

# East Tulare Villa Complete Streets Plan



Prepared By:

**Tulare County Resource  
Management Agency**



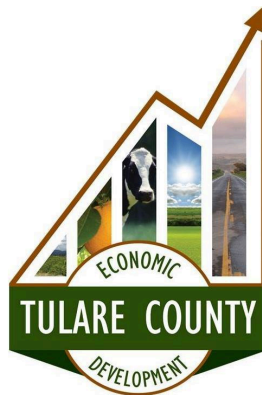
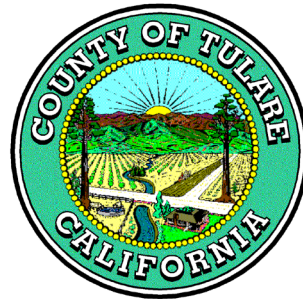
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# East Tulare Villa Complete Streets

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# East Tulare Villa Complete Streets



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# East Tulare Villa Complete Streets



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# East Tulare Villa Complete Streets

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# East Tulare Villa Complete Streets

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# East Tulare Villa Complete Streets

## 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 Street Framework

In September 2008, the Governor signed into law the California Complete Streets Act, requiring General Plans to develop a plan for a multi-modal transportation system. The goal of the Act is to encourage cities to rethink policies that emphasize automobile circulation and prioritize motor vehicle improvements, and come up with creative solutions that emphasize all modes of transportation. Complete Streets design has many advantages. When people have more

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Transportation options, there are fewer traffic jams and the overall capacity of the transportation network increases. Complete Street design attends to the needs of people who don't travel by automobile, who have often been overlooked. Additionally, increased transit ridership, walking, and biking can reduce air pollution, energy consumption, and greenhouse gas emissions, while improving the overall travel experience for road users.

To further the goal of optimizing travel by all modes, this General Plan incorporates the concept of "Complete Streets." Complete Streets are designed and operated to enable safe, attractive, and comfortable access and travel for all users, including motorists, pedestrians, bicyclists, children, seniors, individuals with disabilities, and users of public transportation.

While there is no standard design template for a Complete Street, it generally includes one or more of the following features: bicycle lanes, wide shoulders, plenty of well-designed and well placed crosswalks, crossing islands in appropriate midblock locations, bus pullouts or special bus lanes, audible pedestrian signals, sidewalk bulb-outs, center medians, and street trees, planter strips and ground cover. Complete Streets create a sense of place and improve social interaction due to their emphasis on encouraging pedestrian activity.

## 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;

# East Tulare Villa Complete Streets

- (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 this community. This culminated in three meetings, wherein, wherein the Community provided final feedback on the 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:

# East Tulare Villa Complete Streets

- Caltrans Sustainable Transportation Planning Sustainable Communities Grant

## 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 meetings 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 and may take years to implement. For purposes of this Study, two roadway segments in the community were selected to be evaluated for implementation of Complete Street standards (see Appendix A). 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
- Streetlights
- 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 the community of East Tulare Villa. The project proposes to install minor curb, gutter, sidewalk, and ramps. Land uses along this corridor include agricultural and residential.

## 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:



# East Tulare Villa Complete Streets

- 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.

## 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.

# East Tulare Villa Complete Streets

## *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.

# East Tulare Villa Complete Streets

## 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.

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 East Tulare Villa. Another principle that is being applied is under SB 743, requiring a change to evaluating traffic using Vehicle Miles Traveled versus 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.

