Tulare County Complete Streets
Earlimart

Final

Prepared by:

Tulare County Resource Management Agency

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Tulare County Association of Governments

Tulare County Complete Streets – Earlimart
To be incorporated as a Appendix E of the Earlimart Community Plan

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Introduction

Complete Streets Vision

The California Complete Streets Act (AB 1358) of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 requires circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must "meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan."

The Tulare County Resource Management Agency (RMA) is committed to fully integrating modal options in its General Plan and various Community Plans within Tulare County. This includes supporting projects that enhance walking and bicycling infrastructure. Additionally, RMA will improve access to public transportation facilities and services. This includes supporting urban development patterns and Americans with Disabilities Act (ADA) infrastructure that allow for greater accessibility to transit stops and stations. Finally, RMA continues to improve safety for all users and encourages street connectivity to create a comprehensive, integrated and connected circulation network. This is particularly important for those who rely on transportation infrastructure to be physically active and for students who walk or bike to school.

Steady population growth in Tulare County has directly impacted transportation needs. In the past, many of Tulare County's federal, state, and local funding sources were used to develop new or improved traffic signals, interchanges, provide more travel lanes and to maintain existing roadway facilities. Historically, these funding sources have run well short of what is needed. The typical roadway transportation project that adds capacity and infrastructure is insufficient given these conditions. The RMA must adhere to its vision, which is to "provide a safe, convenient and effective County transportation system that enhances mobility and air quality for residents and visitors."

Recent RMA and RMA-supported projects have already fulfilled some of these desires. There are already expanded bus transit routes in the County and more are being constructed for implementation in the near future. New transit centers are being placed throughout the County and efforts are underway to add more bicycle lanes and routes. Recent planning studies are looking to improve roadway safety, pedestrian safety, and access management between roadways and building developments. These efforts are consistent with green house gas (GHG) emissions reductions efforts to reduce vehicle miles travelled (VMT) set forth under SB 375.

Promoting Complete Streets projects can offer Tulare County the ability to reduce traffic congestion, improve air quality, and increase the quality of life of residents by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation. Integration of Complete Streets into Tulare County's existing policies allows the potential to prevent chronic diseases, reduce motor vehicle related injury and deaths, improve environmental health, stimulate economic development, and ensure access of transportation options for all people in Tulare County.

Complete Streets Definition

Complete Streets are roadways designed to safely and comfortably accommodate all users, regardless of age, ability or mode of transportation. Users include motorists, cyclists, pedestrians and all vehicle types, including public transportation, emergency responders, and freight and delivery trucks among others. In addition to providing safety and access for all users, Complete Street design treatments take into account accommodations for disabled persons as required by the ADA. Design considerations for connectivity and access management are also taken into account for non-motorized users of the facility.

Implementation of Complete Street design treatments will be based on whether it connects the networks for all modes, whether it improves the functionality for all users, and whether it is appropriate given the surrounding context of the community. The final elements of a Complete Street roadway will be largely based on these factors. At a minimum, a Complete Street roadway includes sidewalks and sidewalk amenities, transit shelters and facilities whenever there is a route along the corridor, and provisions for bicycle facilities.

Complete Streets Attributes

While every street cannot be designed to serve all users equally, there are opportunities to enhance service for all users while maintaining its principal transportation function. Complete Streets incorporate community values and support adjacent land uses while ensuring safety and mobility. Proper applications of Complete Streets concepts support sustainable growth and preservation of scenic, aesthetic and historic resources.

Report Outcomes

As a part of the Circulation Element for the Community Plan Update, this Complete Streets Report (Implementation Work Plan) and the following Implementation and Policies Section achieved the following outcomes:

(i) *Addressed* congestion, climate change and oil dependence by shifting to lower-carbon modes;

(ii) *Improved* safety by addressing shoulders, sidewalks, better bus placement, traffic speed reduction, treatments for travelers with disabilities;

(iii) *Created* "livable communities" by encouraging walking and bicycling for health, and by providing a safe walking and bicycling environment as an essential part of improving transportation movement and safety within the roadways studied.

These outcomes are achieved by the following:

(a) *Included all users* namely, pedestrians, bicyclists, transit vehicles and users, and motorists. In drafting this report, all users were invited to comment on how the County could better serve the community. The implementation of complete streets directly shifts the emphasis to lower-carbon (using) modes of transportation. The shift from the gas using automobile to pedestrian and bicycle transport is achieved through the creation of sidewalks, improving sidewalks, and including bike lanes and/or bike routes for a wider ranger of people to use. The shift to transit is included in improving policies, programs and facilities in the operations of County's transit systems.

(b) *Created a comprehensive integrated and connected network* that supports "livable communities" that promote a safe interwoven fabric are provide for by the Policies Section using the transportation goals in the 2030 General Plan Circulation Element and by further defining complete streets network (see Appendix C).

(c) *Emphasized flexibility* recognizing that all streets with these communities are different, and thus, balancing user needs. No one standard was applied to all streets and the street designs were adjusted to existing conditions, differing jurisdictions and the desires of the community.

(d) *Considered both new and retrofit projects*, including design, planning, maintenance, and operation, for the entire right-of-way within these communities. In addition to the various sections discussed below Appendix A – D include plans that show the plans, designs, and existing and proposed maintenance plans and operations of the Complete Streets Plan.

(e) *Used the latest and best design standards*. By using newer design standards as represented in the preliminary design plans verses the County's Roadway Standards the County is able to provide wider sidewalks and include such amenities as traffic calming measures (bulbouts).

(f) *Conducted extensive public outreach* to ascertain the solutions that best fit within the context of these communities. The community was consulted and provided final feedback on preliminary designs.

Conclusions and Future Funding Opportunities

The intended effect of identifying the outcomes and reaching the conclusions in this report is that future funding opportunities will be enhanced because the Community will be supported by fully updated Community Plans. The conclusion to the report includes the Circulation Element of the Community Plan including the policies, and plans. The other conclusion to the report includes preliminary design drawings.

Specifically, the funding sources that are found in the Funding Section will be pursued actively by Tulare County to complete the work identified in the studies include, but are not limited to, the following:

- **California Safe Routes to Schools Funds**
- **Federal Safe Routes to Schools Funds**
- **Highway Safety Improvement Funds**
- **Federal Transportation Activity Program (TAP) Funds**
- **Federal Transit Funds**
- **Federal Communities Putting Prevention to Work Grant**
- **Federal Highway Administration Pedestrian Safety and Design**
- **Strategic Growth Council**
- **Walkable and Livable Communities Institute**
- **California's Local Public Health and Built Environment Program**
- **State Cap and Trade Funding**

Implementation

Selection of Communities

An effort is under way in Tulare County to implement Complete Streets Policies in the unincorporated communities within Tulare County's boundary. Just as the County updated its General Plan in 2012, many of the Community Plans are going through the update process. As a result of the Community Plan update process, several public meeting have been held in order to garner input from the local residents and business owners. Balancing the needs of what the people want while following local, state and federal policies and laws with a limited amount of available funding is the principal challenge in each community.

Transportation and related infrastructure costs tend to be exceedingly high may take years to implement. For purposes of this Study, four transportation corridors were selected within the community (see Appendix A), and two roadway segments in the community were selected to be evaluated for implementation of Complete Street standards. These roadway segments generally represent the highest volume roadways with a blend of residential and mixed land uses that also provide for regional access. Local streets and freeways were not selected, however tying into these facilities is considered.

General themes that were voiced from residents in each community related to transportation included the need for:

- Sidewalks
- Better road conditions
- Safe walking and biking areas
- Street lights
- Pedestrian crossings
- Safe (lower) vehicle speeds
- Improved drainage
- Increased transit stops
- Improved connectivity (railroad crossings)

Given the information provided by the residents and business owners, conceptual layouts and designs based upon the citizens concerns were presented to collect input. Based upon the community planning process, the following sections identify proposed projects for each community.

State Street – Avenue 48 to Avenue 56 and Washington Avenue:

Along the State Street corridor between Avenue 48 (Armstrong) to Avenue 56 (Sierra), the project proposes to install new curb, gutter, sidewalk, at designated intersections, pedestrian ramps, relocate utilities and drainage. In the spirit of Safe Routes to School, land uses along this corridor include residential, highway commercial (mini-marts, service stations), with the school and children as the main focus of the safety improvements. Similiar improvements are contemplated for Washington Ave.

Project Phasing

Tulare County RMA is proposing two types of projects coming from the community based upon the complexity of the project. The first types of projects could be built with limited improvement. They would be considered Phase 1 Projects and would have only minor needs for storm drain facilities, fence relocations, utility conflicts, etc. Phase 2 Projects are more inclusive and would be classified as medium

to long range projects. These projects would need other infrastructure improvements such as storm water basins, major storm drain improvements, utilities to be undergrounded, Caltrans encroachment permits etc.

Phase 1 Projects	**Phase 2 Projects**
Curb, gutter & sidewalk (storm drain water into existing system); pedestrian ramps; bulb outs (where appropriate)	Curb, gutter & sidewalk (new drainage system)
Street lights	Major storm drain facilities (new pipelines and storm water basins)
Bus shelters, benches, trash receptacles, etc.	Utility relocations (undergrounding)
Fence relocations	Major land acquisition
Street signage and striping	Railroad crossing improvements
Minor utility conflicts	Caltrans Bridge Improvements
Minor land acquisition	

Complete Street Policies

Complete Street Goals

The purpose of the RMA Complete Streets Policy is to create a comprehensive and uniform Complete Streets vision and policy for Tulare County. This will allow the implementing entities to incorporate Complete Streets guidelines and standards into both development and redevelopment actions. The County's goals are:

- Tulare County's transportation network will be supported through a variety of feasible transportation choices, which allows for sustainable growth.
- The livability of neighborhoods and commercial centers located along the County's transportation corridors will be enhanced by a safe and inviting pedestrian environment.
- The design of multimodal roadway facilities will not compromise the needs of larger vehicles such as transit vehicles, fire trucks and freight delivery trucks.
- Inclusion of Complete Streets design elements will allow for design flexibility on different street functions and neighborhood contexts.
- Inclusion of Complete Streets design elements will improve the integration of land use and transportation, while encouraging economic revitalization through infrastructure improvements.

Complete Streets Objectives

- To create an integrated and connected transportation network that supports transportation choices and sustainable growth.
- To ensure that all transportation modes are accommodated to the extent possible in all public roadway facilities in the County.
- To develop and use the latest design standards and guidelines in the design of Complete Streets.
- To provide flexibility in the implementation of this policy so that streets chosen for implementation of Complete Streets elements can be developed to fit within the context of their principal purpose and surroundings without compromising the safety of users and needs of larger vehicles.

Complete Streets Policies

Tulare County General Plan Policies

The Tulare County General Plan Update (2030) in complying with AB 1358 calls for 4 Complete Streets related principles including:

Principle 1: County-wide Collaboration

Support countywide transportation plans that provide choices in travel modes.

Principle 2: Connectivity

Emphasize connectivity among cities, communities, and hamlets to ensure County residents have access to jobs and services.

Principle 3: Community Circulation

Anticipate and provide transit, traffic, and roadway connections that support the interconnectivity of all communities.

Principle 4: Pedestrian and Bicycle Facilities

Plan for the development and expansion of pedestrian paths and bicycle facilities that provide residents, with alternative modes of travel.

These principles are expressed mainly in following policies including:

- TC-1.6 Intermodal Connectivity
- TC-1.7 Intermodal Freight Villages
- TC-5.1 Bicycle/Pedestrian Trail System
- TC-5.2 Non-motorized Modes in Planning and Development

Complete Street Policy Design Criteria

1. Tulare County promotes the incorporation of Complete Streets concepts and design standards in all appropriate new and retrofit County public streets (except State highways and freeways).
2. Tulare County will seek every opportunity to provide funding for the planning, design, and implementation of Complete Streets.
3. New Class I Multi-use Paths should be a minimum of eight (8) feet wide.
4. New Class II Bike Lanes should be a minimum of five (5) feet wide.
5. New sidewalks should be a minimum of five (5) feet wide.
6. Bulb-outs should be considered in areas of higher speed (35 mph or greater) where sufficient turning radii for trucks is available or as determined by the County Engineer.
7. As determined by the County Engineer, installation of posted speed limit vehicle activated traffic calming signs (VATCS) are encouraged in instances of high speed to promote safety.
8. Transit shelters and benches are encouraged at all County transit stops if FTA grants are available.
9. Street lighting and cross walk are encouraged to promote safety if considered feasible by the County Engineer.
10. Design policies should be consistent with the Tulare County Improvement Standards; other references include existing design guides, such as those issued by Caltrans, AASHTO and the ADA Accessibility Guidelines.

11. Public streets excluded from this policy include those where:
    - Complete streets concepts are in conflict with existing laws, codes, or ordinances.
    - Compliance with this policy would conflict with goals or physical conditions related to the unique aspects of the location.

12. Exceptions from Complete Street Policies:
    - Accommodation is not necessary where non-motorized use is prohibited, such as freeways.
    - Cost of accommodation is excessively disproportionate to the need or probable use as determined by the County Engineer.
    - A documented absence of current or future need.

Complete Street Mobility Plan

The California Complete Streets Act (AB 1358) of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 requires circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must "meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan." Essentially, this bill requires a circulation element to plan for multimodal transportation accommodating all modes of transportation where appropriate, including walking, biking, car travel, and transit. The current functional classification system plan is shown in Appendix B (Circulation Plan).

The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasks the Governor's Office of Planning and Research to release guidelines for compliance with this legislation by January 1, 2014. Implementation of complete streets principles should be tailored to the individual jurisdiction and the individual roadway. The Complete Streets Program for Tulare County focuses on a network-based approach that has been tailored to the needs of the Community of Earlimart. Another principle that is being applied is under SB 743, requiring a change to evaluating traffic using Vehicle Miles Traveled verses Level of Service under CEQA analysis, and under AB 32 in reducing Green House Gasses.

Complete Streets: According to the National Complete Streets Coalition, complete streets are a means by which, "… planners and engineers (can) build road networks that are safer, more livable, and welcoming to everyone…. Instituting a complete streets policy ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind – including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities."

Network-Based Complete Streets: Combines individual travel mode networks into one multimodal transportation system, integrating infrastructure where appropriate, ultimately ensuring that all users can safely and efficiently access their destination.

Vehicle Miles Traveled (VMT): Vehicle miles traveled is the metric that identifies the total distance traveled in a car per driver. VMT drives roadway needs (the more people who drive, the more capacity and maintenance are needed on the roadway system). Under the Tulare County Climate Action Plan, in reducing VMT green house gas emissions are reduced and the County has an overall target of reducing 6% of its green house gas emissions through a reduction in VMT.

Community Plans adopt these principles, which are combined into the following mission statement:

> *The Community Complete Streets Network comprises four types of facilities—vehicular, pedestrian, bicycle, and public transit. This complete streets approach will enable*

residents to choose which travel mode best suits them. It also will ensure that streets are designed with the users in mind—accommodating for businesses, children, the elderly, bicyclists, and transit users.

Caltrans and Complete Streets

Under Caltrans District Order 64-R1, Caltrans requires that a Complete Streets Implementation Action Plan be developed and implemented for Caltrans owned and maintained Streets. Their Implementation Action plan provides a background by which the Tulare County Completes Street Plan will be implemented.

TCAG, Tulare County Regional Bicycle Transportation Plan, Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS)

TCAG in 2014 updated a Regional Bicycle Plan that does not include any bicycle facilities through the Community of Earlimart. TCAG funded the grant for this Complete Streets Policy and in the RTP Action Element describe bicycle circulation patterns and Pedestrian policies focusing on the Americans with Disabilities Planning Strategies and Transportation Demand Management to increase pedestrian activity. In addition, rail and goods movement is part of the Sustainable Communities Strategy in lieu of utilizing diesel powered freight trucks.

Tulare County Climate Action Plan (CAP)

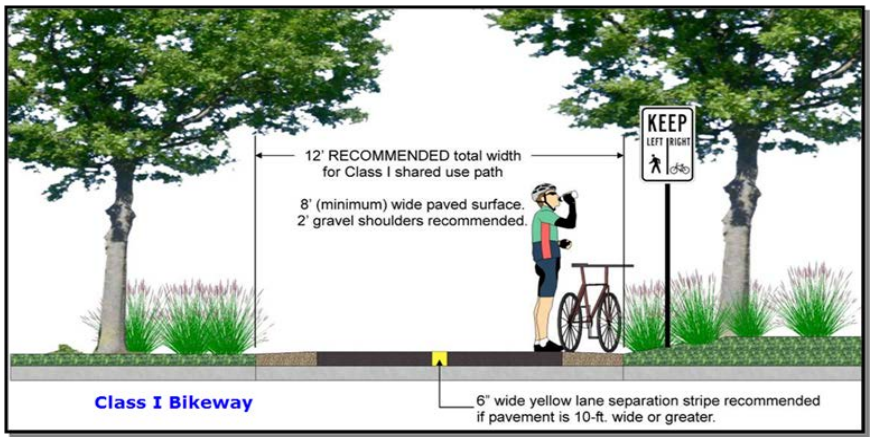
The Tulare County CAP calls for a reduction on a project (over 50 vehicles) by project basis of 6% trough a mixture of measures that are spelled out in Appendix J of the CAP. Utilization of alternative means of transportation will reduce GHG emissions and will help projects and the region meet their targets.

Bicycle Facilities

Bicycle facilities consist of Class I, Class II, and Class III facilities as defined below. In Tulare County, this General Plan and the Bicycle Transportation Plan envision a system of bicycle lanes on roadways that will connect the activity centers of the communities to the residents. County has identified pedestrian corridors on the Community of Earlimart Bicycle, Bus and Pedestrian Plan (see Appendix C).

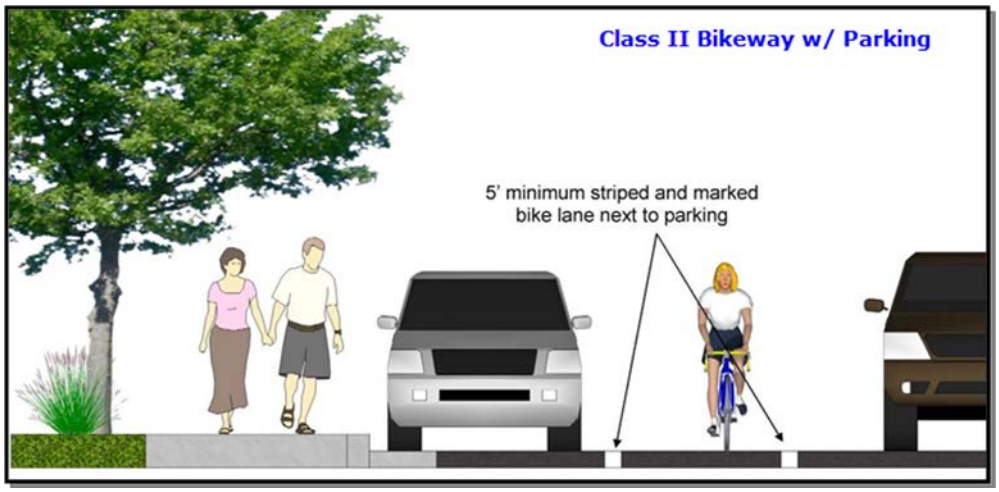
Class I

Bike path providing completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. In Tulare County, Class I facilities will primarily be implemented through TCAG. Future bicycle facilities have also been identified through the *Bicycle Transportation Plan* (TCAG - 2010). There is no existing or proposed Class I bicycle facilities in Earlimart.



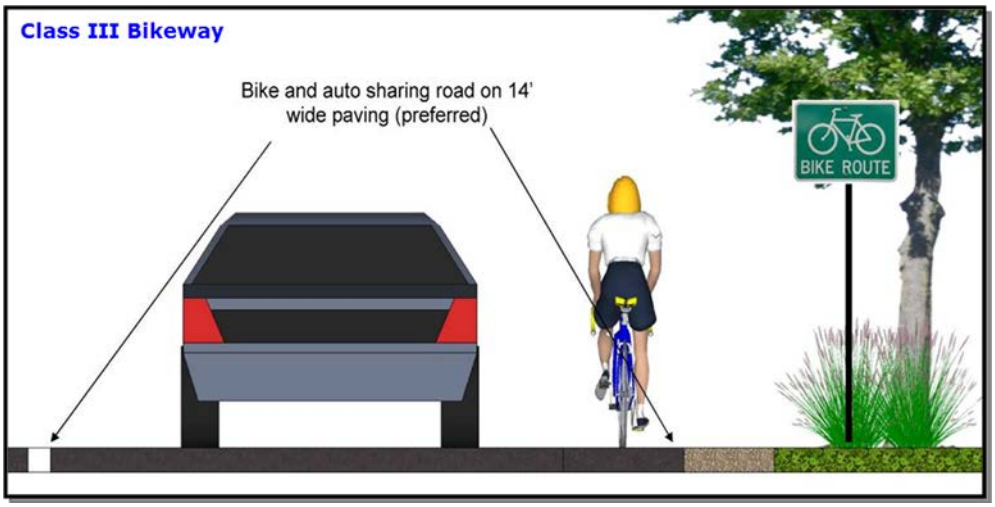
Class II

Bikeway that provides designated lanes for the use of bicycles through the use of striping on the roadway and signage designations for the facility. For the purposes of Complete Streets, the County is proposing Class II bicycle facilities on State Street.



Class III

Bikeway that provides route designation by signage. Roadways are shared between bicyclists and motorists. Class III facilities in Tulare County are envisioned to be implemented along the major circulation segments of roadway that connect the overall County roadway network. Class III facilities are proposed on Washington Ave, Church and School Streets. Although not signed on many local roads in Earlimart, bicyclists are allowed use the side of the road or share the road on all County roadway facilities excluding freeways.



