. The survey was conducted in February 2016 by Consumer Quest Research.

Responses were collected from more than 300 California drivers across the state age 18 years of age and older who had driven on California freeways or highways in the last 30 days.

Below are several additional survey findings:

- **Making the Connection:** Overwhelmingly, 84 percent of Californians believe there is a connection between highway pollution and the quality of water. Virtually all of these motorists say that knowing this encourages them to maintain their vehicle properly and not litter or cause pollution on highways.



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Survey Reveals Surprising Driver Behaviors for Litter, Pollution (Continued)

- **Taking Action:** The primary action taken as a result of understanding the connection between roadway pollution and water quality is to avoid littering (30 percent), followed distantly by making sure there are no leaking fluids (14 percent).
- **Tire Maintenance:** Only half of California motorists regularly check to make certain their tires are properly inflated. Perhaps more concerning is that nearly one in five California motorists report that they "go by how my vehicle feels," are sometimes "not totally certain," (how full their tires are) or "don't really worry about this."
- **Leaky Car Fluids:** Four in 10 motorists discovered a fluid leak from their vehicle in the past several years. While most repaired it immediately, a significant portion did not. Of those who discovered leaking fluids, 20 percent report waiting at least a few days to take action or topping off and not worrying about it.

Caltrans recently launched a new stormwater public education and outreach campaign called "Protect Every Drop" to educate Californians about the sources and pathways of stormwater pollution, including the items found to be improperly discarded during the survey. The campaign encourages motorists to reduce the pollutants that affect water quality in California's streams, rivers, lakes and coasts, in order to keep them drinkable, swimmable and fishable.

The campaign addresses several actions the public can take, including:

- Performing routine vehicle and tire maintenance, which reduces pollution from vehicles on the roadway.
- Properly disposing of trash and recycling.
- Securing and covering truckloads that may fall off or blow out during travel.

The campaign also addresses other pollutants found in highway stormwater that may originate from non-highway sources such as pesticides and bacteria from natural sources.

"The polluted water that runs off California highways discharges either to an adjacent city or county storm drain system, or to a stream, river or lake – and eventually to bays and the ocean. "We need every motorist to do their part to help keep California's highways and waterways clean." Ana Serrano, PE, Office of Stormwater Program Implementation, Division of Environmental Analysis, Caltrans

The comprehensive Caltrans Stormwater Awareness, Attitudes and Behaviors Study Pre-Campaign Baseline Results can be found at: <http://www.protecteverydrop.com/resources>.





Roundabouts

The modern roundabout is a type of circular intersection defined primarily by three basic operational principles:

- ♦ Geometry that results in a low-speed environment, creating substantial safety advantages.
- ♦ Entering traffic yields to vehicles in the circulatory roadway, leading to excellent operational performance.
- ♦ Channelization at the entrance and deflection around a center island are designed to be effective in reducing conflict.

Background

There are an estimated 300,000 signalized intersections in the United States. About one - third of all intersection fatalities occur at these locations, resulting in roughly 2,300 people killed each year. Furthermore, about 700 people are killed annually in red - light running collisions. Although traffic signals can work well for alternately assigning the right - of - way to different user movements across an intersection, roundabouts have demonstrated substantial safety and operational benefits compared to most other intersection forms and controls, with especially significant reductions in fatal and injury crashes. The Highway Safety Manual (HSM) indicates that:

- ♦ By converting from a two-way stop control mechanism to a roundabout, a location can experience an 82 percent reduction in severe (injury/fatal) crashes and a 44 percent reduction in overall crashes.
- ♦ By converting from a signalized intersection to a roundabout, a location can experience a 78 percent reduction in severe (injury/fatal) crashes and a 48 percent reduction in overall crashes.

The benefits have been shown to occur in urban and rural areas under a wide range of traffic conditions, and ongoing research has expanded our collective knowledge on safety performance for specific scenarios. Although the safety performance of all-way stop control is comparable to roundabouts (per the HSM), roundabouts provide four greater operational advantages. Roundabouts can be an effective tool for managing speed and creating a transition area that moves traffic from a high-speed to a low-speed environment. However, proper site selection, channelization, and design features are essential for making roundabouts accessible to all users.

Guidance

Roundabouts should be considered as an alternative for intersections on federally funded highway projects that involve new construction or reconstruction. Roundabouts should also



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Roundabouts (Continued)

be considered when rehabilitating existing intersections that have been identified as needing major safety or operational improvements. Roundabouts have also proven to be effective at freeway interchange ramp terminals and at rural high-speed intersections.