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*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 East Tulare Villa. 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)*

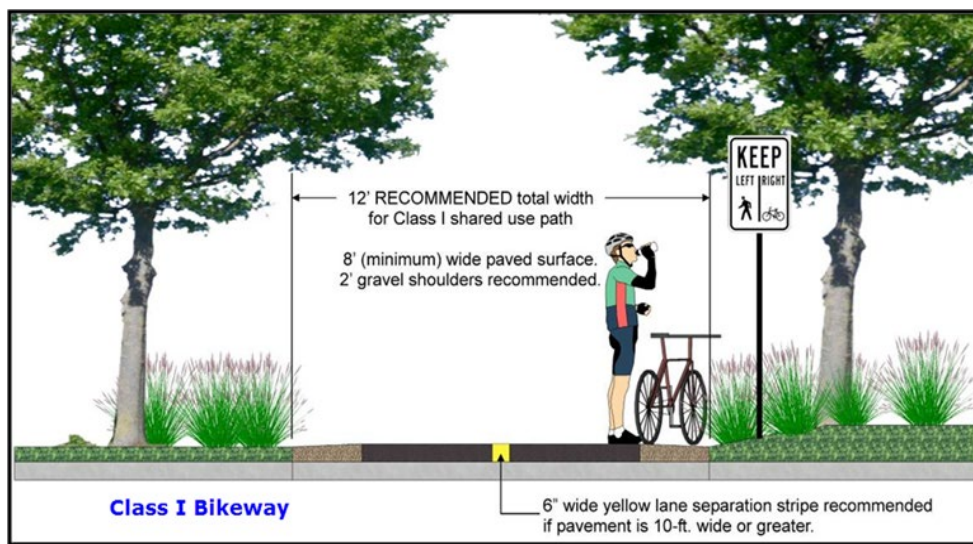
The Tulare County CAP calls for a reduction on a project (over 50 vehicles) by project basis of 6% through a mixture of measures that are spelled out in Appendix J of the CAP. Utilization of alternative means of transportation will reduce GHG emissions and will help projects and the region meet their 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 East Tulare Villa Bicycle, Bus, and Pedestrian Plan (see Appendix C).

### *Class I*

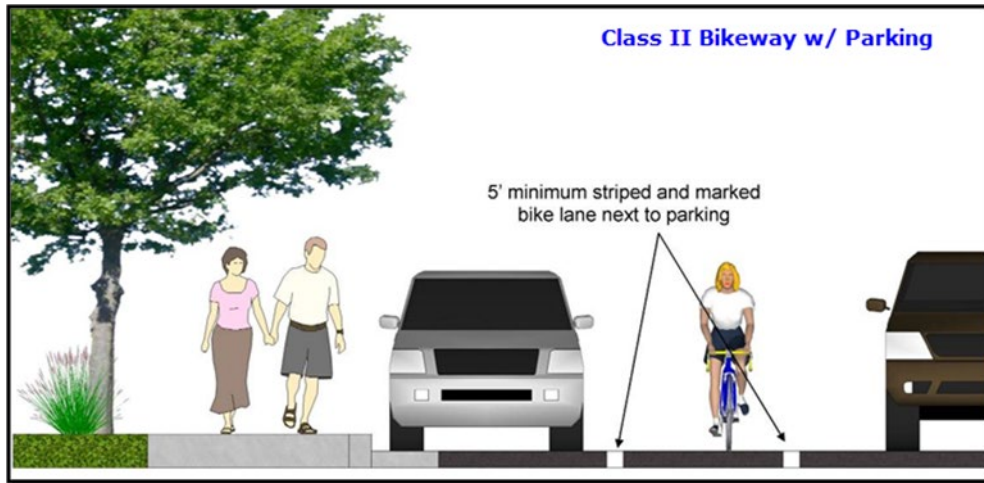
Bike path providing completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. In Tulare County, Class I facilities will primarily be implemented through TCAG. Future bicycle facilities have also been identified through the *Bicycle Transportation Plan* (TCAG - 2010). For the purposes of Complete Streets, the County is proposing Class I bicycle facilities along Avenue 223.