Pedestrian Facilities

Pedestrian Paths and Sidewalks

Pedestrian paths are primarily developed as part of the roadway and trail systems of a community and reflect the interconnected nature of circulation and transportation systems as a whole. Constructing wide streets increases the distance a pedestrian must travel to cross a street, thereby making it inconvenient for public use and inhibiting pedestrian circulation in the community. Currently, limited continuous sidewalks are provided along major routes in the community. In addition to connecting available pedestrian resources, the communities have prioritized the completion of sidewalks along safe routes to school. Along Washington Ave. enhanced pedestrian crossings and sidewalks are considered in areas where high pedestrian and school children demand occurs (such as to and around schools).

Multiuse Trails

Multiuse trails are facilities that can be used by bicycles, pedestrians, equestrians, and other recreational users. No multiuse trails exist or are proposed in Earlimart.

Transit Facilities

Transit options give users the ability to get to a destination without relying on the automobile. This also provides other community benefits, including reduced vehicle miles traveled (VMT). Reducing VMT will help the County achieve their greenhouse gas reduction target,

Public transportation services and facilities in Tulare County consist of public bus service, paratransit service, and could also consider park-and-ride locations.

Public Bus Service

Public bus service is provided by Tulare County Area Transit (TCAT) in rural areas such as Earlimart and by local City transit agencies in transitioning areas, which enables commuters to travel within the communities and adjacent cities with minimal transfers. Existing transit routes and designated bus stops are shown in the following figures.

Tulare County Area Tranist (TCAT)

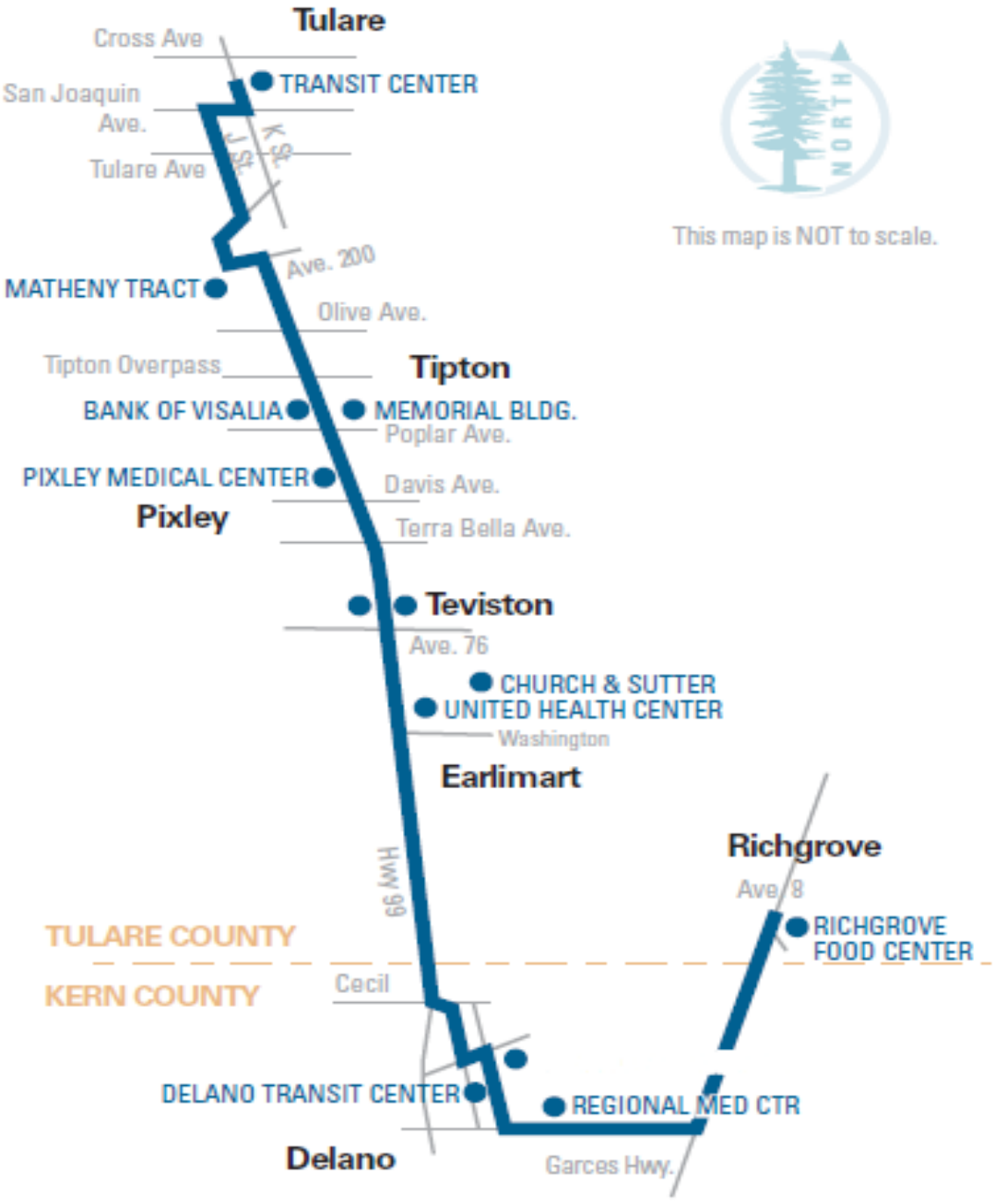
Transit service is provided in Earlimart through the Tulare County Area Transit (TCAT). Additionally, Tulare County has provided guidance for including transit within facilities. These guidelines should be applied when considering new development to ensure appropriate connectivity and design features to support bus service.

Paratransit Service

Paratransit is an alternative mode of passenger transportation that does not follow fixed routes or schedules. Typically, vans or minibuses are used to provide paratransit service. Paratransit services vary considerably on the degree of flexibility they provide their customers. The most flexible systems offer on-demand, call-up, door to door service from any origin to any destination in a service area.

Park-and-Ride Lots

Park-and-ride lots provide places for people to meet up and carpool to areas outside of the Community. A Park and Ride facility could also provide a compressed natural ga refueling station. As the community's



Pass Sales Outlets

Dinuba Transit Center	189 Merced St., Dinuba
Porterville Transit Center	35 W. Oak St., Porterville
Tulare County Government Plaza	5961 S. Mooney Blvd., Visalia
Tulare Transit Center	360 N. 'K' St., Tulare
Visalia Transit Center	Oak & Santa Fe, Visalia

population grows and given the large number of commuters, a park-and-ride location would be best sited near the edges of the Community.

Cost Benefits Analysis, Implementation, and Funding Mechanisms

Caltrans lists the following benefits of Complete Streets in their implementation plan. They include:

- Increased Transportation Choices: Streets that provide travel choices can give people the option to avoid traffic congestion, and increase the overall capacity of the transportation network.
- Economic Revitalization: Complete streets can reduce transportation costs and travel time while increasing property values and job growth in communities.
- Improved Return on Infrastructure Investments: Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later.
- Quality of Place: Increased bicycling and walking are indicative of vibrant and livable communities.
- Improved Safety: Design and accommodation for bicyclists and pedestrians reduces the incidence of crashes.
- More Walking and Bicycling: Public health experts are encouraging walking and bicycling as a response to the obesity epidemic. Streets that provide room for bicycling and walking help children get physical activity and gain independence.

Benefits of Complete Streets

Cost of Highway Accident	**Dollars Per Accident**
Fatal Accident	$4,800,000
Injury Accident	$67,400
Property Damage Only (PDO) Accident	$10,200
Average Cost per Accident	$52,500
Cost of an Event	**Dollars Per Event**
Cost of a Fatality	$4,400,000
Cost of an Injury	
Level A (Severe)	$221,400
Level B (Moderate)	$56,500
Level C (Minor)	$26,900
Cost of Property Damage	$2,500

Source: California Department of Transportation

The collision history within the Earlimart area can be traced using the Transportation Injury Management System hosted by UC Berkeley SafeTrec. When reviewing the 5 year injury collision history, a total of three collisions have occurred involving a pedestrian or bicyclist and a motor vehicle. In one pedestrian collision, on Washington St. and Elm Rd a pedestrian was hit when they were on traveling southbound on the road.

Since there are currently no sidewalks many pedestrians walk in the street. Vehicles cannot distinguish roadway with walking paths when curbs do not exist. Any amount of collisions involving pedestrians or bicyclists should be of great concern, especially adjacent to a local school.

West Side of Washington Street.

Factors such as speed, visibility and general pedestrian/bicyclist awareness are identified as contributing factors relating to the incidents. As a result, the project was developed with these specific factors in mind. The proposed design improvements have been proven to be effective and have also been proven to reduce speeds, increase visibility and increase overall awareness of pedestrian activity.

Community Specific Complete Street Implementation Measures

As part of a network-based approach, the County has identified (and will implement through pursuing further roadway studies and infrastructure design updates) a complete network for pedestrians. The County will also work to deliver infrastructure to support all modes of transportation. In addition to the General Plan Circulation Element Implementation Section, the key implementation measures include:

1. Evaluating Roadways as potential Bike/Pedestrian travel routes,
2. Completing pedestrian infrastructure, as appropriate,
3. Providing safe and accessible pedestrian facilities in high use areas,
4. Designing and building sidewalks for safer routes to school,
5. Designating roadways for bicycle routes that are aligned with the Tulare County comprehensive bicycle network,
6. Coordination with County Transit.
7. Submitting the following list of project and cost to TCAG and Caltrans for consideration under further grant funding opportunities.

Measure R

Bike/Transit/Environmental Projects (14% of Measure R Funding)

On November 7, 2006, the voters of Tulare County approved Measure R, imposing a ½ cent sales tax for transportation within the incorporated and unincorporated area of Tulare County for the next 30 years.

The transportation measure will generate slightly more than $652 million over 30 years to Tulare County's transportation needs.

The Goals of Measure R include air quality improvement efforts that will be addressed in the Measure R Expenditure Plan through the Transit/Bike/Environmental Program, which includes funding for transit, bike, and pedestrian environmental projects. The goal of this program is to expand or enhance public transit programs that address the transit dependent population, improve mobility through the construction of bike lanes, and have a demonstrated ability to get people out of their cars and improve air quality and the environment.

Active Transportation Program (ATP)

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation.

Citizen Feedback

Public Outreach Efforts

The purpose public workshops or community meetings is to engage in discussions with local residents and business owners regarding specific topics, e.g., transportation related improvements. Public outreach efforts were held in several formats including formally and informally. Formal community meetings were held at local schools, community service districts/public utility districts (CSDs/PUDs), town council forums and other well-known locations. Informal meetings were conducted with individual business or property owners associated to specific access concerns or other issues.

Publicity for meeting times and locations generally consisted of newspaper releases, local newsletter informational items, citizens distributing fliers, handing out bi-lingual fliers to school children to be given to the student's guardian, posting fliers at local community businesses, local school board meeting agendas, area congressional office and non-profit agency assistance, local senior centers and health clinics (if applicable), email and other forms of communication. Formal public meetings were held in the various communities shown below. A summary of additional information – Tulare County Resource Management Agency Complete Streets and Community Plan Outreach (2015) – is located in Appendix G.

Earlimart Public Meetings 15 meetings to date, 4 for Complete Streets

- Complete Streets Meeting February 5, 2015
- Complete Streets Meeting March 5, 2015
- Complete Streets Meeting April 9, 2015
- Complete Streets Meeting April 15, 2016

Community feedback was gathered at the February and March meetings and incorporated into the design of the Complete Street Plans and further discussed in the February and March, 2015 meetings to receive further community feedback. These designs were edited to include feasible improvements and cost estimates were assigned to each project within the respective community for each study roadway segment.

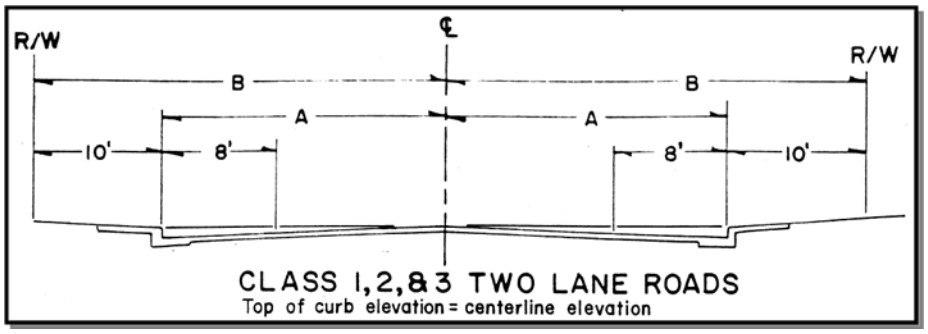
Design Facilities

Improvement Standards

The purpose public workshops or community meetings is to engage in discussions with local residents and business owners regarding specific topics, e.g., transportation related improvements. Transportation related facilities for public use are built within existing right of way (R/W) owned by a public agency,

define the configuration of existing or proposed roadways at right angles to the centerline (CL). Typical sections show the width, thickness and descriptions of the pavement section, as well as the geometrics of the graded roadbed, side improvements and side slopes.

In Tulare County, the two most common cross sections are shown for two or four lane roads, varying in width based upon the number of lanes, parking, sidewalks, shoulders, bike lanes, etc. Figure 1 shows the cross section for two lane roads and Figure 2 identifies a typical four lane cross section.



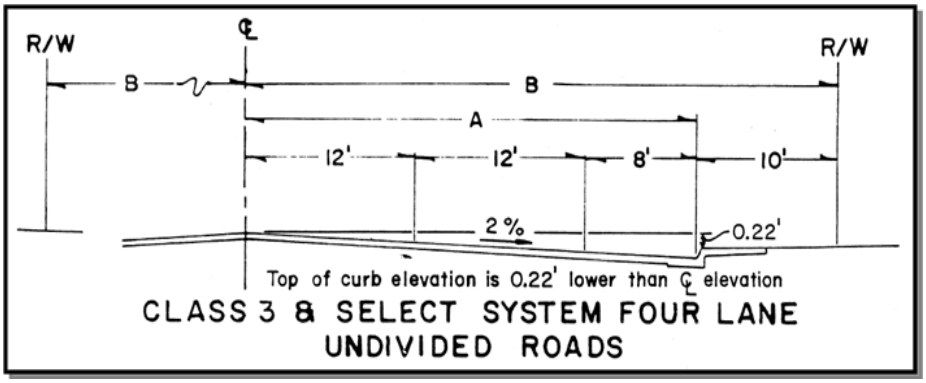


Figure 2 - Tulare County Class 3 Four Lane Road

Tulare County Pavement Management System

Pavement Management

Pavement management is the process of planning the maintenance and repair of a network of roadways or other paved facilities in order to optimize pavement conditions over the entire network. Pavement management incorporates life cycle costs into a more systematic approach to minor and major road maintenance and reconstruction projects. The needs of the entire network as well as budget projections are considered before projects are executed. Pavement management encompasses the many aspects and tasks needed to maintain a quality pavement inventory, and ensure that the overall condition of the road network can be sustained at desired levels.

Pavement Management System

The Tulare County Pavement Management System (PMS) is a planning tool used to aid pavement management decisions. PMS software programs model future pavement deterioration due to traffic and weather, and recommend maintenance and repairs to the road's pavement based on the type and age of the pavement and various measures of existing pavement quality. Measurements can be made by persons on the ground, visually from a moving vehicle, or using automated sensors mounted to a vehicle. PMS software assists RMA staff to create composite pavement quality rankings based on pavement quality measures on roads or road sections. Recommendations are usually biased towards preventive maintenance, rather than allowing a road to deteriorate until it needs more extensive reconstruction.

Typical tasks performed by Tulare County PMS include:

- Inventory pavement conditions, identifying good, fair and poor pavements;
- Assign importance ratings for road segments, based on traffic volumes, road functional class, and community demand;
- Schedule maintenance of good roads to keep them in good condition; and,
- Schedule repairs of poor and fair pavements as remaining available funding allows.

Research has shown that it is far less expensive to keep a road in good condition than it is to repair it once it has deteriorated. This is why pavement management systems place the priority on preventive maintenance of roads in good condition, rather than reconstructing roads in poor condition. In terms of lifetime cost and long term pavement conditions, this will result in better system performance.

The County is proposing a Road Maintenance Plan (see Appendix D) for the community of Earlimart that is a result of the PMS.

Projects

Complete Streets Project Plans

The plans and projects in the appendices are identified as part of the complete streets policy to identify corridors for various user types and to demonstrate examples of design policies. These plans and are the result of input obtained through the community outreach process, multiple Tulare County agencies and divisions and professional engineering consultants.

The six projects identified herein represent the priority improvements to the backbone of the complete streets network within the community of Earlimart. Three of these projects were developed to a 30% design stage and the remaining three projects have been preliminarily scoped and budgetary estimates have been prepared. These six projects were developed to provide the County and various funding agencies with a list of projects to move toward funding, design, and ultimately construction.

1) State Street: Ave 56 (Sierra) to Ave 48 (Armstrong)
    a. Sidewalk
    b. Curb and Gutter
    c. Drainage
    d. Lighting
    e. To be place on Measure R Complete Streets

2) Washington Ave: Rd 128 (Howard Rd) to State St
    a. Sidewalk
    b. Curb and Gutter
    c. Drainage
    d. Lighting
    e. To be placed on Measure R Complete Streets

3) Washington Ave: State St to east of Elm
    a. Sidewalk
    b. Curb and Gutter
    c. Drainage
    d. Lighting
    e. Bike Route (Class III facility)
    f. To be placed on Measure R Complete Streets

4) Church St: Armstrong Ave to Sierra Ave(56)
    a. Sidewalk
    b. Curb and Gutter
    c. Drainage
    d. Lighting
    e. To be placed on Measure R Complete Streets

5) School Ave: Church St to Elm Rd
    a. Sidewalk
    b. Curb and Gutter
    c. Drainage
    d. Lighting
    e. To be placed on Measure R Complete Streets

6) Elm Road (Potential Future Alternative Street)
    a. Sidewalk
    b. Curb and Gutter
    c. Drainage
    d. Lighting
    e. To be placed on Measure R Complete Streets

Complete Streets Funding Opportunities

The following sections identify opinions of probable cost estimates for Complete Street transportation related improvements in Earlimart. As shown in the tables, the funding sources include local, state and federal programs. Typically, local matches are required for acquiring state and federal funds. Measure R, a Tulare County sales tax for transportation, is available for such matches.

Cost Estimates

Detailed cost estimates are included in Appendix E.

Appendix A – Proposed Complete Streets Projects

1) State Street: Ave 56 (Sierra) to Ave 48 (Armstrong)
    a. Sidewalk
    b. Curb and Gutter
    c. Drainage
    d. Lighting
    e. To be place on Measure R Complete Streets

2) Washington Ave: Rd 128 (Howard Rd) to State St
    a. Sidewalk
    b. Curb and Gutter
    c. Drainage
    d. Lighting
    e. To be placed on Measure R Complete Streets

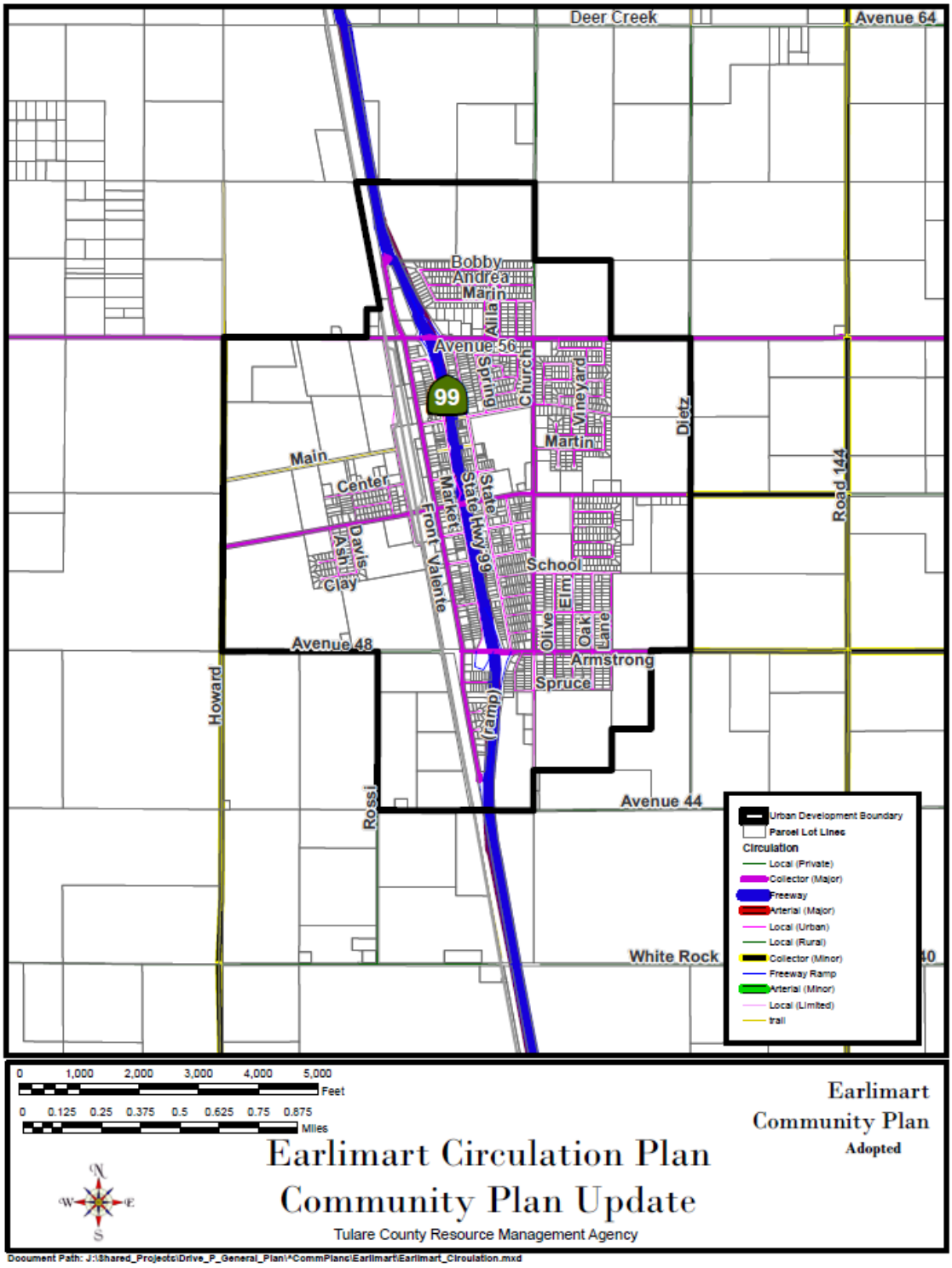
3) Washington Ave: State St to east of Elm
    a. Sidewalk
    b. Curb and Gutter
    c. Drainage
    d. Lighting
    e. Bike Route (Class III facility)
    f. To be placed on Measure R Complete Streets