Key Resources

Roundabouts: An Informational Guide, Second Edition (NCHRP Report 672)

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_672.pdf

Roundabouts Outreach & Education Toolbox

<http://safety.fhwa.dot.gov/intersection/roundabouts/roundabouttoolbox/>

Roundabouts and Mini Roundabouts Technical Summaries

<http://safety.fhwa.dot.gov/intersection/roundabouts/fhwasa10006/>

<http://safety.fhwa.dot.gov/intersection/roundabouts/fhwasa10007/>

Roundabouts Informational Brochure and DVD

<http://safety.fhwa.dot.gov/intersection/roundabouts/fhwasa08006/>

<http://safety.fhwa.dot.gov/intersection/roundabouts/#video>

Public Rights-of-Way Accessibility Guidelines (NPRM Edition) (July 2011)

<http://www.access-board.gov/prowac/nprm.pdf>

Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities (NCHRP Report 674)

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_674.pdf

Highway Safety Manual, American Association of State Highway and Transportation Officials

<http://www.highwaysafetymanual.org/Pages/default.aspx>

Crash Modification Factor (CMF) Clearinghouse [quick search "roundabout"]

<http://www.cmfclearinghouse.org/>

Evaluation of Safety Strategies at Signalized Intersections (NCHRP Report 705)

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_705.pdf

Roundabouts in the United States (NCHRP Report 572)

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_572.pdf

FHWA Website: <http://safety.fhwa.dot.gov/intersection/roundabouts/>



ROUNDBOUTS



Update on Kings County Projects

I-5 Cable Barrier: Install high tension cable barrier on I-5 from PM 21.5 in Kings County to PM 2.25 in Fresno County and from the El Dorado Avenue overcrossing to the I-5/SR 198 separation. Funding: SHOPP. Awarded to Coral Construction; start construction fall 2016. Scott Friesen, Project Manager, (559) 243-3436.

Bush Street Replacement Planting: Replacement planting on SR 41 in Kings County at the Bush Street interchange. Funding: Minor A. PS&E; Ready to List early 2017. Scott Friesen, Project Manager, (559) 243-3436.

Whitley Avenue Intersection Improvements: Construct a roundabout near Corcoran on SR 43 from south and north of SR 137 and on SR 137 from SR 43 to east of SR 43. Funding: SHOPP. Project awarded to Granite Construction Company August 10, 2016. Neil Bretz, Project Manager, (559) 243-3465.

SR 43 and Lacey Boulevard Intersection Mitigation: Construct roundabout on SR 43 in Kings County from the SR 43/198 separation to the San Joaquin Valley Railroad Crossing. Funding: Local. Encroachment permit issued March 2016. Chris Gardner, Project Manager, (559) 243-3444.

Latache Median Barrier: Install a median barrier on SR 198 in and near Lemoore from 0.5 mile west to 1.16 mile east of 19th Avenue. Funding: SHOPP. Construction currently in winter suspension; construction to commence spring 2016; complete construction summer 2016. Judy Aguilar-Luna, Project Manager, (559) 243-3457.

Hanford Armona Bridge Deck Replacement: On SR 198 near the City of Hanford. Replace the bridge deck on SR 198 at the Hanford-Armona Road undercrossing. Funding: SHOPP. Construction complete. Scott Friesen, Project Manager, (559) 243-3436.

Kings 198 Redington Signal: Install a signal and modify curb ramps on SR 198 in Hanford at the westbound off-ramp intersection to Redington/4th Street. Funding: SHOPP. PS&E; Ready to List spring 2017. Scott Friesen, Project Manager, (559) 243-3436.

Seismic Restoration-Var: Seismic restoration on SRs 33, 41, 43, and 233/152 in Fresno, Kings, and Madera Counties at various locations. Funding: SHOPP. Advertised in August 2016; Bids open September 2016; begin construction fall 2016. Jeannie Wiley, Project Manager, (559) 243-3432.

Ker-Kin-Tul Drought Relief: Repair irrigation systems and replace booster pumps at various locations in Kern Kings, and Tulare Counties. Funding: SHOPP. In construction. Victor Shaw, Project Manager, (559) 243-3441.



The California Department of Transportation (Caltrans) District 6 is headquartered in Fresno. This geographically diverse district is the second largest of the 12 Districts statewide, stretching from the southernmost part of Yosemite National Park in the north to the Mojave Desert. It includes Madera, Fresno, Tulare, Kings and Kern counties. Interstate 5 and State Route 99 run the length of District 6, serving as the main north-south arteries for not just the Central Valley, but for the entire state as well.

District 6 planning and Local Assistance vision is to be valued for its expertise in providing sound and innovative services and products that enhance the total transportation network.

Our mission is to provide transportation planning which offers a balanced, efficient, cost effective and integrated multimodal transportation system which not only ensures access and connectivity within the county, region and state, but one which also reflects partnerships and participation of our local communities, stakeholders, transportation agencies and local jurisdictions through clear and effective communication.

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District 6



CALTRANS MISSION:

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability

Visit District 6 on the web at www.dot.ca.gov/dist6/