# East Tulare Villa Complete Streets

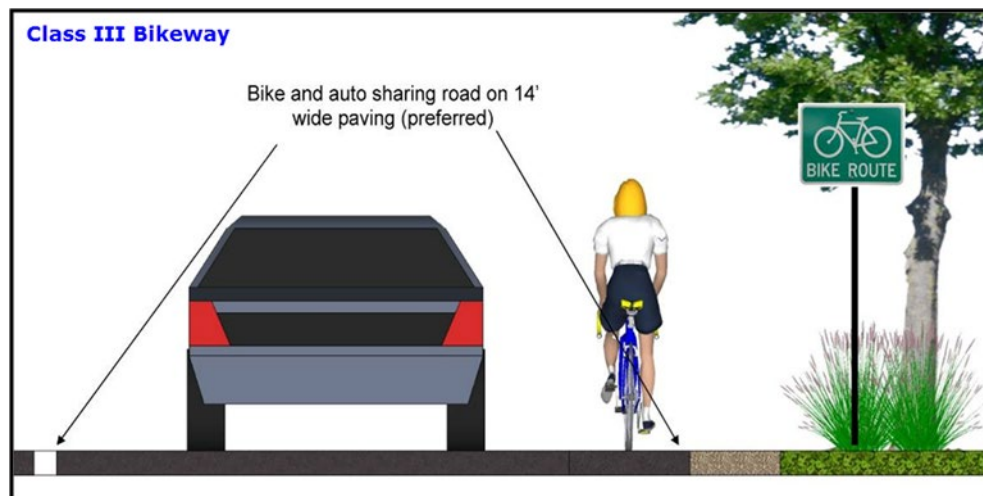
## *Class II*

Bikeway that provides designated lanes for the use of bicycles through the use of striping on the roadway and signage designations for the facility. There is no existing or proposed Class II bicycle facilities in East Tulare Villa.



## *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. There is no existing or proposed Class III bicycle facilities in East Tulare Villa.



# East Tulare Villa Complete Streets

## **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. Enhanced pedestrian crossings and sidewalks is considered in areas where high pedestrian 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 East Tulare Villa.

## **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 East Tulare Villa 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.

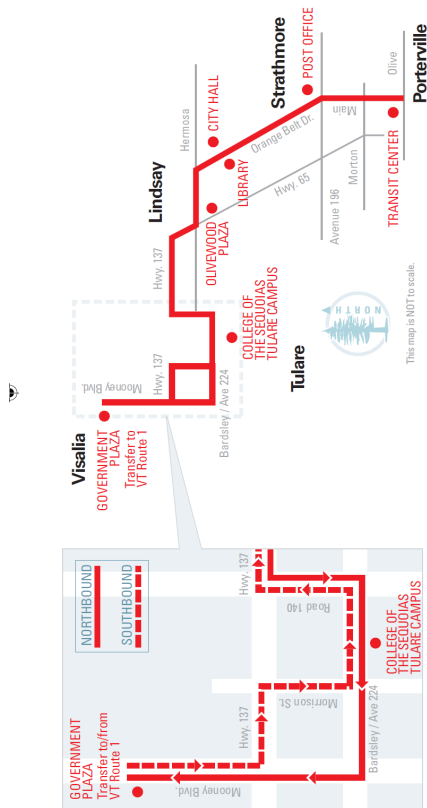
### Tulare County Area Transit (TCAT)

Transit service is provided in East Tulare Villa 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. Tulare County Area Transit Southeast County Route 40 stops in Tulare at the College of Sequoia Campus (see Route 40 schedule below).