4) Church St: Armstrong Ave to Sierra Ave(56)
    a. Sidewalk
    b. Curb and Gutter
    c. Drainage
    d. Lighting
    e. To be placed on Measure R Complete Streets

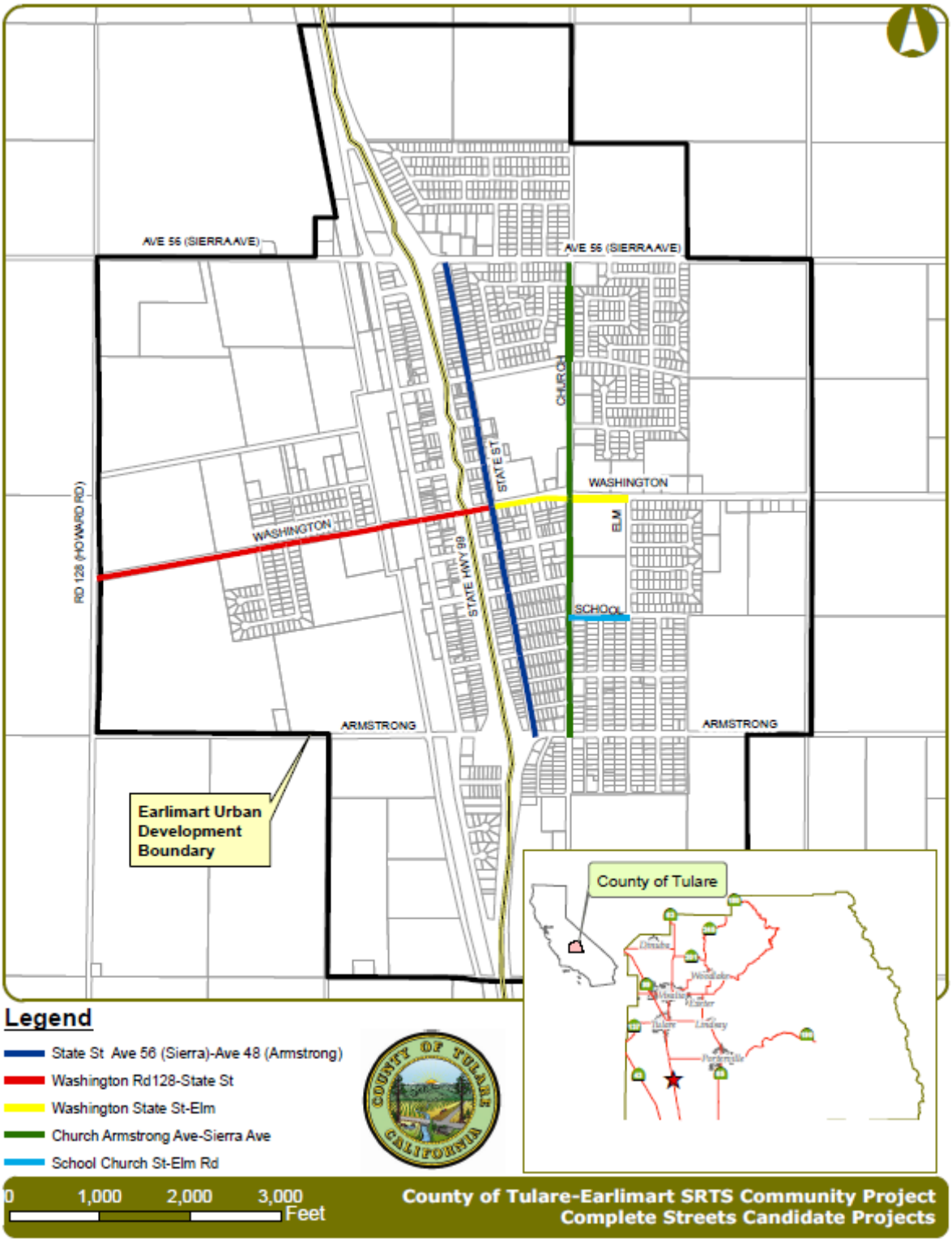
5) School Ave: Church St to Elm Rd
    a. Sidewalk
    b. Curb and Gutter
    c. Drainage
    d. Lighting

    To be placed on Measure R Complete Streets

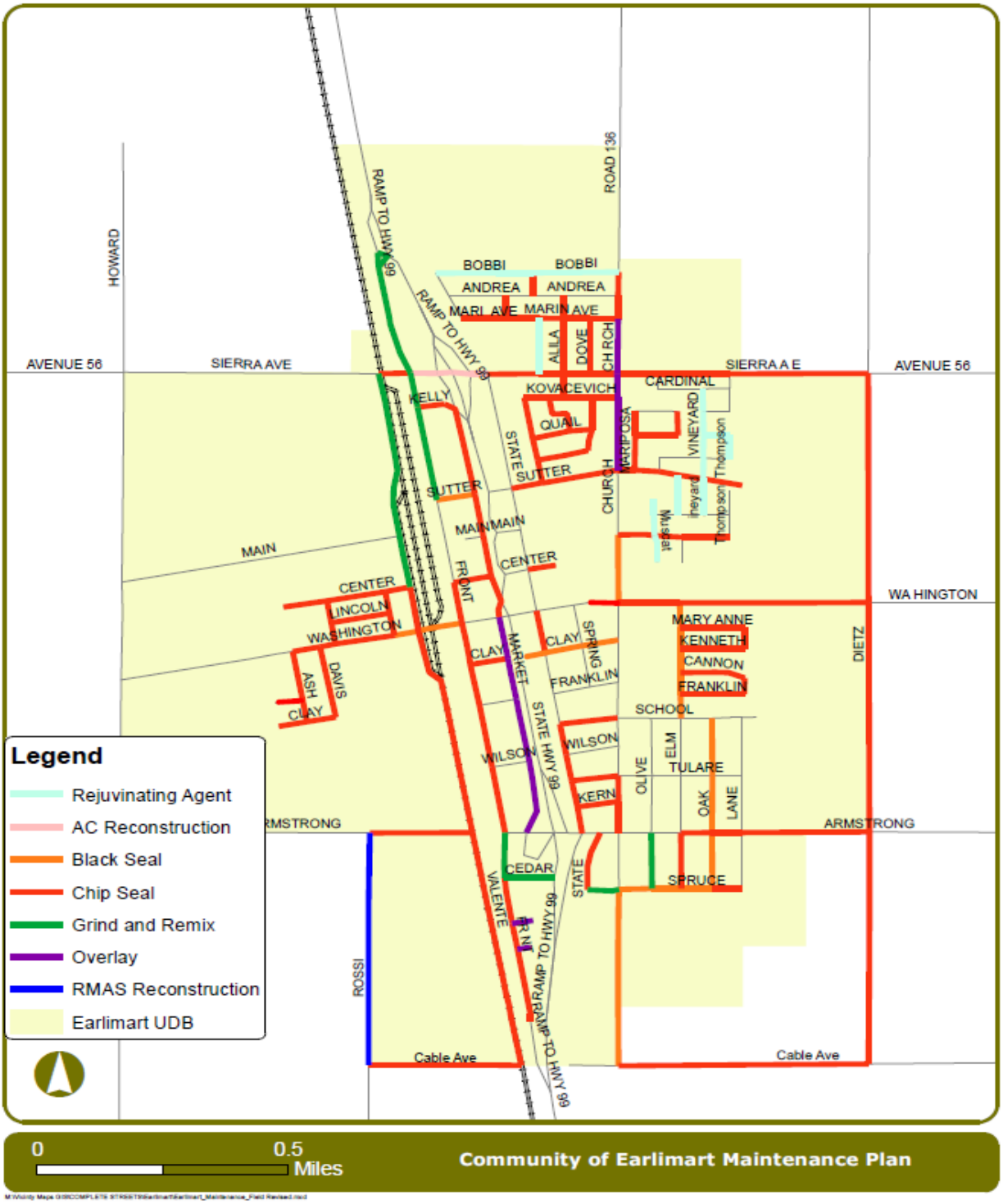
Appendix B – Circulation Plan



Appendix C – Bicycle, Bus, and Pedestrian Plan



Appendix D – Road Maintenance Plan



Appendix E

Cost Estimates for Earlimart: State Street and Washington Road

PRELIMINARY COST ESTIMATE (30-Percent)						
Earlimart Complete Street Improvements				Date:	11/12/2015	
County of Tulare						
Construction						
ITEM NO	(F)	ITEM DESCRIPTION	UNIT OF MEASURE	ESTIMATED QUANTITY	ITEM PRICE	TOTAL
1	-	MOBILIZATION	LS	1	$ 259 300.00	$ 259 300
2	-	JOB SITE MANAGEMENT	LS	1	$ 8 000.00	$ 8 000
3	-	WATER POLLUTION CONTROL PROGRAM	LS	1	$ 4 500.00	$ 4 500
4	-	CONSTRUCTION AREA SIGNS	LS	1	$ 10 000.00	$ 10 000
5	-	TRAFFIC CONTROL SYSTEM	LS	1	$ 30 000.00	$ 30 000
6	-	STORM DRAIN BASIN EXCAVATION	LS	1	$ 50 000.00	$ 50 000
7	-	RELOCATE FENCE (CHAIN LINK)	LF	976	$ 50.00	$ 48 805
8	-	RELOCATE FENCE (WROUGHT IRON)	LF	632	$ 90.00	$ 56 895
9	-	RELOCATE FENCE (BRICK AND WROUGHT IRON)	LF	202	$ 150.00	$ 30 342
10	-	REMOVE CULVERT	LF	283	$ 100.00	$ 28 322
11	-	RESET SIGN	EA	11	$ 500.00	$ 5 500
12	-	RELOCATE SIGN	EA	12	$ 500.00	$ 6 000
13	-	RELOCATE FIRE HYDRANT	EA	3	$ 5 500.00	$ 16 500
14	-	RELOCATE WATER METER	EA	2	$ 3 500.00	$ 7 000
15	-	RELOCATE WATER VALVE	EA	1	$ 1 000.00	$ 1 000
16	-	REMOVE SHRUB	EA	1	$ 100.00	$ 100
17	-	REMOVE TREE	EA	2	$ 800.00	$ 1 600
18	-	REMOVE DRAIN INLET	EA	9	$ 100.00	$ 900
19	-	ADJUST DRAIN INLET TO GRADE	EA	4	$ 1 500.00	$ 6 000
20	-	ADJUST WATER VALVE COVER TO GRADE	EA	9	$ 800.00	$ 7 200
21	-	ADJUST FIRE HYDRANT TO GRADE	EA	6	$ 2 000.00	$ 12 000
22	-	ADJUST WATER METER BOX TO GRADE	EA	23	$ 3 500.00	$ 80 500
23	-	ADJUST MANHOLE TO GRADE	EA	1	$ 1 200.00	$ 1 200
24	-	ABANDON STORM DRAIN	EA	3	$ 1 500.00	$ 4 500
25	-	CLEARING AND GRUBBING	LS	1	$ 20 000.00	$ 20 000
26	-	2" BARK MULCH	SQFT	311	$ 35.00	$ 10 877
27	-	48" STORM DRAIN MANHOLE	EA	7	$ 6 000.00	$ 42 000
28	(F)	ROADWAY EXCAVATION	CY	4 955	$ 60.00	$ 297 316
29	(F)	CLASS 2 AGGREGATE BASE	CY	2 139	$ 60.00	$ 128 326
30	-	HOT MIX ASPHALT (TYPE A)	TON	1 353	$ 110.00	$ 148 878
31	-	15" REINFORCED CONCRETE PIPE	LF	2 867	$ 165.00	$ 473 037
32	-	MINOR CONCRETE (MINOR STRUCTURE-TYPE GO INLET)	EA	9	$ 3 500.00	$ 31 500
33	-	MINOR CONCRETE (CURB AND GUTTER)	LF	9 676	$ 25.00	$ 241 888
34	-	MINOR CONCRETE (VEE GUTTER)	SQFT	2 711	$ 10.00	$ 27 106
35	-	MINOR CONCRETE (SIDEWALK)	SQFT	72 885	$ 7.00	$ 510 195
36	-	MINOR CONCRETE (DRIVEWAYS AND CURB RAMPS)	SQFT	12 625	$ 15.00	$ 189 374
37	-	DETECTABLE WARNING SURFACE	SQFT	459	$ 45.00	$ 20 647
38	-	SIGNING & STRIPING	LS	1	$ 25 000.00	$ 25 000
39	-	EROSION CONTROL	LS	1	$ 10 000.00	$ 10 000
40	-	MISCELLANEOUS ITEMS	LS	1	$ 648 252.00	$ 648 252
		Total - Construction Items 1-40				**$3 500 560**
		Contingency (25%)				$ 875 140
		Recommended Total Construction Budget				**$4 375 700**
Non-Construction Related Costs						
ITEM NO	(F)	ITEM DESCRIPTION	UNIT OF MEASURE	ESTIMATED QUANTITY	ITEM PRICE	TOTAL
41	-	Environmental Clearance	% of CON	5%	$3 500 560.00	$ 175 028
42	-	Right of Way Acquisition (Capital)	LS	1	$ 1 000.00	$ 1 000
43	-	Right of Way Acquisition (Support)	Parcel	1	$ 5 000.00	$ 5 000
44	-	Final Engineering Design	% of CON	15%	$3 500 560.00	$ 525 084
45	-	Construction Support	% of CON	2%	$3 500 560.00	$ 70 011
46	-	Construction Management	% of CON	15%	$3 500 560.00	$ 525 084
47	-	Utility Relocations	LS	1	$ 150 000.00	$ 150 000
		Total - Non-Construction Items 41-47				**$1 451 207**
		Total Construction & Non-Construction Items				**$5 826 908**

Detailed Engineer's Estimate

Agency: Tulare County Resource Management Agency

Project Name: **Complete Streets Phase 3 Earlimart**

Project Location: Washington Ave - Alila School to Elm St

Date of Estimate: December 8, 2016

Prepared by: Pedro Ornelas/Diego Corvera

Construction Items

Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
1	999990	Mobilization	LS	1	$100,000	$100,000
2	050126	Construction Staking	LS	1	$20,000	$20,000
3	120090	Construction Area Signs	LS	1	$25,000	$25,000
4	120100	Traffic control system	LS	1	$25,000	$25,000
5	120300	Temporary Pavement Marker (Refl.)	LS	1	$20,000	$20,000
6	130200	Prepare Water Pollution Control Program	LS	1	$10,000	$10,000
7	220101	Finishing Roadway	LS	1	$15,000	$15,000
8	150712	Remove Painted Pavement Markings	SQFT	1380	$5	$6,900
9	152390	Remove Roadside Sign	EA	25	$200	$5,000
10	152379	Relocate Fence	LF	1790	$30	$53,700
11(F)	190101	Roadway excavation	CY	2,078	$100	$207,800
12(F)	250201	Class 2 Aggregate Base	CY	997	$95	$94,736
13	390133	Hot Mix Asphalt (Type B)	TON	1250	$120	$150,000
14	394090	Place hot mix asphalt (miscellaneous area)	SQYD	30	$100	$3,000
15	731504	Minor Concrete (Curb & Gutter)	LF	3200	$25	$80,000
16	731521	Minor Concrete (Sidewalk)	SQFT	14438	$8	$115,504
17	731623	Minor Concrete (Ramp)	EA	27	$4,000	$108,000
18	731516	Minor Concrete (Driveway)	SF	5310	$15	$79,650
19	510502	Minor Concrete (Minor Structures)	EA	8	$5,000	$40,000
20		Storm Drain Pipe	LF	150	$100	$15,000
21	840515	Thermoplastic Pavement Marking (Yellow)	SF	1730	$10	$17,300
22	152469	Adjust Utility Cover to Grade	EA	12	$800	$9,600
23	568023	Install Roadside Sign	EA	25	$500	$12,500
24		Remove Tree	EA	2	$1,000	$2,000
25		Minor Concrete (Continous Gutter)	LF	100	$50	$5,000
26		Pedestrian RxR Crossing Gates	EA	4	$100,000	$400,000
					Sub-Total:	$1,620,690
		* Up to 10% Contingency may be included in Engineer's Estimate			*Contingency:	$162,069
	(F) = Final Pay Item				Construction Total:	$1,782,759

Non-Contruction Related Cost

Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
27	-	Environmental Clearance	% of CON	5%	$1,620,690.11	$81,034.51
28	-	Preliminary Engineering (PE)	% of CON	10%	$1,620,690.11	$162,069.01
29	-	Construction Engineering (CE)	% of CON	15%	$1,620,690.11	$243,103.52
30	-	Utility Pole Relocations	EA	9	$25,000.00	$225,000.00
31	-	Cooridination with Railroad	LS	1	$20,000.00	$20,000.00
					Total:	$731,207.03

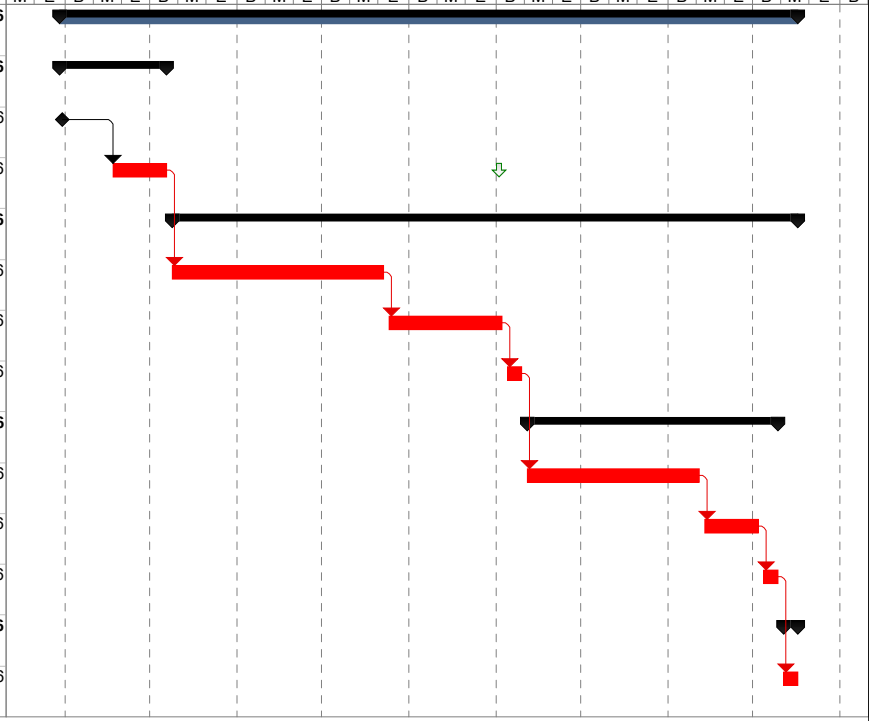
Total Construction & Non-Construction Items **$2,513,966.16**