# East Tulare Villa Complete Streets

## 40 Southeast County Route



### Northbound

#### WEEKDAY SCHEDULE

**PORTERVILLE Transit Center	STRATHMORE Ave 196 & Orange Belt	LINDSAY City Hall	LINDSAY Olive Plaza	TULARE COS Campus	TULARE Hwy 137 & Mooney Blvd	*VISALIA Govt. Plaza (Transfer)
5:25	5:38	5:46	5:51	6:10	6:16	6:25
6:30	6:43	6:51	6:56	7:15	7:21	7:30
7:35	7:48	7:56	8:01	8:20	8:26	8:35
8:40	8:53	9:01	9:06	9:25	9:31	9:40
10:10	10:23	10:31	10:36	10:55	11:01	11:10
11:15	11:28	11:36	11:41	<b>12:00</b>	<b>12:06</b>	<b>12:15</b>
<b>1:10</b>	<b>1:23</b>	<b>1:31</b>	<b>1:36</b>	<b>1:55</b>	<b>2:01</b>	<b>2:10</b>
<b>2:15</b>	<b>2:28</b>	<b>2:36</b>	<b>2:41</b>	<b>3:00</b>	<b>3:06</b>	<b>3:15</b>
<b>3:20</b>	<b>3:33</b>	<b>3:41</b>	<b>3:46</b>	<b>4:05</b>	<b>4:11</b>	<b>4:20</b>
<b>4:35</b>	<b>4:48</b>	<b>4:56</b>	<b>5:01</b>	<b>5:20</b>	<b>5:26</b>	<b>5:35</b>
<b>5:40</b>	<b>5:53</b>	<b>6:01</b>	<b>6:06</b>	<b>6:25</b>	<b>6:31</b>	<b>6:40</b>
<b>6:45</b>	<b>6:58</b>	<b>7:06</b>	<b>7:11</b>	<b>7:30</b>	<b>7:36</b>	<b>7:45</b>

#### WEEKEND SERVICE

9:45	9:57	10:05	10:09	10:27	10:32	10:40
11:45	11:57	12:05	12:09	12:27	12:32	12:40
<b>2:45</b>	<b>2:57</b>	<b>3:05</b>	<b>3:09</b>	<b>3:27</b>	<b>3:32</b>	<b>3:40</b>
<b>4:45</b>	<b>4:57</b>	<b>5:05</b>	<b>5:09</b>	<b>5:27</b>	<b>5:32</b>	<b>5:40</b>

\* Free transfer to/from Porterville Transit  
\*\* Free transfer to VT Route 1

### Southbound

#### WEEKDAY SCHEDULE

*VISALIA Govt. Plaza (Transfer)	TULARE Hwy 137 & Mooney Blvd	TULARE COS Campus	LINDSAY Olive Plaza	LINDSAY Library	STRATHMORE Ave 196 & Orange Belt	**PORTERVILLE Transit Center
5:25	5:34	5:40	5:59	6:04	6:12	6:25
6:30	6:39	6:45	7:04	7:09	7:17	7:30
7:35	7:44	7:50	8:09	8:14	8:22	8:35
8:40	8:49	8:55	9:14	9:19	9:27	9:40
10:10	10:19	10:25	10:44	10:49	10:57	11:10
11:15	11:24	11:30	11:49	11:54	<b>12:02</b>	<b>12:15</b>
<b>1:10</b>	<b>1:19</b>	<b>1:25</b>	<b>1:44</b>	<b>1:49</b>	<b>1:57</b>	<b>2:10</b>
<b>2:15</b>	<b>2:24</b>	<b>2:30</b>	<b>2:49</b>	<b>2:54</b>	<b>3:02</b>	<b>3:15</b>
<b>3:20</b>	<b>3:29</b>	<b>3:35</b>	<b>3:54</b>	<b>3:59</b>	<b>4:07</b>	<b>4:20</b>
<b>4:35</b>	<b>4:44</b>	<b>4:50</b>	<b>5:09</b>	<b>5:14</b>	<b>5:22</b>	<b>5:35</b>
<b>5:40</b>	<b>5:49</b>	<b>5:55</b>	<b>6:14</b>	<b>6:19</b>	<b>6:27</b>	<b>6:40</b>
<b>6:53</b>	<b>7:03</b>	<b>7:08</b>	<b>7:27</b>	<b>7:32</b>	<b>7:40</b>	<b>7:53</b>

#### WEEKEND SERVICE

10:45	10:52	10:58	11:16	11:20	11:28	11:40
1:45	1:52	1:58	2:16	2:20	2:28	2:40
3:45	3:52	3:58	4:16	4:20	4:28	4:40
5:45	5:52	5:58	6:16	6:20	6:28	6:40

Light type = AM  
Bold type = PM

\* Accept transfer to VT Route 1  
\*\* Free transfer to/from Porterville Transit

## 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 gas refueling station. As the community's population grows and given the large number of commuters, a park-and-ride location would be best sited near the edges of the Community along Avenue 192.