Complete Street Phase III Earlimart - Washington Ave 30% Design

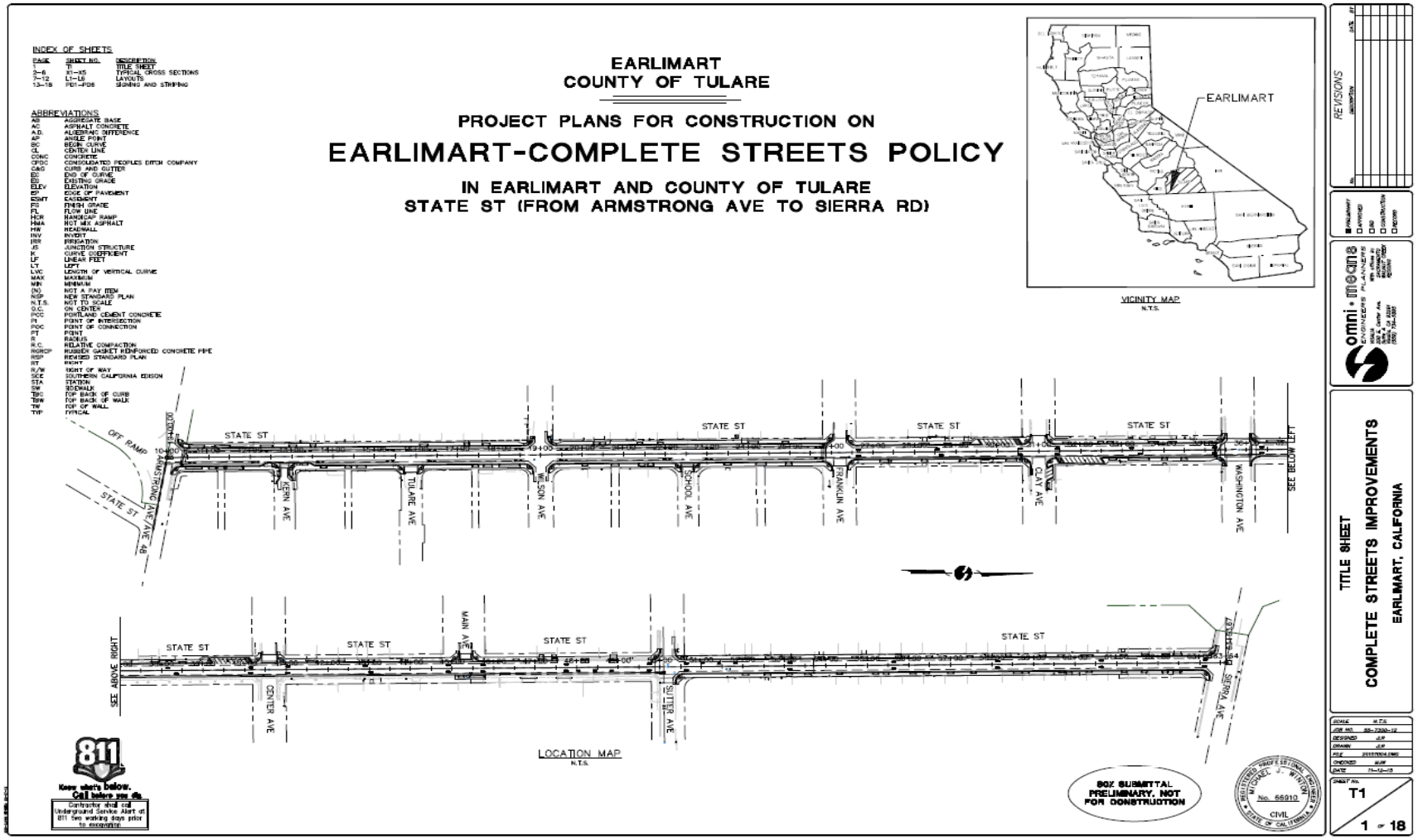
8/22/2016

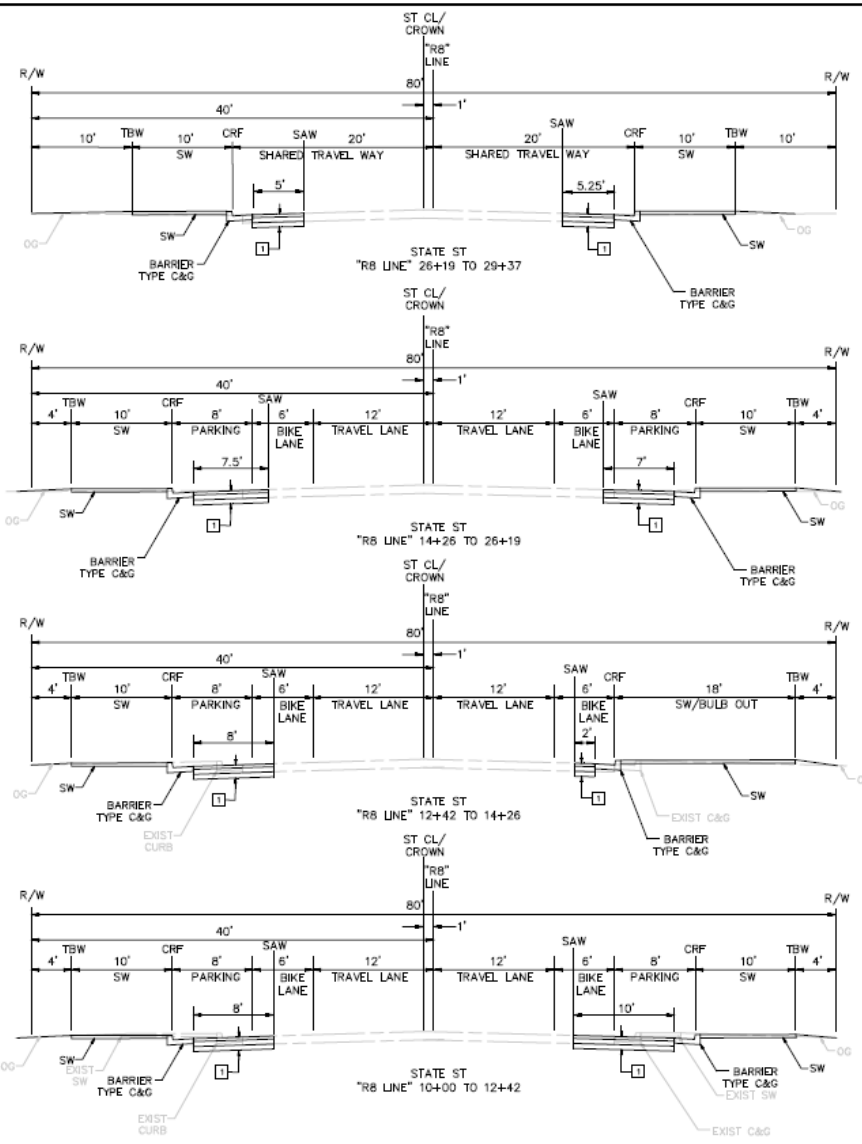
PROJECT SCHEDULE

ID	Task Name	Duration	Start	Finish
1	**EARLIMART- WASHINGTON AVE 30% DESIGN**	**188 days**	**Wed 3/30/16**	**Fri 12/16/16**
2	**PUBLIC OUTREACH**	**28 days**	**Wed 3/30/16**	**Fri 5/6/16**
3	Meet with Community to discuss needs	1 day	Wed 3/30/16	Wed 3/30/16
4	Evaluate need and Discuss Potential Projects	15 days	Mon 4/18/16	Fri 5/6/16
5	**ENGINEERING DESIGN AND CONSTRUCTION DOCUMENTS**	**160 days**	**Mon 5/9/16**	**Fri 12/16/16**
6	Project Selection	11 wks	Mon 5/9/16	Fri 7/22/16
7	Project Evaluation	6 wks	Mon 7/25/16	Fri 9/2/16
8	Request Project Survey	5 days	Mon 9/5/16	Fri 9/9/16
9	**Draft Plans and Estimate (30% Design)**	**65 days**	**Mon 9/12/16**	**Fri 12/9/16**
10	Engineering Preliminary Plans (30%)	9 wks	Mon 9/12/16	Fri 11/11/16
11	Plan Review (Internal)	3 wks	Mon 11/14/16	Fri 12/2/16
12	Project Estimate	5 days	Mon 12/5/16	Fri 12/9/16
13	**Plans, Specifications and Estimate (30%)**	**5 days**	**Mon 12/12/16**	**Fri 12/16/16**
14	Finalize 30% Plan & Estimate	5 days	Mon 12/12/16	Fri 12/16/16



Appendix F - Earlimart 30% Submittal Plan Set





TYPICAL STRUCTURAL SECTIONS:

1 — 20-YEAR DESIGN
TI=5.5, R=20
0.25' HMA (TYPE B)
0.80' AB (CLASS 2)
0.50' COMPACTED NATIVE (95% R.C)

80% SUBMITTAL
PRELIMINARY, NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS

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TYPICAL SECTIONS
COMPLETE STREETS IMPROVEMENTS
EARLIMART, CALIFORNIA

SCALE 1" = 5'
JOB NO. 55-72000-12
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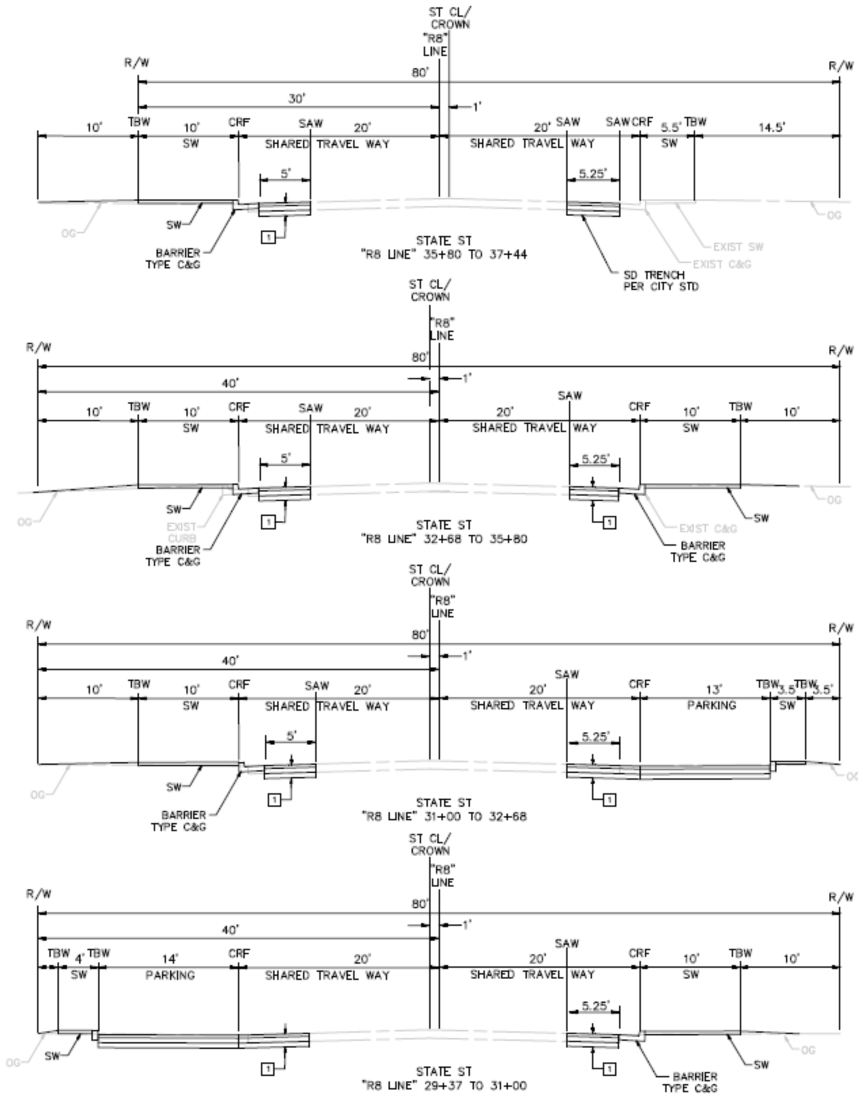
DRAWN FJD
FILE 2015SDDWG.DWG
CHECKED MJW
DATE 11-12-15

SHEET NO.
X1
2 OF 18



TYPICAL STRUCTURAL SECTIONS:

1 — 20-YEAR DESIGN
TI=5.5, R=20
0.25' HMA (TYPE B)
0.80' AB (CLASS 2)
0.50' COMPACTED NATIVE (95% R.C.)

60% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
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CIVIL
STATE OF CALIFORNIA

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TYPICAL SECTIONS
COMPLETE STREETS IMPROVEMENTS
EARLIMART, CALIFORNIA

SCALE	1" = 5'
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CHECKED	MJW
DATE	11-12-15

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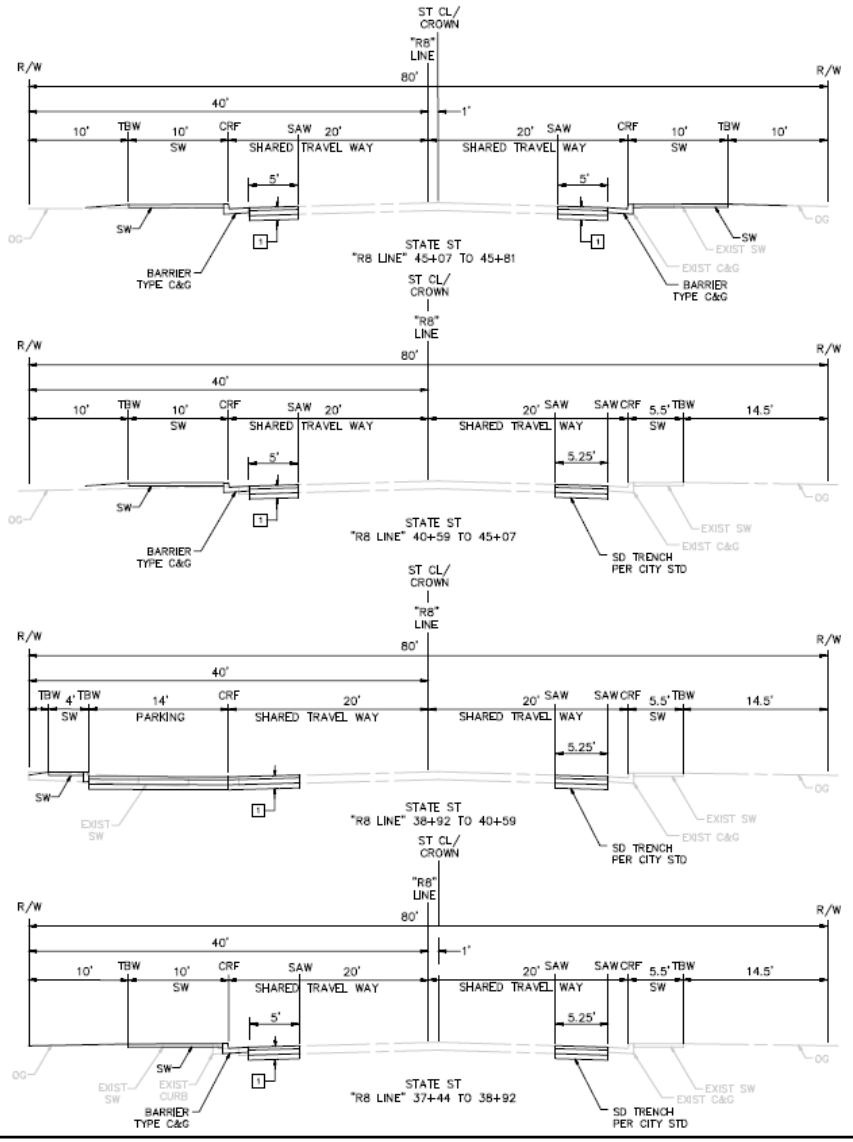
3 OF 18



TYPICAL STRUCTURAL SECTIONS:

1 — 20-YEAR DESIGN
TI=5.5, R=20
0.25' HMA (TYPE B)
0.80' AB (CLASS 2)
0.50' COMPACTED NATIVE (95% R.C.)

80% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. MINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

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PRELIMINARY
APPROVED
BID
CONSTRUCTION
RECORD

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PLANNER
SURVEYOR

TYPICAL SECTIONS
COMPLETE STREETS IMPROVEMENTS
EARLIMART, CALIFORNIA

SCALE 1" = 5'
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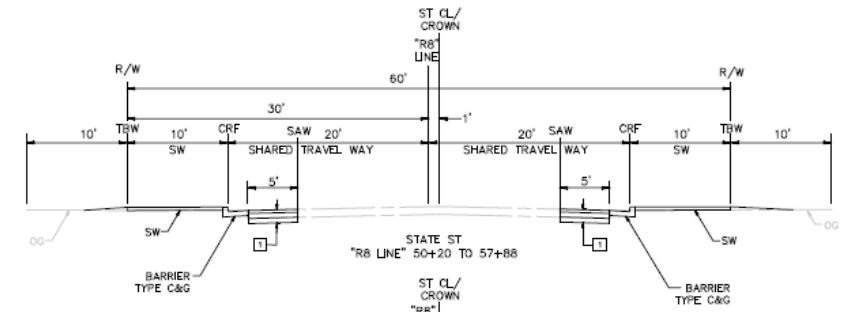
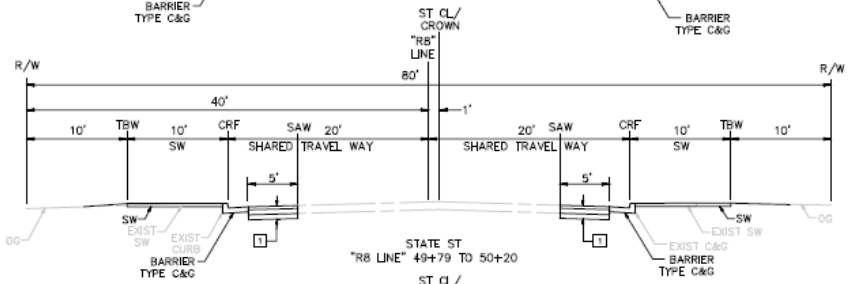
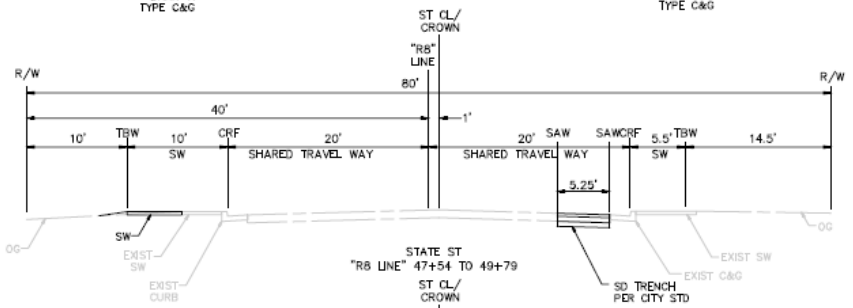
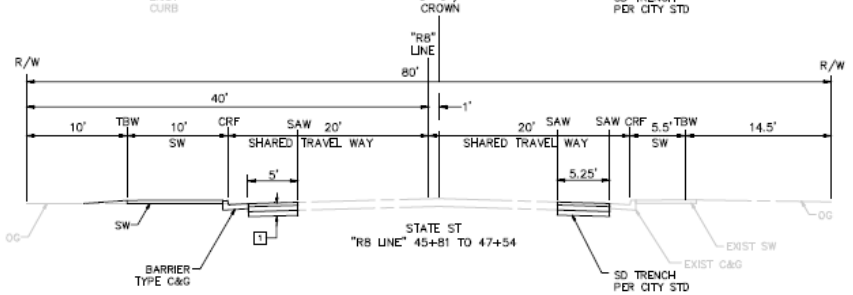
DRAWN KJD
FILE 20150324.DWG
CHECKED MJM
DATE 11-12-15

SHEET NO.
X3
4 OF 18









TYPICAL STRUCTURAL SECTIONS:

1 — 20-YEAR DESIGN
TI=5.5, R=20
0.25' HMA (TYPE B)
0.80' AB (CLASS 2)
0.50' COMPACTED NATIVE (95% R.C.)

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PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
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Suite 330
Arlington, TX 76010
(817) 261-6699

PRELIMINARY
APPROVED
BID
CONSTRUCTION
RECORD

TYPICAL SECTIONS
COMPLETE STREETS IMPROVMENTS
EARLIMART, CALIFORNIA

SCALE	1" = 5'
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DESIGNED	KJD
DRAWN	KJD
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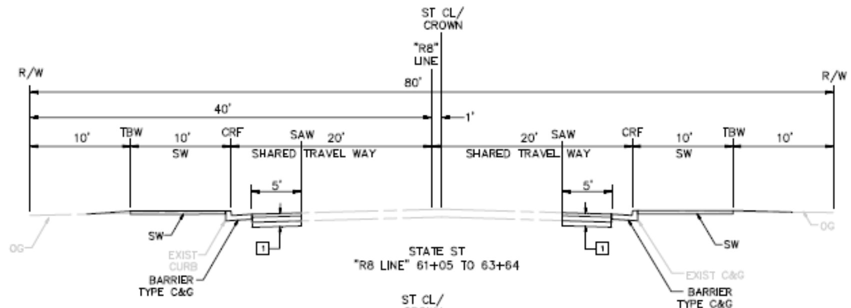
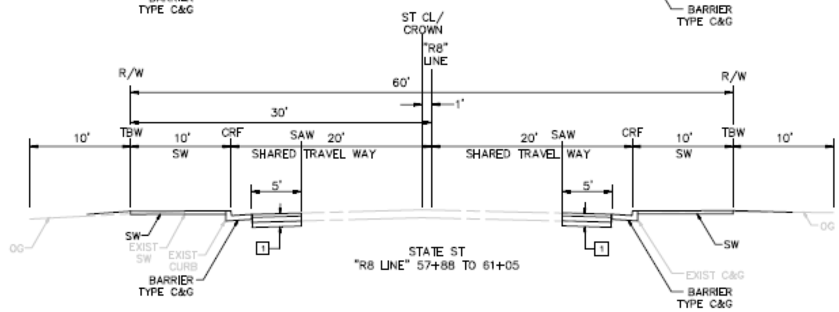
CHECKED	MJW
DATE	11-12-13

SHEET NO. X4

5 OF 18





TYPICAL STRUCTURAL SECTIONS:

[1]
- 20-YEAR DESIGN
- TI=5.5, R=20
- 0.25' HMA (TYPE B)
- 0.80' AB (CLASS 2)
- 0.50' COMPACTED NATIVE (95% R.C.)

80% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
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TYPICAL SECTIONS
COMPLETE STREETS IMPROVEMENTS
EARLIMART, CALIFORNIA

SCALE	1" = 5'
JOB NO.	55-7300-12
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SHEET No.
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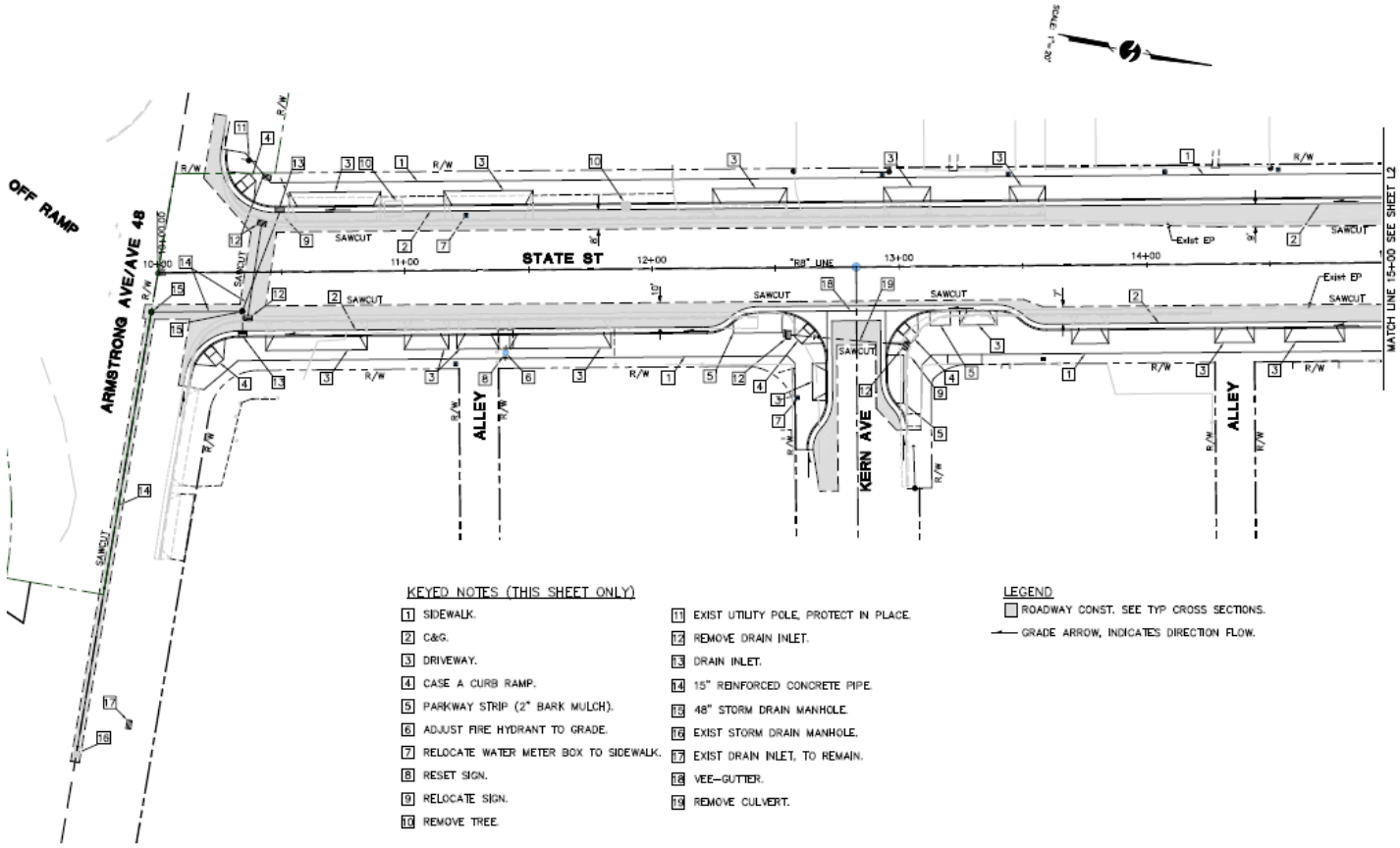
6 of 18



KEYED NOTES (THIS SHEET ONLY)

1. SIDEWALK.
2. C&G.
3. DRIVEWAY.
4. CASE A CURB RAMP.
5. PARKWAY STRIP (2" BARK MULCH).
6. ADJUST FIRE HYDRANT TO GRADE.
7. RELOCATE WATER METER BOX TO SIDEWALK.
8. RESET SIGN.
9. RELOCATE SIGN.
10. REMOVE TREE.
11. EXIST UTILITY POLE, PROTECT IN PLACE.
12. REMOVE DRAIN INLET.
13. DRAIN INLET.
14. 15" REINFORCED CONCRETE PIPE.
15. 48" STORM DRAIN MANHOLE.
16. EXIST STORM DRAIN MANHOLE.
17. EXIST DRAIN INLET, TO REMAIN.
18. VEE-GUTTER.
19. REMOVE CULVERT.

LEGEND

- ROADWAY CONST. SEE TYP CROSS SECTIONS.
- GRADE ARROW, INDICATES DIRECTION FLOW.

60% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WESTON
No. 66910
CIVIL
STATE OF CALIFORNIA

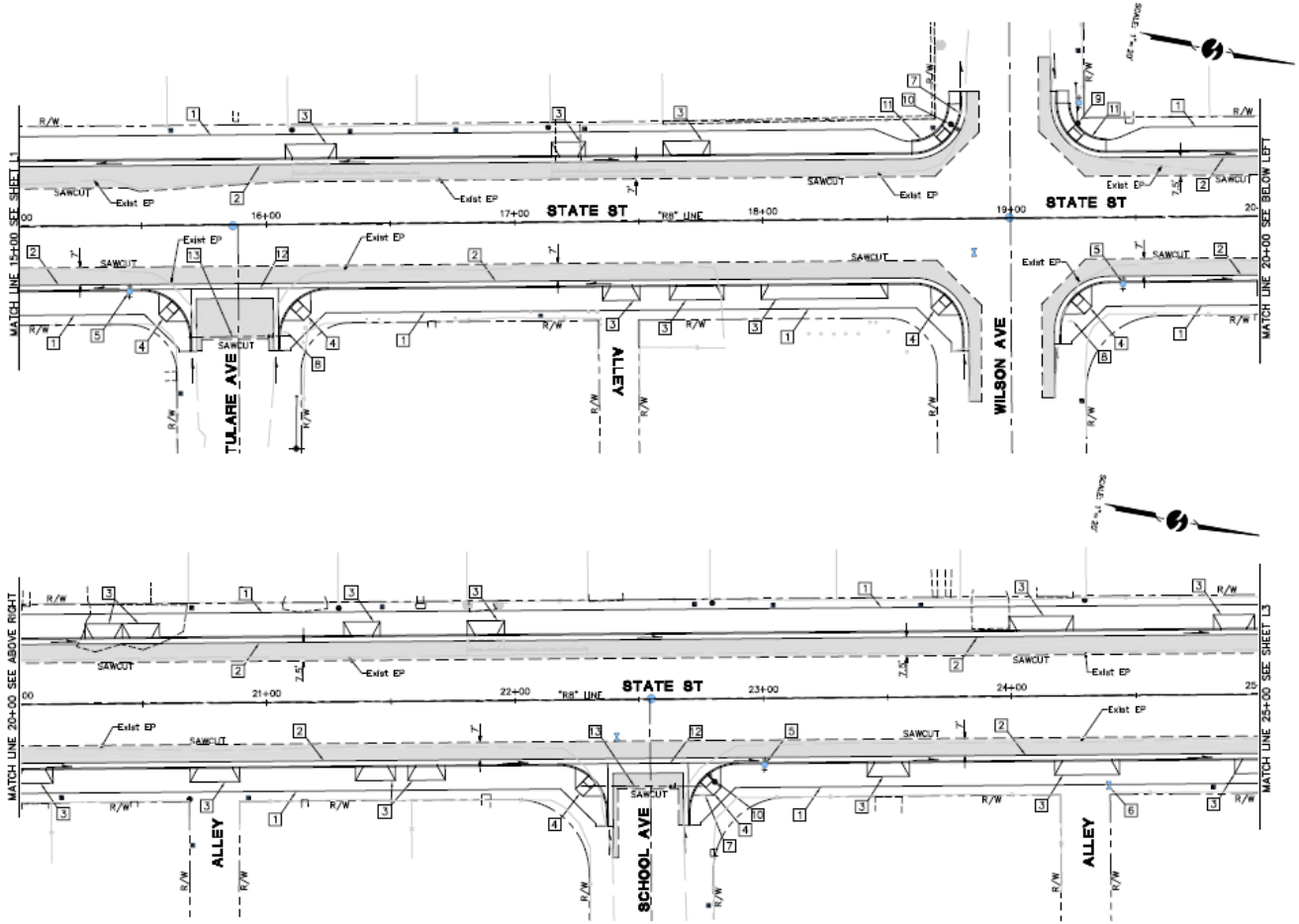
REVISIONS

omni · means
CIVIL ENGINEERS PLANNERS

LAYOUT
COMPLETE STREETS IMPROVEMENTS
EARLMART, CALFORNIA

SCALE	1"=50'
JOB NO.	55-7300-12
DESIGNED	FJD
DRAWN	FJD
FILE	20151004.DWG
CHECKED	MJW
DATE	11-12-15

SHEET No.
L1
7 OF 18



KEYED NOTES (THIS SHEET ONLY)

1. SIDEWALK.
2. C&G.
3. DRIVEWAY.
4. CASE A CURB RAMP.
5. RELOCATE FIRE HYDRANT.
6. ADJUST WATER VALVE COVER TO GRADE.
7. RELOCATE SIGN.
8. RESET SIGN.
9. EXIST UTILITY POLE, PROTECT IN PLACE.
10. RELOCATE UTILITY POLE.
11. CASE C CURB RAMP.
12. VEE-GUTTER.
13. REMOVE CULVERT.

LEGEND

- ROADWAY CONST. SEE TYP CROSS SECTIONS.
- GRADE ARROW, INDICATES DIRECTION FLOW.

30Z SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS

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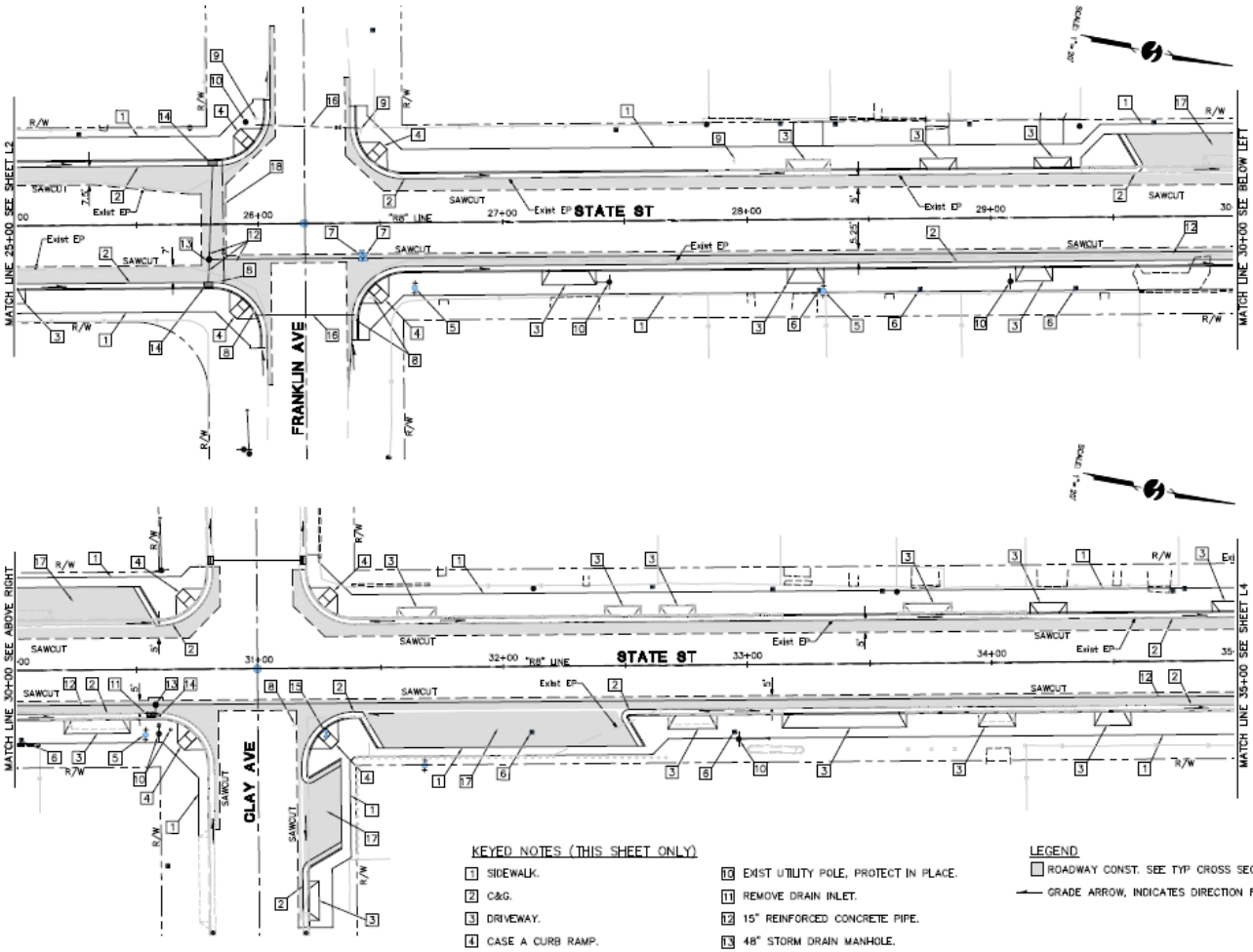
LAYOUT

COMPLETE STREETS IMPROVEMENTS

EARLMART, CALFORNIA

SCALE	1"=40'
JOB NO.	55-7200-12
DESIGNED	FJD
DRAWN	FJD
FILE	20151204.DWG
CHECKED	MJW
DATE	11-12-15

SHEET No.
L2
8 OF 18



KEYED NOTES (THIS SHEET ONLY)

1. SIDEWALK.
2. C&G.
3. DRIVEWAY.
4. CASE A CURB RAMP.
5. ADJUST FIRE HYDRANT TO GRADE.
6. ADJUST WATER METER BOX TO GRADE.
7. ADJUST WATER VALVE COVER TO GRADE.
8. RELOCATE SIGN.
9. RESET SIGN.
10. EXIST UTILITY POLE, PROTECT IN PLACE.
11. REMOVE DRAIN INLET.
12. 15" REINFORCED CONCRETE PIPE.
13. 48" STORM DRAIN MANHOLE.
14. DRAIN INLET.
15. RELOCATE WATER VALVE COVER.
16. ABANDON STORM DRAIN.
17. PARKING.
18. REMOVE CULVERT.

LEGEND

- ROADWAY CONST. SEE TYP CROSS SECTIONS.
- GRADE ARROW, INDICATES DIRECTION FLOW.

SOX SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTERS
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS

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ENGINEERS PLANNERS

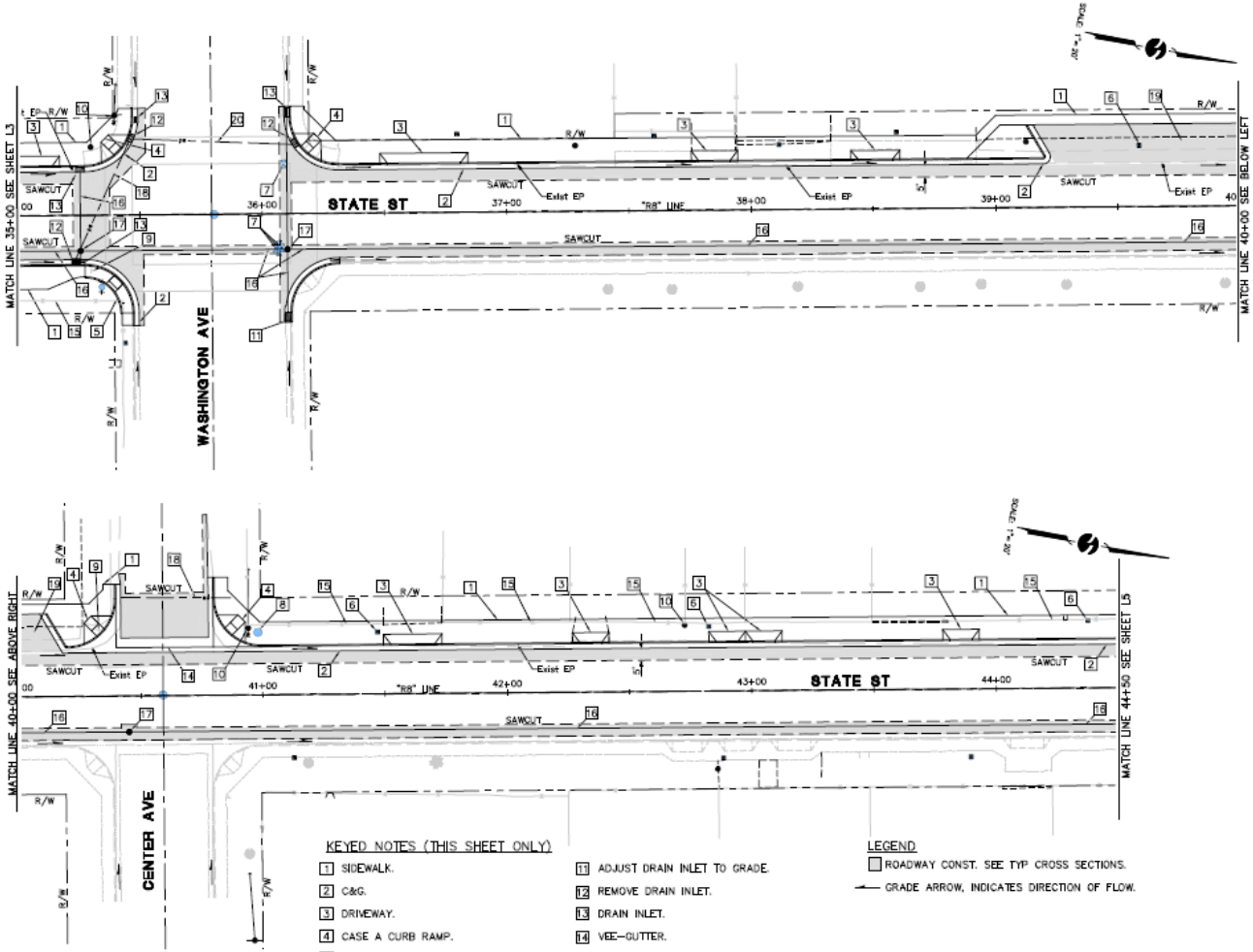
LAYOUT

COMPLETE STREETS IMPROVEMENTS

EARLMART, CALFORNIA

SCALE	1"=40'
JOB NO.	55-7300-12
DESIGNED	KJD
DRAWN	KJD
FILE	2015.09.04.DWG
CHECKED	MJW
DATE	11-12-15

SHEET No.
L3
9 OF 18



KEYED NOTES (THIS SHEET ONLY)

1. SIDEWALK.
2. C&G.
3. DRIVEWAY.
4. CASE A CURB RAMP.
5. CASE C CURB RAMP.
6. ADJUST WATER METER BOX TO GRADE.
7. ADJUST WATER VALVE COVER TO GRADE.
8. ADJUST MANHOLE TO GRADE.
9. RELOCATE SIGN.
10. EXIST UTILITY POLE, PROTECT IN PLACE.
11. ADJUST DRAIN INLET TO GRADE.
12. REMOVE DRAIN INLET.
13. DRAIN INLET.
14. VEE-GUTTER.
15. RELOCATE FENCE (CHAIN LINK).
16. 15" REINFORCED CONCRETE PIPE.
17. 48" STORM DRAIN MANHOLE.
18. REMOVE CULVERT.
19. PARKING.
20. ABANDON STORM DRAIN.

LEGEND

- ROADWAY CONST. SEE TYP CROSS SECTIONS.
- GRADE ARROW, INDICATES DIRECTION OF FLOW.

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MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

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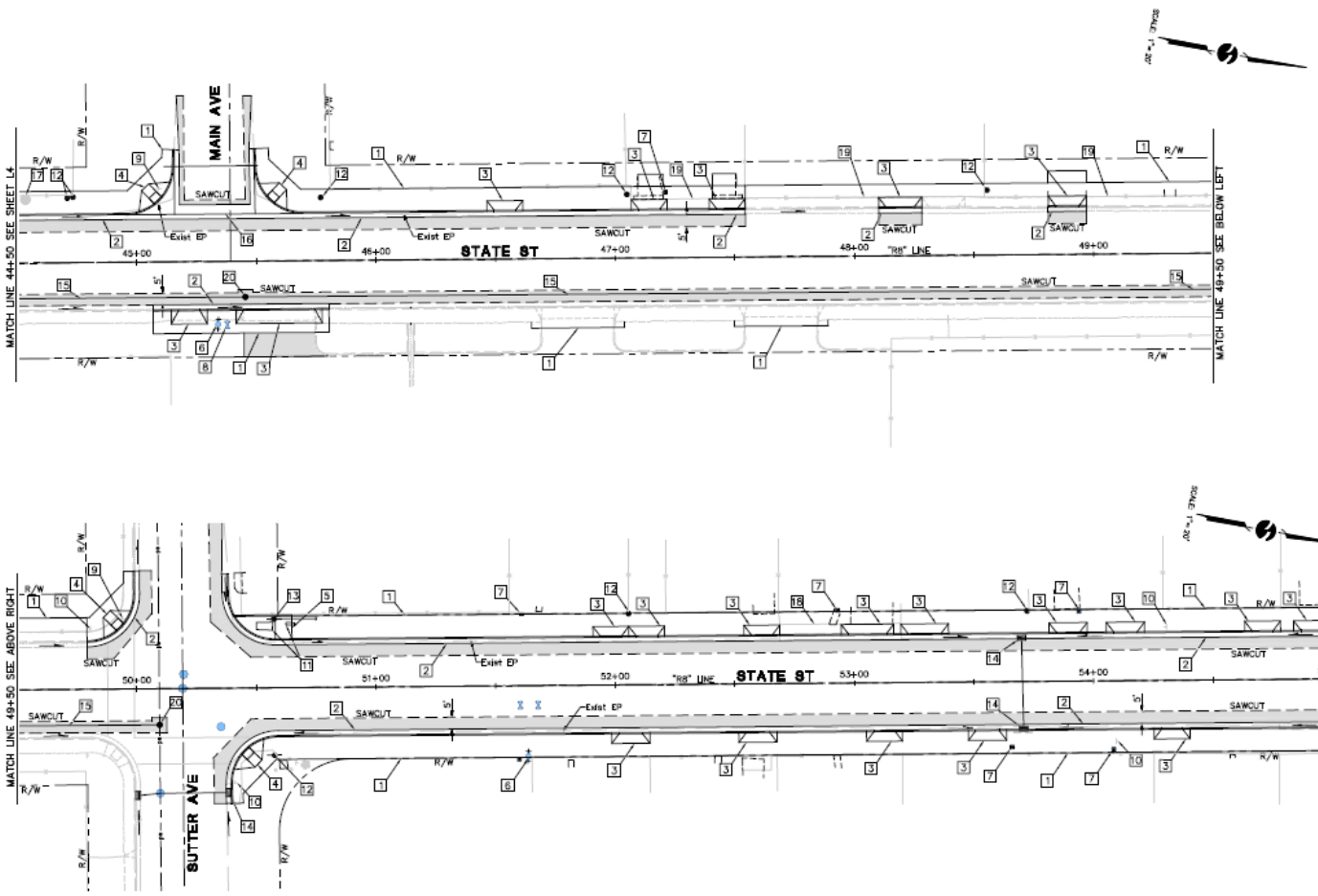
LAYOUT
COMPLETE STREETS IMPROVEMENTS
EARLMART, CALFORNIA

SCALE	1"=40'
JOB NO.	99-1300-12
DESIGNED	FJD
DRAWN	FJD
FILE	2015\004.DWG
CHECKED	MJW
DATE	11-12-15

SHEET No.
L4
10 OF 18



KEYED NOTES (THIS SHEET ONLY)

1. SIDEWALK.
2. C&G.
3. DRIVEWAY.
4. CASE A CURB RAMP.
5. CASE CM CURB RAMP.
6. ADJUST FIRE HYDRANT TO GRADE.
7. ADJUST WATER METER BOX TO GRADE.
8. ADJUST WATER VALVE COVER TO GRADE.
9. RELOCATE SIGN.
10. RESET SIGN.
11. RELOCATE CATV PEDESTAL.
12. EXIST UTILITY POLE, PROTECT IN PLACE.
13. RELOCATE UTILITY POLE.
14. ADJUST DRAIN INLET TO GRADE.
15. 15" REINFORCED CONCRETE PIPE.
16. VEE-GUTTER.
17. REMOVE TREE.
18. RELOCATE FENCE (CHAIN LINK).
19. RELOCATE FENCE (WROUGHT IRON).
20. 48" STORM DRAIN MANHOLE.