## 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.

# East Tulare Villa Complete Streets

- 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

The health benefits from walking and bicycle riding include increased overall health, and a reduction in air quality and green house emissions. According to the Caltrans accepted, Victoria Transport Policy Institute, walking has a \$.25 per mile health benefit, while the cost of Greenhouse Gas (GHG) reductions is \$23 per ton. According to the Federal Highway Administration, sidewalks reduce incidences to pedestrians over 80%.<sup>1</sup> According to Caltrans, the average costs of highway incidents are stated below.

Var.	Definition	Value	Unit	Source
V	Daily volume, by vehicle type (passenger vehicle, truck), period (peak, non-peak), facility (HOV, non-HOV, weaving)	#	Trips/Day	User Input
Dist	Project length (distance traveled)	#	Miles per trip	User Input
CostFatal <sup>Tr</sup>	Cost per Fatality (Transit)	\$9,800,000	\$/event	1
CostInj <sup>A,Tr</sup>	Cost per Level A Injury (Severe) (Transit)	\$466,400	\$/event	1
CostInj <sup>B,Tr</sup>	Cost per Level B Injury (Moderate) (Transit)	\$127,000	\$/event	1
CostInj <sup>C,Tr</sup>	Cost per Level C Injury (Minor) (Transit)	\$64,900	\$/event	1
CostPD <sup>Transit</sup>	Cost per Property damage (Transit)	\$2,700	\$/event	2
CostFatal <sup>t,d</sup>	Cost per Accident Fatality (Highway)	\$10,800,000	\$/accident	1
CostInj <sup>t,d</sup>	Cost per Accident Injury (Highway)	\$148,800	\$/accident	1
CostPD <sup>t,d</sup>	Cost per Accident PDO (Highway)	\$9,700	\$/accident	1
CostAVG	Average Cost per Accident (Highway)	\$185,600	\$/accident	1
FatalAcc <sup>t,d</sup>	Fatal Accident Rate	0.006	per mil veh-mi	3
InjAcc <sup>t,d</sup>	Injury Accident Rate	0.29	per mil veh-mi	3
PDAcc <sup>t,d</sup>	PDO Accident Rate	0.55	per mil veh-mi	3
NFAcc <sup>t,d</sup>	Non-Freeway Rate	1.05	per mil veh-mi	4

Source: California Department of Transportation

<sup>1</sup> [http://www.dot.ca.gov/hq/tpp/offices/eab/benefit\\_cost/LCBCA-economic\\_parameters.html](http://www.dot.ca.gov/hq/tpp/offices/eab/benefit_cost/LCBCA-economic_parameters.html)



# East Tulare Villa Complete Streets

## 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 public workshops or community meetings were to engage in discussions with residents and business owners regarding specific topics, e.g., transportation related improvements. This plan's recommendations grew out of ideas that community members shared with the Project Team. The community engagement for this project began during COVID-19 pandemic. As a result, feedback was collected online to protect both participants and the Project Team. Despite the challenge of pivoting to online engagement, the

# East Tulare Villa Complete Streets

community of East Tulare Villa, Tulare was able to share their vision for how to build complete streets in East Tulare Villa. This is the equivalent level of engagement the team would have expected during “normal” engagement activities.