LEGEND

- ROADWAY CONST. SEE TYP CROSS SECTIONS.
- GRADE ARROW, INDICATES DIRECTION OF FLOW.

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REGISTERED PROFESSIONAL ENGINEER MICHAEL J. WINTON No. 66910 CIVIL STATE OF CALIFORNIA

REVISIONS

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LAYOUT

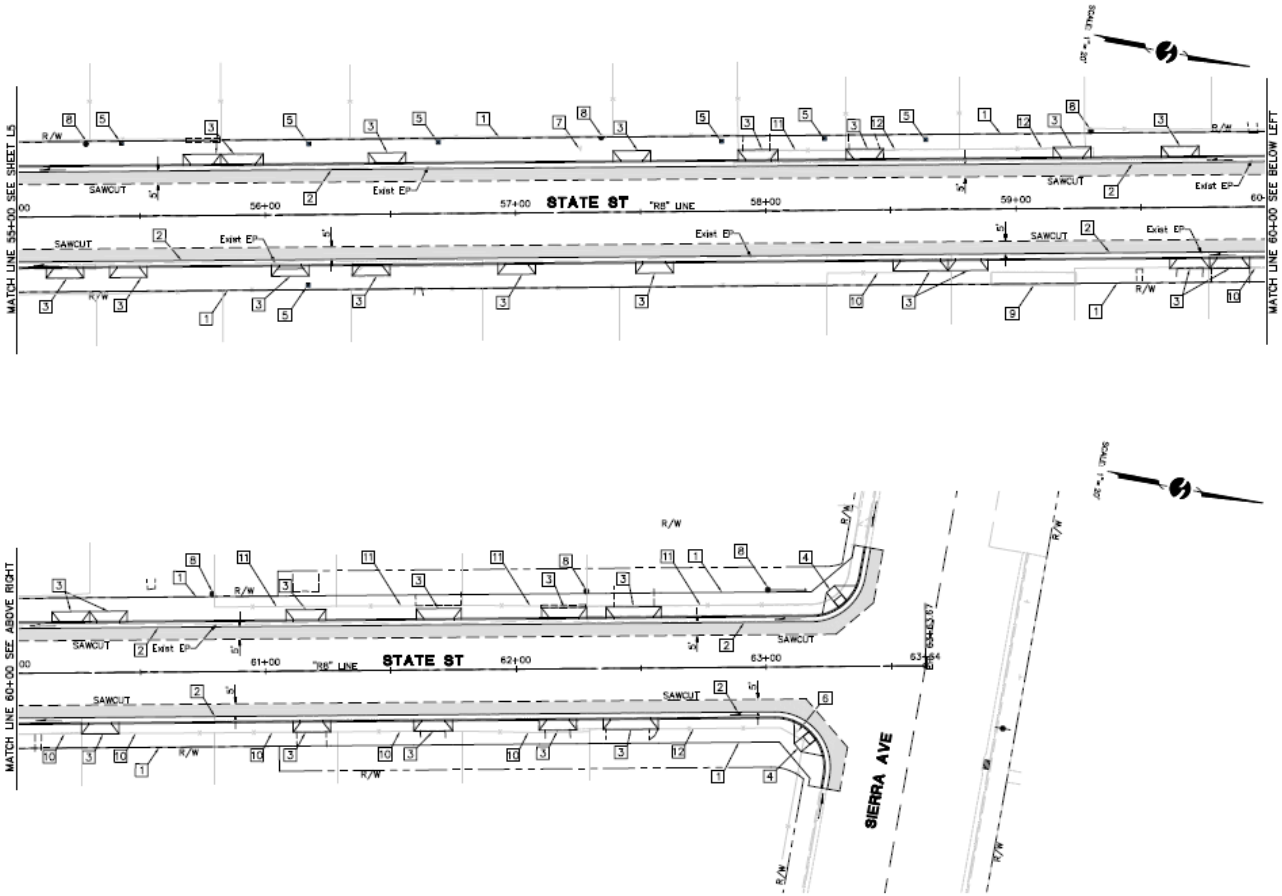
COMPLETE STREETS IMPROVEMENTS

EARLMART, CALFORNIA

SCALE 1"=20' | JOB NO. 55-7300-12 | DESIGNED KJD | DRAWN KJD | FILE 20151105.DWG | CHECKED MJW | DATE 11-12-15

SHEET NO. L5

11 OF 18



KEYED NOTES (THIS SHEET ONLY)

1. SIDEWALK.
2. C&G.
3. DRIVEWAY.
4. CASE A CURB RAMP.
5. ADJUST WATER METER BOX TO GRADE.
6. RELOCATE SIGN.
7. RESET SIGN.
8. EXIST UTILITY POLE, PROTECT IN PLACE.
9. REMOVE SHRUBS.
10. RELOCATE FENCE (CHAIN LINK).
11. RELOCATE FENCE (WROUGHT IRON).
12. RELOCATE FENCE (BRICK AND WROUGHT IRON).

LEGEND

- ROADWAY CONST. SEE TYP CROSS SECTIONS.
- GRADE ARROW, INDICATES DIRECTION OF FLOW.

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No. 66910
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STATE OF CALIFORNIA

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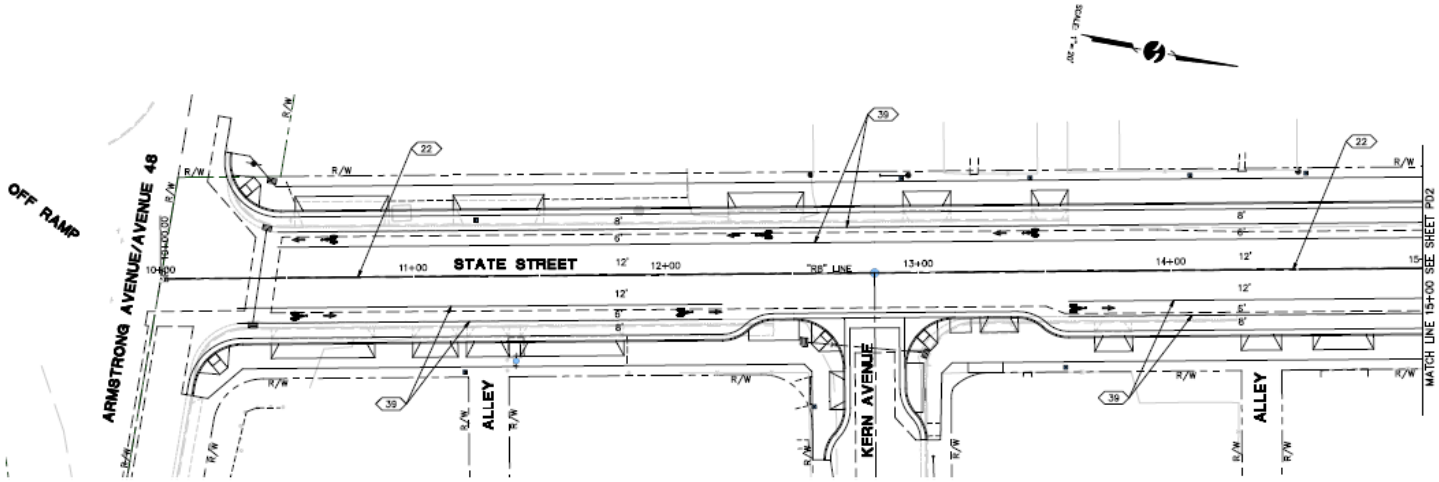
LAYOUT

COMPLETE STREETS IMPROVEMENTS

EARLMART, CALFORNIA

SCALE	1"=40'
JOB NO.	30-73000-12
DESIGNED	FJD
DRAWN	FJD
FILE	2015.004.DWG
CHECKED	MJW
DATE	11-12-15

SHEET NO.
L6
12 of 18



LEGEND (SHEETS PD1–PD6):

- <X> TRAFFIC STRIPE DETAIL NUMBER
- <LL> LIMIT LINE
- STOP EXISTING "STOP" PAVEMENT MARKING
- STOP "STOP" PAVEMENT MARKING PER CALTRANS STD PLAN A24D
- SLOW "SLOW" PAVEMENT MARKING PER CALTRANS STD PLAN A24D
- SCHOOL "SCHOOL" PAVEMENT MARKING PER CALTRANS STD PLAN A24D
- XING "XING" PAVEMENT MARKING PER CALTRANS STD PLAN A24D
- <CA> CALIFORNIA SIGN CODE
- SHARED ROADWAY BICYCLE MARKING PER CALTRANS STD PLAN A24C
- BIKE LANE SYMBOL PER CALTRANS STD PLAN A24C, BIKE LANE ARROW PER CALTRANS STD PLAN A24A

GENERAL NOTES:

(FOR SHEETS PD1 THROUGH PD2 ONLY)

1. WORK SHALL BE DONE IN ACCORDANCE WITH THE 2010 EDITION OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD PLANS AND SPECIFICATIONS, THE 2014 EDITION OF THE CALIFORNIA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) AND SIGN SPECIFICATION SHEETS, THE LATEST EDITIONS OF THE TULARE COUNTY STANDARD PLANS AND SPECIFICATIONS, AND THE SPECIAL PROVISIONS.
2. THESE PLANS ARE ACCURATE FOR STRIPING ONLY.
3. ALL CROSSWALKS SHALL BE 10 FEET WIDE, OUTSIDE EDGE TO OUTSIDE EDGE.

CONSTRUCTION NOTES:

1. INTALL 8" WHITE DIAGONAL STRIPES ON 45 DIAGONAL SPACED 2' ON CENTER.
2. INSTALL 4" WHITE STRIPE.

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STATE OF CALIFORNIA

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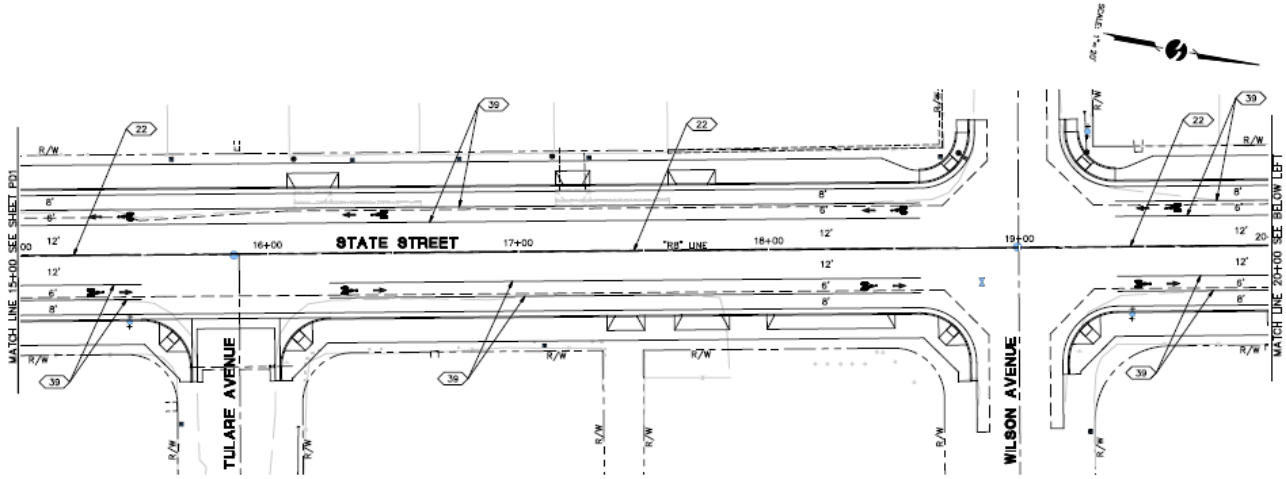
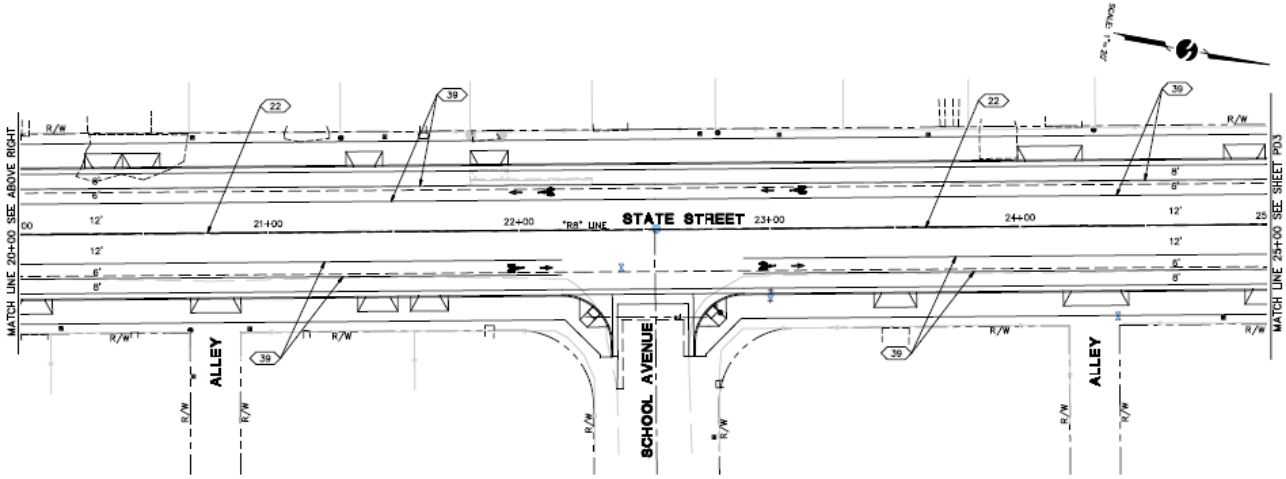
SACRAMENTO
FRESNO
BAKERSFIELD
RIVERSIDE

STRIPING PLAN
COMPLETE STREETS IMPROVEMENTS
EARLMART, CALIFORNIA

SCALE	1"=40'
JOB NO.	52-7300-12
DESIGNED	KJD
DRAWN	KJD
FILE	20151204.DWG
CHECKED	MJW
DATE	11-12-15

SHEET NO.
PD1
13 OF 18





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REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS

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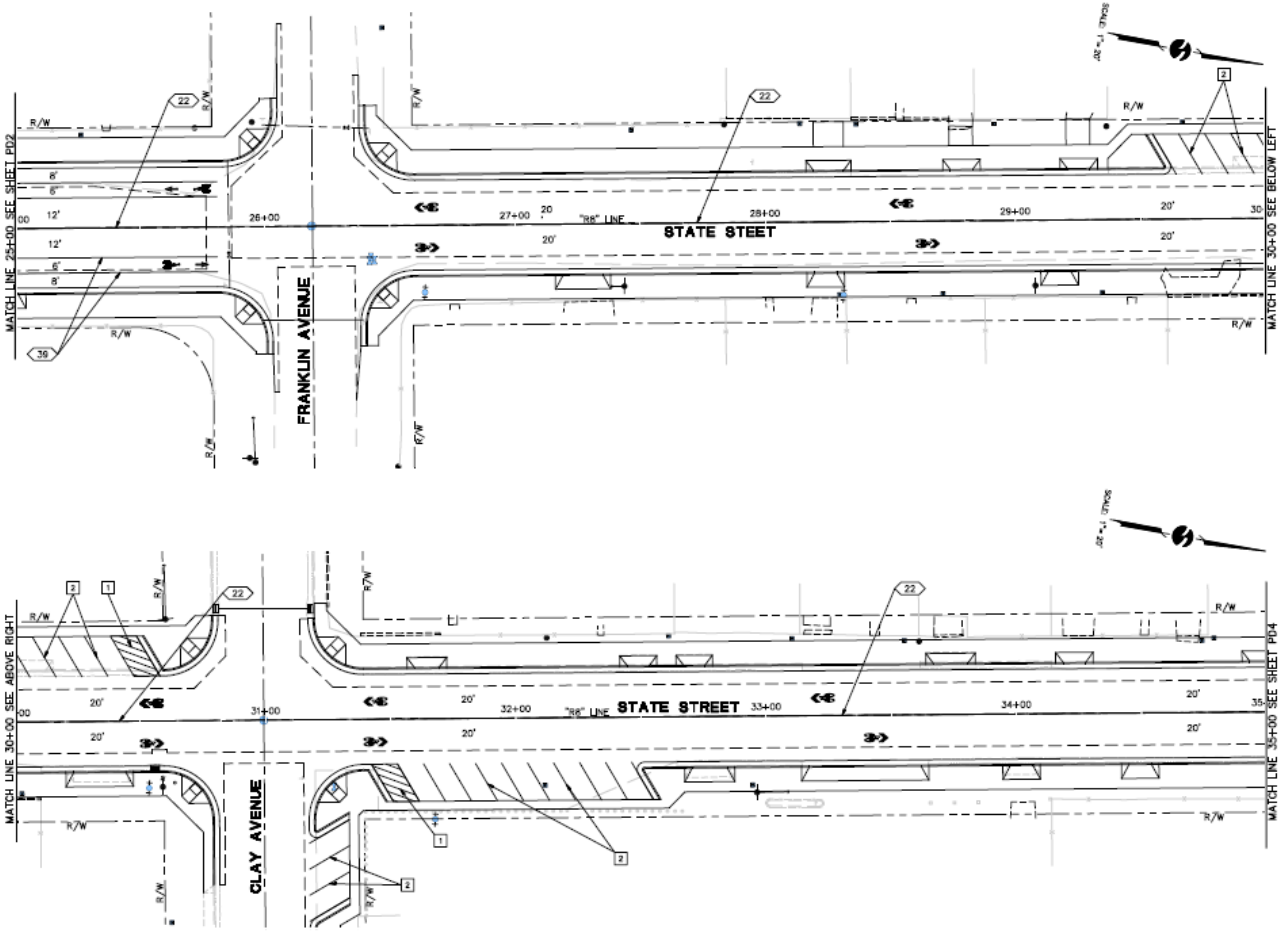
STRIPING PLAN

COMPLETE STREETS IMPROVEMENTS

EARLIMART, CALFORNIA

SCALE 1"=80'
JOB NO. 53-1300-12
DESIGNED FJD
DRAWN FJD
FILE 20131300S4.DWG
CHECKED MJW
DATE 11-12-13

SHEET No.
PD2
14 OF 18



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REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

REVISIONS

PRELIMINARY
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BID
CONSTRUCTION
RECORD

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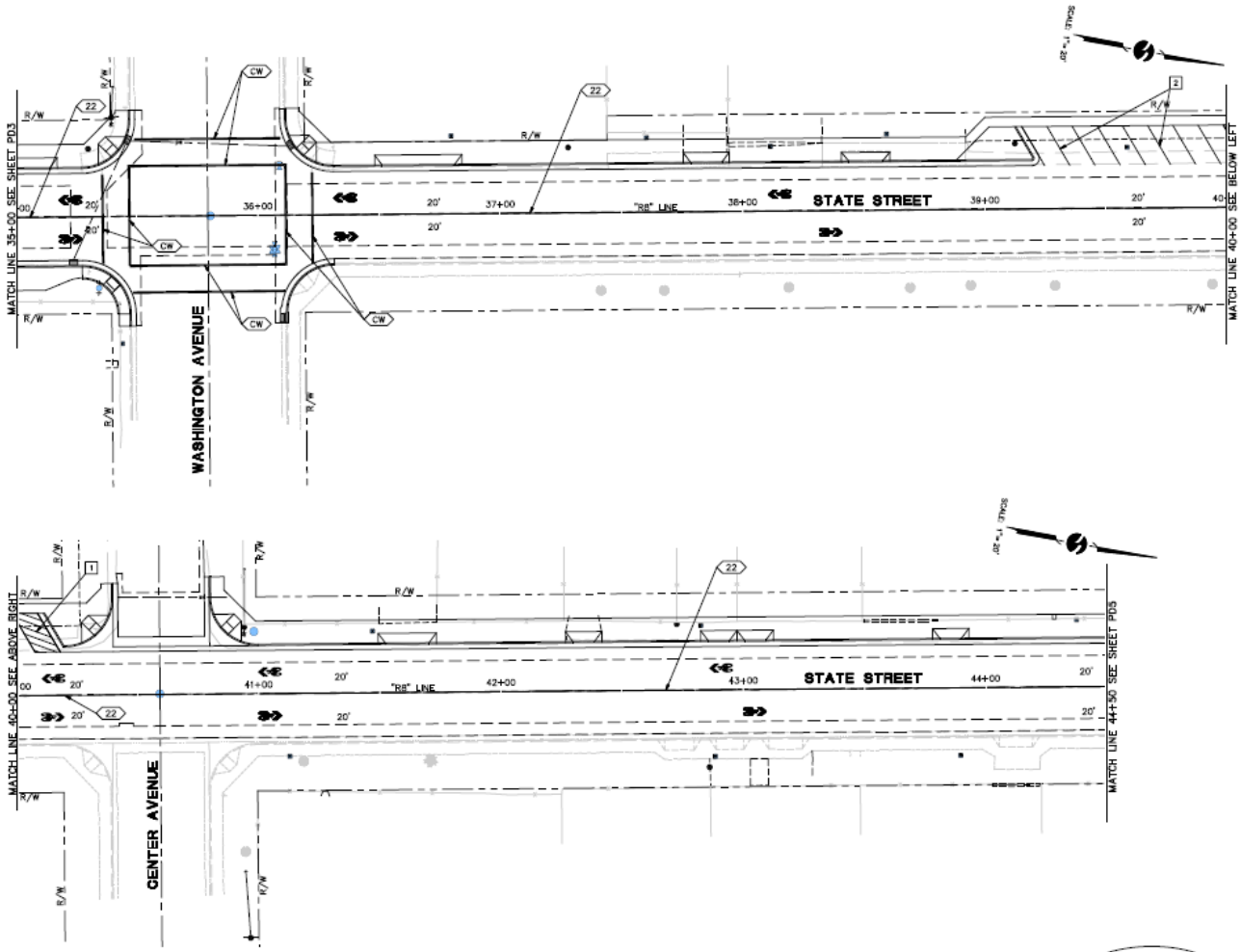
ENGINEERS PLANNERS

STRIPING PLAN
COMPLETE STREETS IMPROVEMENTS
EARLMART, CALFORNIA

SCALE: 1"=20'
JOB NO: 55-7330-12
DESIGNED: FJD
DRAWN: FJD
FILE: 20150504.DWG
CHECKED: MJW
DATE: 11-12-15

SHEET No.
PD3
15 OF 18



SCALE: 1" = 20'

SCALE: 1" = 20'

SCE SUBMITTAL
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FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 58910
CIVIL
STATE OF CALIFORNIA

REVISIONS

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PRELIMINARY
APPROVED
BID
CONSTRUCTION
RECORD

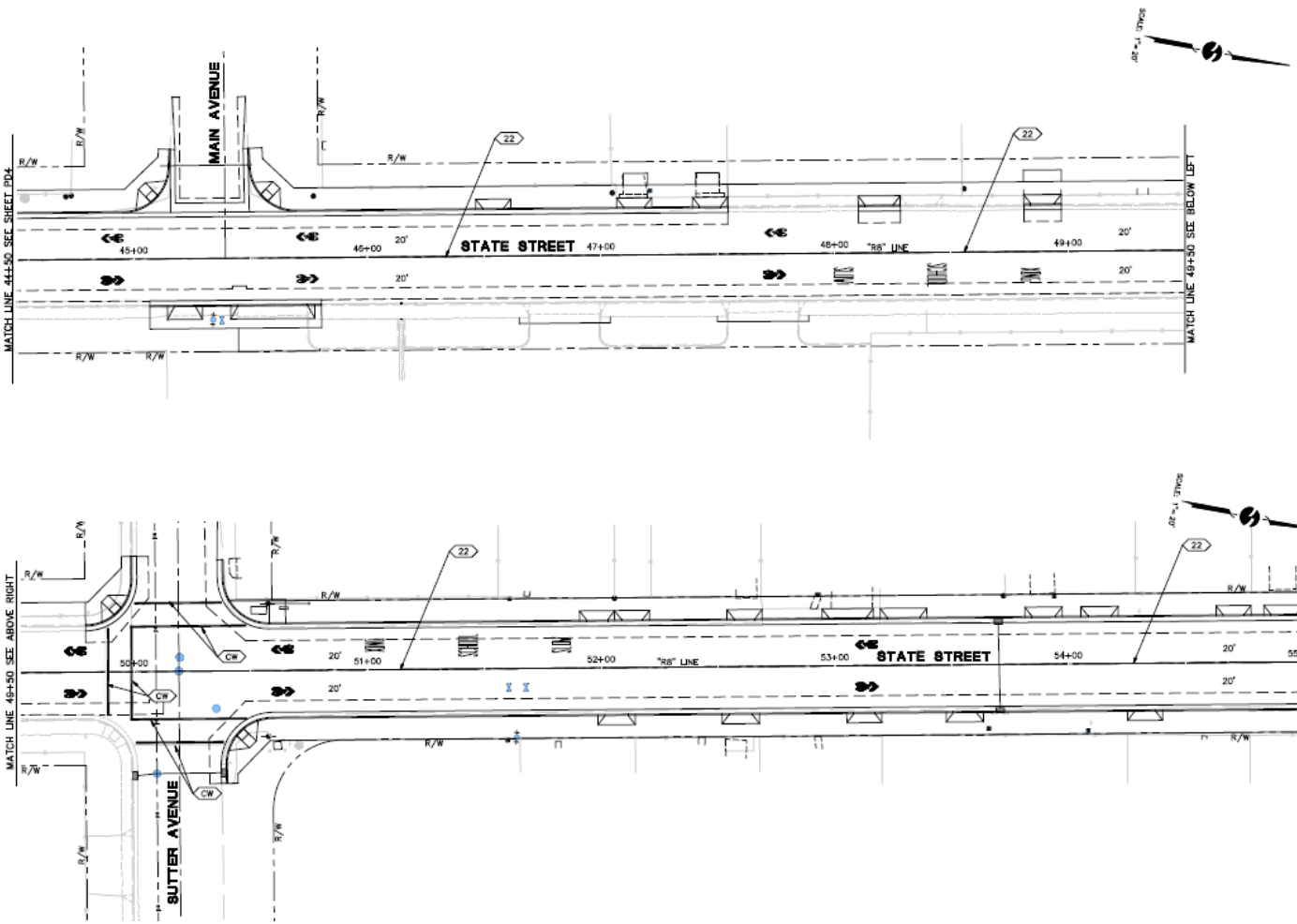
STRIPING PLAN

COMPLETE STREETS IMPROVEMENTS

EARLMART, CALIFORNIA

SCALE	1"=20'
JOB NO.	55-1330-12
DESIGNED	FJD
DRAWN	FJD
FILE	20220004.DWG
CHECKED	MJW
DATE	11-12-15

SHEET No.
PD4
16 OF 18



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FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
CIVIL
STATE OF CALIFORNIA

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ENGINEERS PLANNERS

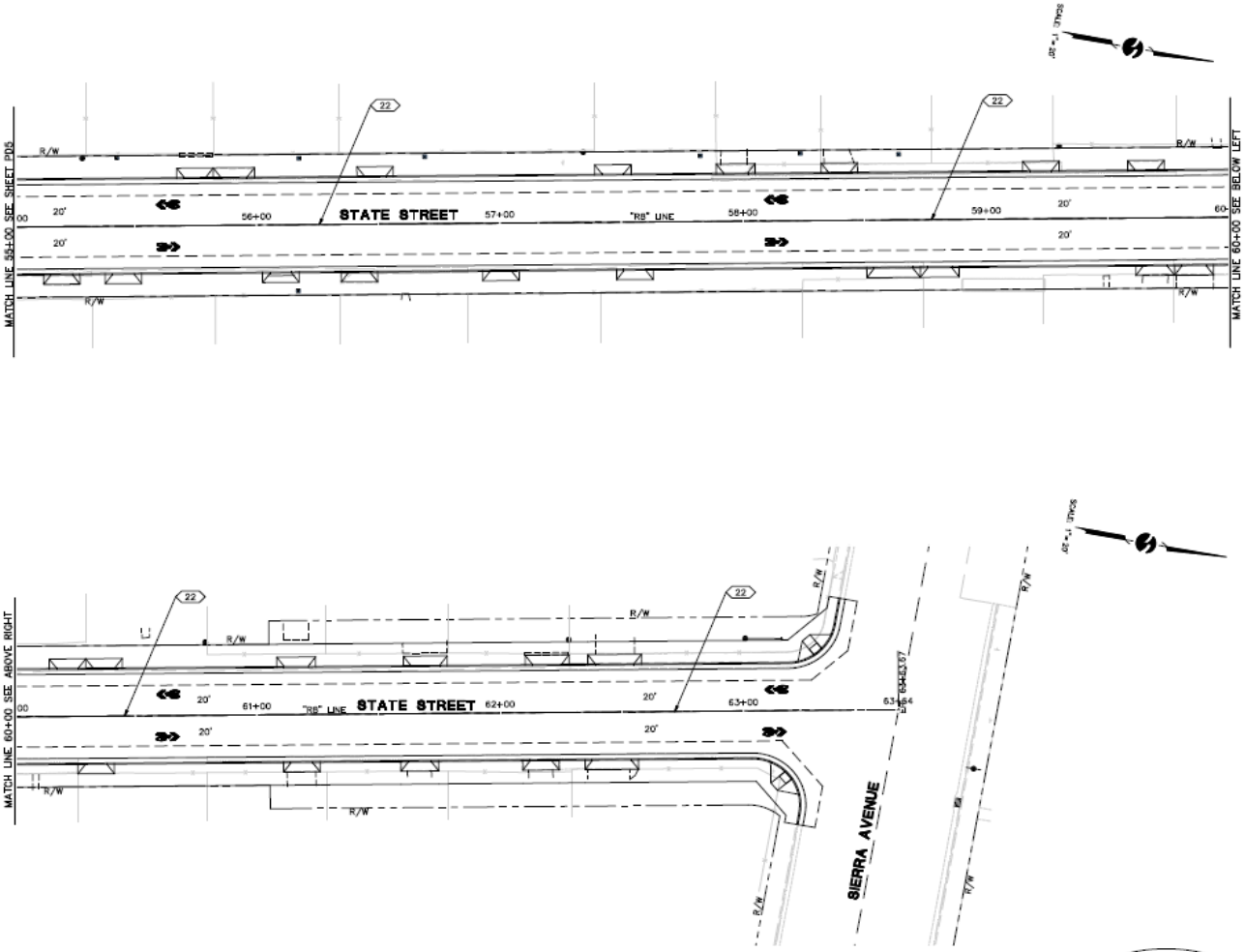
STRIPING PLAN

COMPLETE STREETS IMPROVEMENTS

EARLMART, CALFORNIA

SCALE	1"=20'
JOB NO.	55-7330-12
DESIGNED	KJD
DRAWN	KJD
FILE	2015\55004.DWG
CHECKED	MJW
DATE	11-12-15

SHEET No.
PD5
17 of 18



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FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WITTEN
No. 58910
CIVIL
STATE OF CALIFORNIA

REVISIONS

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STRIPING PLAN

COMPLETE STREETS IMPROVEMENTS

EARLMART, CALFORNIA

SCALE	1"=20'
JOB NO.	30-7300-12
DESIGNED	FJD
DRAWN	FJD
FILE	3007P5004.DWG
CHECKED	MJW
DATE	11-12-13

SHEET NO.
PD6
18 of 18

INDEX OF SHEETS

SHEET NO.	PAGE NO.	DESCRIPTION
T1	1	TITLE SHEET
X1	2	TYPICAL CROSS SECTIONS
L1–L3	3–5	LAYOUT SHEETS

STATE OF CALIFORNIA

COUNTY OF TULARE

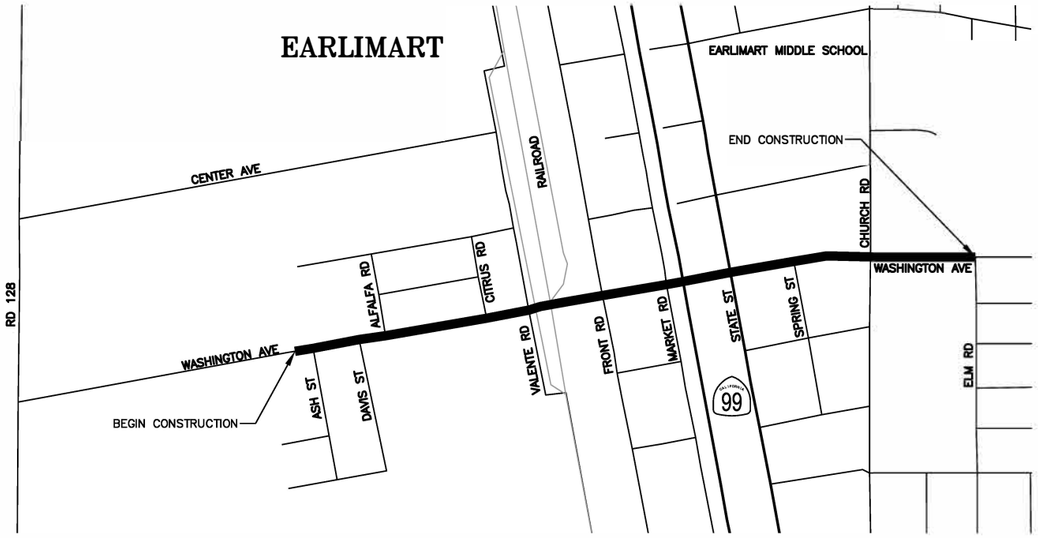
PROJECT PLANS FOR CONSTRUCTION OF

COMPLETE STREETS PHASE III

EARLIMART

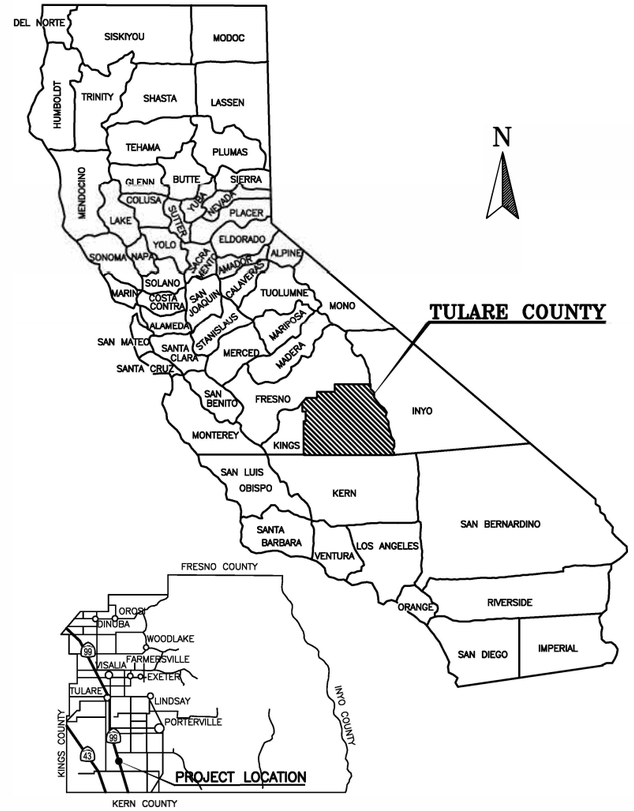
IN COUNTY OF TULARE

WASHINGTON AVENUE – ALILA SCHOOL TO ELM STREET



N

VICINTY MAP



N

LOCATION MAP

811

Know what's **below.**
Call before you dig.

Contractor shall call Underground Service Alert at 811 two working days prior to excavation

30% SUBMITTAL PRELIMINARY, NOT FOR CONSTRUCTION

REVISIONS

NO.	DESCRIPTION	DATE	BY

COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY
5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559)624–7000
WWW.TULARECOUNTY.CA.GOV/RMA

TITLE SHEET

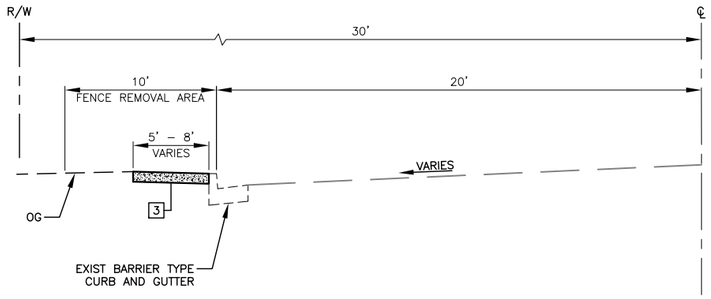
COMPLETE STREETS PHASE III
EARLIMART
TULARE COUNTY

SCALE	N.T.S.
DIVISION	DESIGN
JOB NO.	16013–1
DESIGNED	PAO
DRAWN	JDF
CHECKED	PAO
FILE	16013–1T001.DWG
DATE	11–15–2016

SHEET No. T1

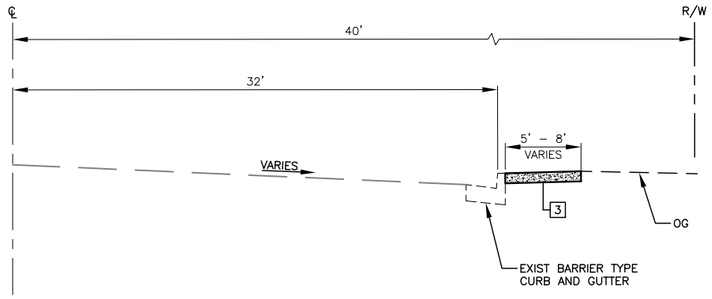
1 OF 5

M:\PROJECTS\16\73-1T\16013-1T001.DWG 12/12/2016 11:04 AM



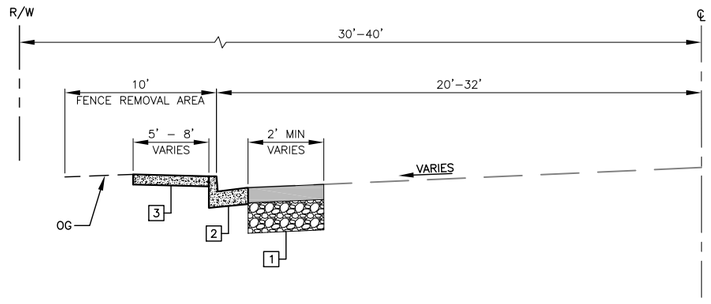
WASHINGTON AVE

STA 23+36.35 TO STA 23+71.01
STA 24+00.01 TO STA 24+34.86
STA 24+87.56 TO STA 25+62.50
STA 26+14.75 TO STA 26+89.72
STA 27+41.71 TO STA 28+16.89
STA 28+69.33 TO STA 29+04.08
STA 29+80.08 TO STA 30+70.06



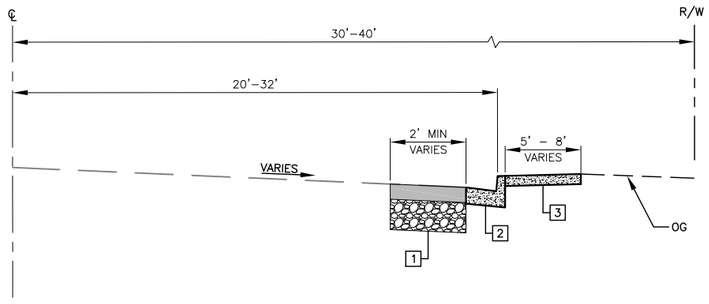
WASHINGTON AVE

STA 45+15.80 TO STA 45+49.57
STA 46+69.99 TO STA 47+26.92
STA 47+41.92 TO STA 47+76.15
STA 47+91.15 TO STA 48+35.97



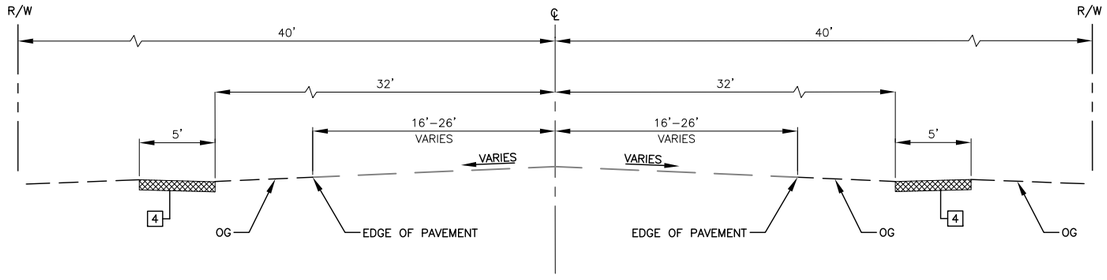
WASHINGTON AVE

STA 17+60.25 TO STA 22+77.87
STA 23+71.01 TO STA 24+00.01
STA 24+34.86 TO STA 24+87.56
STA 25+62.50 TO STA 26+14.75
STA 26+89.72 TO STA 27+41.71
STA 28+16.89 TO STA 28+69.33
STA 30+70.06 TO STA 31+65.12
STA 37+23.49 TO STA 40+25.77
STA 59+69.15 TO STA 59+88.15



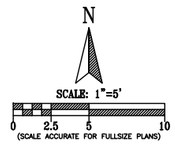
WASHINGTON AVE

STA 17+62.42 TO STA 17+81.42
STA 22+97.44 TO STA 25+56.50
STA 25+70.22 TO STA 26+04.22
STA 27+01.78 TO STA 27+33.78
STA 37+23.47 TO STA 40+25.73
STA 43+17.30 TO STA 43+90.35
STA 45+49.57 TO STA 46+69.99
STA 47+26.92 TO STA 47+41.92
STA 47+76.15 TO STA 47+91.15
STA 49+15.97 TO STA 52+99.11



WASHINGTON AVE

STA 32+24.32 TO STA 34+32.70
STA 34+37.68 TO STA 36+55.59



NOTES:

1. FOR EXACT LOCATIONS OF CURB AND GUTTER, CURB, AND SIDEWALK, SEE PLAN SHEETS.
2. ALL MAILBOXES, FENCES, TREES, SIGNS, STRUCTURES, OR OBSTRUCTIONS IN THE PROPOSED SIDEWALK AREA, EITHER EXISTING OR PROPOSED MUST CONFORM TO CURRENT ADA REQUIREMENTS FOR CLEARANCE AND OTHER STATUTES FOR WHEELCHAIR ACCESSIBILITY.
3. ALL EXISTING STRUCTURES, OBJECTS, OR FENCES IN THE CONSTRUCTION AREA OR R/W SHALL BE RELOCATED OR REMOVED UPON CONSULTING THE RESIDENT ENGINEER (RE) OR PROPERTY OWNER. POINT OF REMOVAL OF EXISTING CONCRETE STRUCTURES SHALL BE A CLEAN CUT OR SEPARATION BY SAW–CUT AND DETERMINED BY THE RE.
4. KNOWN UNDERGROUND UTILITIES ARE SHOWN AS APPROXIMATE IN LOCATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND VERIFY ALL UNDERGROUND UTILITIES IN THE CONSTRUCTION AREA BY EITHER CONTACTING USA OR THE UTILITY OWNER.
5. BACK OF WALK GRADING SHALL MATCH EXISTING GROUND AT 10% MAXIMUM SLOPE WITH NATIVE MATERIAL, DG, ASPHALT, CONCRETE OR PRE–EXISTING MATERIAL SUCH THAT A SMOOTH TRANSITION IS PROVIDED. PAYMENT FOR BACK OF WALK GRADING IS INCLUDED IN THE PAYMENT FOR ROADWAY EXCAVATION.
6. PAVING OR PAVE–OUT FROM PROPOSED TO EXISTING ROAD SHALL NOT EXCEED 15% FOR TRANSITION SLOPE OR PER ACCEPTANCE BY THE RE. ALL PAVING TO MATCH EXISTING SHALL HAVE A CLEAN CUT EDGE OR SAW–CUT AND SPRAYED WITH ASPHALT BINDER.

TYPICAL STRUCTURAL SECTIONS

1 — 20–YEAR DESIGN
0.5' AC (TYPE B)
1' AB (CLASS II)

2 BARRIER TYPE CURB AND GUTTER,

3 CONCRETE SIDEWALK, 4" THICK TYPICAL

4 0.2' AC PATHWAY

30% SUBMITTAL PRELIMINARY, NOT FOR CONSTRUCTION

REVISIONS

No.	DESCRIPTION	DATE	BY

COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY
5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559)624–7000
WWW.TULARECOUNTY.CA.GOV/RMA

TYPICAL CROSS SECTIONS
COMPLETE STREETS PHASE III
EARLIMART
TULARE COUNTY

SCALE	1"= 5'
DIVISION	DESIGN
JOB NO.	16013–1
DESIGNED	PAO
DRAWN	JDF
CHECKED	PAO
FILE	16013–1X001.DWG
DATE	11–15–2016
SHEET No.	X1

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CONSTRUCTION NOTES (SHEETS L1 & L2):

1. MINOR CONCRETE (CURB & GUTTER)
2. MINOR CONCRETE (SIDEWALK) WIDTH PER PLAN
3. MINOR CONCRETE (RAMP) CASE A
4. MINOR CONCRETE (RAMP) CASE C
5. MINOR CONCRETE (RAMP) CASE CM
6. MINOR CONCRETE (CONTINOUS GUTTER CURB RETURN)
7. MINOR CONCRETE (DRIVEWAY)
8. MINOR CONCRETE STRUCTURE (MANHOLE)
9. MINOR CONCRETE STRUCTURE (DROP INLET)
10. STORM DRAIN PIPE
11. MISCELLANEOUS AC RAMP
12. AC WALKWAY
13. PED RAILROAD CROSSING
14. ADJUST UTILITY TO GRADE
15. RELOCATE CHAIN LINK FENCE
16. RELOCATE WOOD FENCE
17. RELOCATE WROUGHT IRON FENCE
18. REMOVE TREE
19. RELOCATE UTILITY POLES (BY OTHERS)

LEGEND

- PROPOSED STRUCTURAL SECTION
- EXIST FENCE
- EXIST MANHOLE
- PROP MANHOLE
- EXIST DI
- PROP DI
- EXIST UTILITY POLE
- EXIST TREE
- EXIST FIRE HYDRANT
- EXIST WATER METER
- EXIST WATER VALVE
- EXIST SIGN
- EXIST MAILBOX
- MONUMENT

GENERAL NOTES:

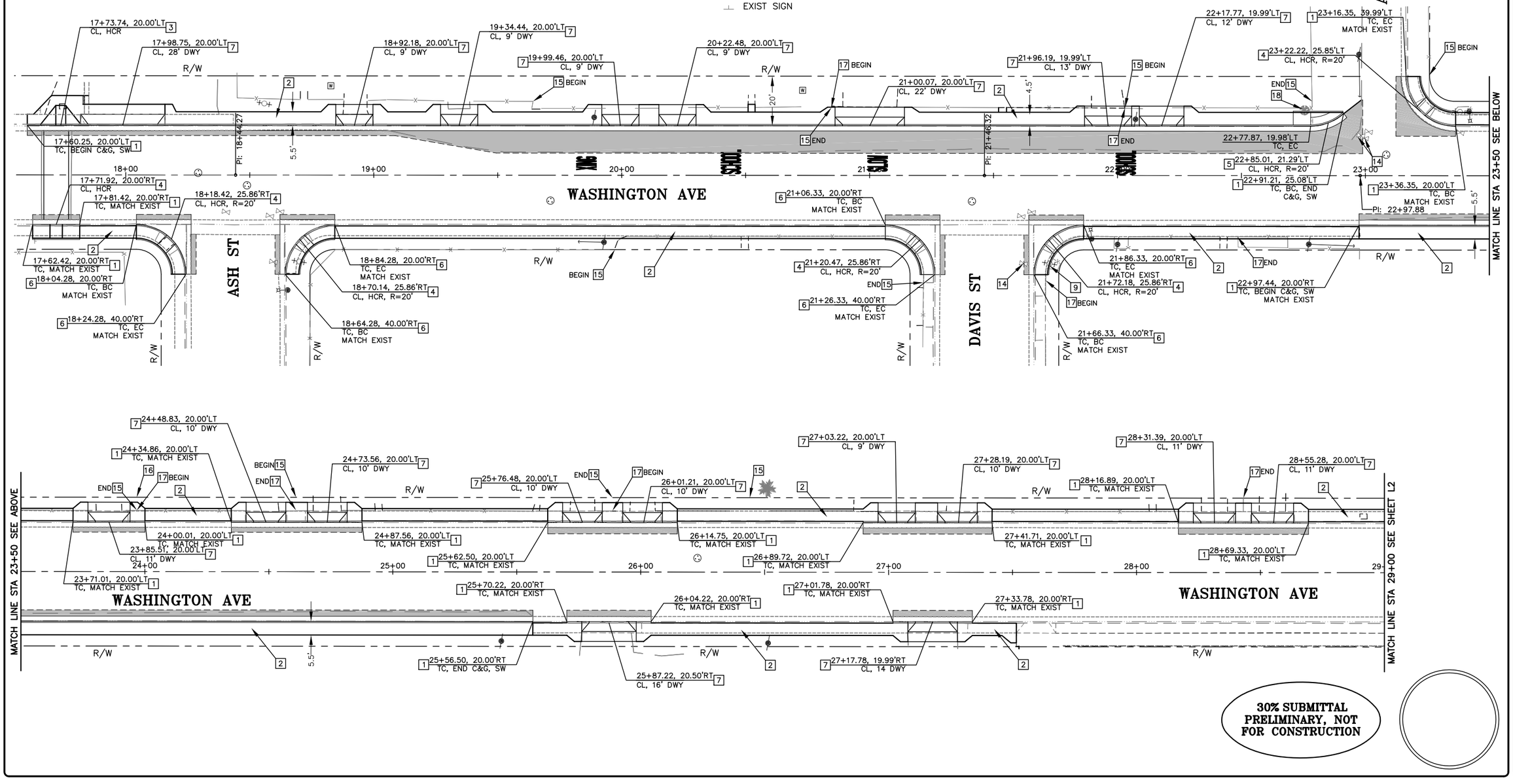
1. GRIND AREAS SHOWN ARE APPROXIMATE, EXACT GRIND & REPLACE AREAS SHALL BE MARKED BY ENGINEER.
2. SAWCUT BOUNDARIES ARE APPROXIMATED FOR THE CONSTRUCTION LIMITS AND SHALL BE DEFINED IN THE FIELD BY THE ENGINEER.

N

SCALE: 1"=20'

0 10 20 40

(SCALE ACCURATE FOR FULLSIZE PLANS)



30% SUBMITTAL PRELIMINARY, NOT FOR CONSTRUCTION

REVISIONS

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COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY
5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559)624-7000
WWW.TULARECOUNTY.CA.GOV/RMA

LAYOUT SHEET

COMPLETE STREETS PHASE III
EARLIMART
TULARE COUNTY

SCALE	1"=20'
DIVISION	DESIGN
JOB NO.	16013-1
DESIGNED	PAO
DRAWN	JDF
CHECKED	PAO
FILE	16013-1L001.DWG
DATE	11-15-2016

SHEET No. L1

3 OF 5

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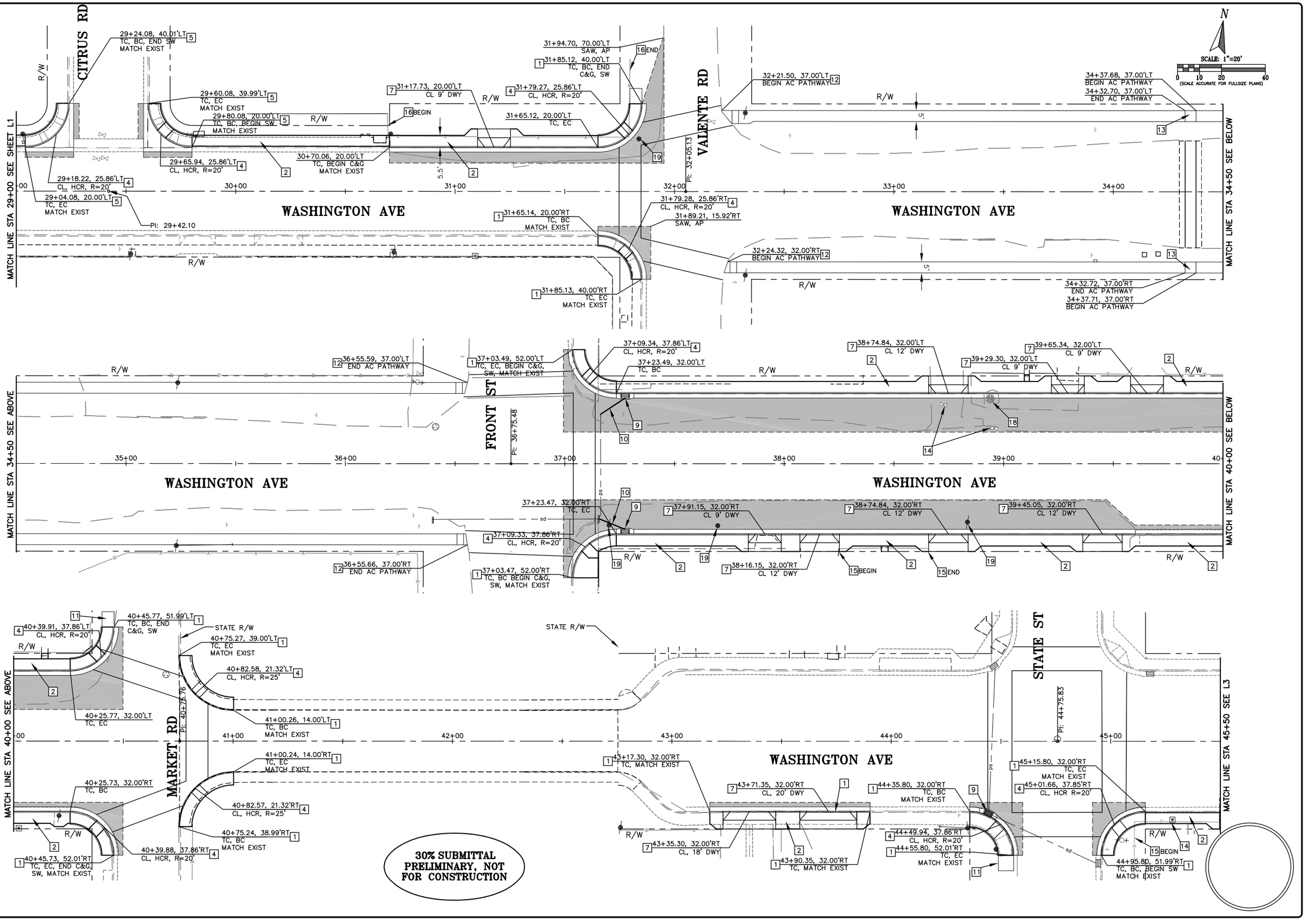

REVISIONS

No.	DESCRIPTION	DATE	BY

COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY
5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559)624-7000
WWW.TULARECOUNTY.CA.GOV/RMA

LAYOUT SHEET

COMPLETE STREETS PHASE III
EARLIMART
TULARE COUNTY

SCALE	1"=20'
DIVISION	DESIGN
JOB NO.	16013-1
DESIGNED	PAO
DRAWN	JDF
CHECKED	PAO
FILE	16013-1L001.DWG
DATE	11-15-2016

SHEET No. L2

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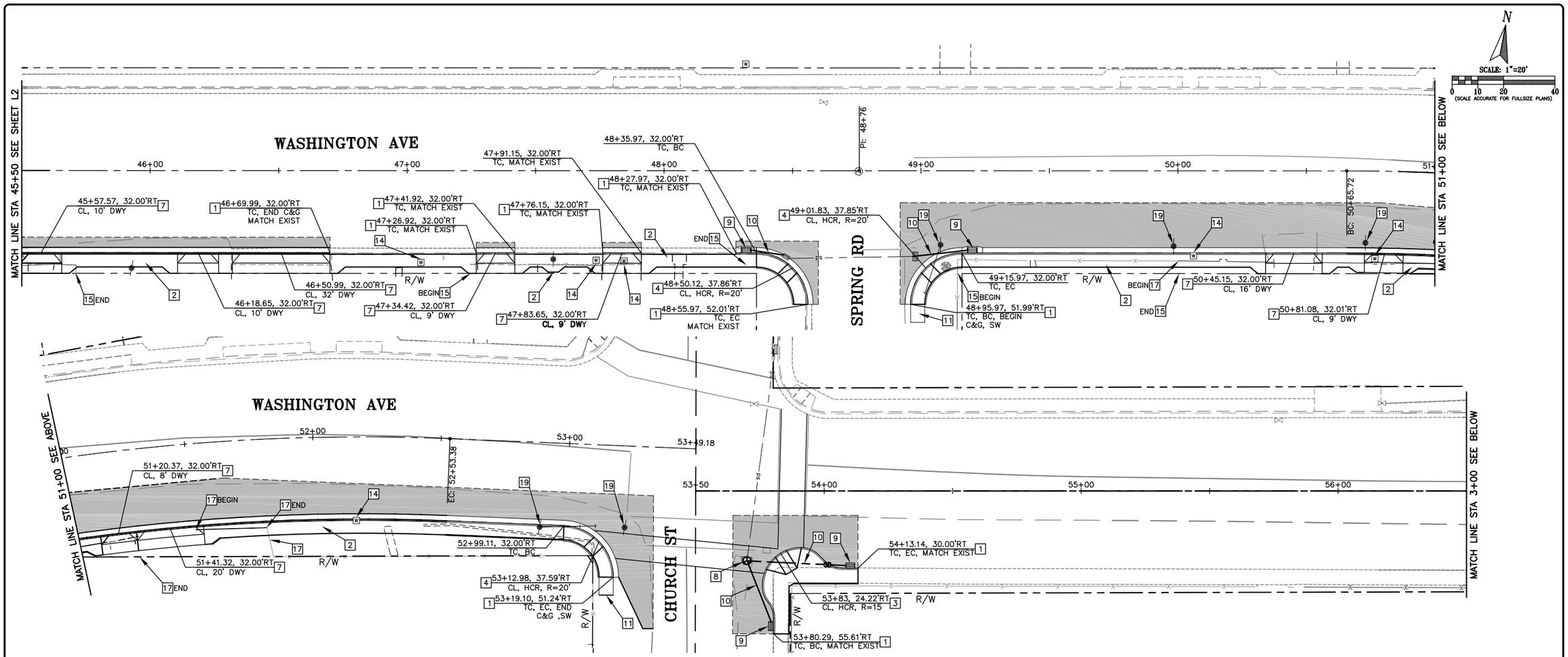

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REVISIONS

No.	DESCRIPTION	DATE	BY

COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY
5961 SOUTH MOONEY BLVD.
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LAYOUT SHEET

COMPLETE STREETS PHASE III
EARLIMART
TULARE COUNTY

SCALE	1"=20'
DIVISION	DESIGN
JOB NO.	16013-1
DESIGNED	PAO
DRAWN	JDF
CHECKED	PAO
FILE	16013-1L001.DWG
DATE	11-15-2016

SHEET No. L3

5 OF 5

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Appendix G – Complete Streets Outreach

Earlimart Community Town Council

Board Members: Chair – Gloria Borunda
Treasurer – Mike Fernandez
Vice Chair – Andres Valdez
Member – Vicky Mendoza
Secretary – Blanca Esparza

AGENDA
Thursday February 5, 2015
Earlimart Memorial Building
6:00 PM

A. Call to Order
   1. Treasurer's Report: Mike Fernandez
   2. Council Business: Project updates/ New Projects
   3. Donations

B. Guest Speakers:**(15 Minutes per Speaker)**
   1. Supervisor District 2 – Pete Vander Poel
   2. Earlimart School District – Supt. Sandra Rivera
   3. Fire Dept.
   4. Sheriff Dept. Update – CBO Franco
   5. Rural Foundation – Jose Villalobos/Domingo Trevino
   6. CHP Update –
   7. CSET
   8. Earlimart Family Resource Center –
   9. United Health Centers
   10. Resource Management Agency for Tulare County— Kyra Fierros

C. Community Concerns: Open to the Public

D. Adjournment:

Next Meeting Date & Time - March 5, 2015 6:00 PM

COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY
CALIFORNIA

Earlimart Community Plan Update Workshop
Tulare County Resource Management Agency
Thursday, March 5, 2015
Earlimart Memorial Building
6:00p.m.

1. Introduction-Who we are (Eric Coyne and Dave Bryant)
2. Earlimart Park Update
3. Housing Element Update/Survey
4. Complete Streets Policy
5. ATP Cycle II (Eric Coyne)
6. Public Input- Questions/ Comments
7. Conclusion
8. Thank you for attending!

Notes from Earlimart Town Council in conjunction with the Tulare County Resource Management Agency
Community Plan/Complete Streets Meeting/ATP Program
Earlimart, CA
Thursday, March 5, 2015
Earlimart Memorial Building
712 E. Washington
Earlimart, CA 93219

County Planning Division Dave Bryant and Eric Coyne attended the Earlimart Town Council meeting in Earlimart, CA on March 5, 2015. County staff presented a 30 minute presentation. The County is currently updating Earlimart's Community Plan for adoption. At this meeting County staff informed the Community of the status of the community plan and received input for the Complete Streets Policy, needed to be integrated in the Community Plan, per the California Complete Streets Act of 2008. Staff asked the community for input regarding their top picks for roadway improvement.

Eric Coyne, County Staff, introduced the Active Transportation Program to the town council. In the discussion the community was informed the County was seeking funds for the Community of Earlimart. Additionally, we asked for community input.

The Earlimart Town Council affirmed their interest in recommending that State Street should be included as their top priority Complete Streets project. The limits of the project would include Avenue 56 to Avenue 48. This recommendation was also supported at the previous meeting of the Town Council meeting in February 2015. This project is also supported by the local school district, County Fire and County Sheriff. Based on these interests, State Street has been added to the Phase 2 round of complete street projects RFP going to the Board on March 24, 2015. The Town Council expressed interest in their top 5 complete streets candidate projects as follows: 1) State Street, 2) Washington Street, 3) Church Street, 4) School Street, and 5) Lane Avenue. The Town Council indicated that they would be supportive of any of the top 3 streets as complete streets, however State Street is their top priority project. In addition the Town Council indicated they had they would like to assist the county in developing recommendations for future Road improvement projects.

A Housing conditions survey was distributed.

The Town Council expressed concerns relating historically to studies being prepared as opposed to actual construction work and that this has led to a lack of participation on the part of the community at Town Council meetings. The Town Council was encouraged by the new Park/Health Center project and economic development projects that are occurring in the community. They were also encouraged that it appeared that funding from the state for road and pedestrian related projects is increasing in addition to Measure R Projects. Based on these developments, they indicated that there may be an opportunity to increase public participation at future Town Council meetings related to the Community Plan Update. They requested that a translator be present at these future meetings. It was shared with the community that by working with the school district, fliers or notices could go out with the students to advertise Community Plan Update meetings. Staff mentioned that a similar approach in Cutler and Orosi, led to 78 members of the public attending their last Community Plan update meeting. Rule 20 A under grounding was also discussed. The community expressed an interest in developing a recreation center in the location of the sand pits west of Highway 99.

County staff in attendance: Dave Bryant and Eric Coyne.

The meeting was held in English.

The meeting started at 6:00p.m. and ended at 7:45 p.m.