Flyers noticing Zoom Workshops were mailed to the East Tulare Villa community using the assessor property owner addresses from the community of East Tulare Villa, Tulare. Surveys were included as part of the mailing with the flyers. Flyers and surveys were prepared in both English and Spanish. Seven (7) surveys were received from the East Tulare Villa Community.

Online zoom workshops were conducted in both English and Spanish, allowed registrants to participate in three activities that directly shaped the recommendations in this plan. Activities included an opportunity to give feedback on specific streets. The workshops were held every other week on the following dates:

- March 4, 2021
- March 18, 2021
- April 8, 2021

## East Tulare Villa, Tulare Complete Streets Flyer

### EAST TULARE VILLA COMPLETE STREETS

#### PUBLIC OUTREACH SCHEDULE INFORMATION

Be informed. Be involved. Be heard

Virtually participate in a public meeting designed to garner input on vision, goals, and priorities

#### MARK YOUR CALENDAR

---

#### PUBLIC MEETING SCHEDULE

**Kick-off Session:** Thursday, March 4<sup>th</sup> at 6:00 p.m.

**Study Session 1:** Thursday, March 18<sup>th</sup> at 6:00 p.m.

**Study Session 2:** Thursday, April 8<sup>th</sup> at 6:00 p.m.

In order to provide Tulare County Resource Management Agency to set their vision and goals, the outreach sessions will be designed as mini goal setting/strategic planning/vision sessions.

**LINK FOR PARTICIPATION, KICK-OFF & STUDY SESSIONS**

<https://tularecounty-ca.zoom.us/j/95517312407?pwd=aWw0YXNlc0Y5ZGM1K1lkcVNpOGQ1UT09>

Meeting ID: 955 1731 2407  
Passcode: 808894  
Phone: 1 669-900-9128

**Questions Contact**  
Susan Simon 559-624-7126  
Jose Saenz (Spanish) 559-624-7102

**WHAT ARE YOUR ROAD CONCERN?**

- Safety, congestion, vehicle speed, streetlight, pedestrian crossing.
- Potholes, flooding, drainage facilities, pave out of the roadway.
- Curb, gutter, sidewalk, curb ramps.
- Transit and school bus stops, bike lanes.

### ESTE DE TULARE COMPLETA CALLES

#### INFORMACIÓN DEL PROGRAMA DE DIVULGACIÓN PÚBLICA

Estar informado, Estar involucrado. Ser Escuchado.

Participe virtualmente en reuniones públicas diseñadas para obtener información sobre los objetivos y prioridades de la visión.

---

#### HORARIO DE REUNIONES PÚBLICAS

**Iniciación:** Jueves, Marzo 4<sup>th</sup> at 6:00 p.m.

**Sesión de Estudio 1:** Jueves, Marzo 18<sup>th</sup> at 6:00 p.m.

**Sesión de Estudio 2:** Jueves, Abril 8<sup>th</sup> at 6:00 p.m.

Con el fin de proporcionar a la Agencia de Gestión de Recursos del Condado de Tulare para establecer su visión y metas, las sesiones de divulgación se diseñarán como mini establecimiento de metas/plantificación estratégica/sesiones de visión.

**ENLACE PARA LA PARTICIPACIÓN, INICIO Y SESIONES DE ESTUDIO**

<https://tularecounty-ca.zoom.us/j/95517312407?pwd=aWw0YXNlc0Y5ZGM1K1lkcVNpOGQ1UT09>

Reunión ID: 955 1731 2407  
Contraseña: 808894  
Teléfono: 1 669-900-9128

**Contacto Para Preguntas**  
Susan Simon 559-624-7126  
Jose Saenz (Español) 559-624-7102

**¿CUALES SON SUS PREOCUPACIONES DE CARRETERA?**

- Seguridad, congestión, velocidad del vehículo, farolas, paso de peatones.
- Baches, inundaciones, instalaciones de drenaje, pavimentación fuera de la carretera.
- Bordillo, alcantarilla, acera, rampas de bordillo.
- Tránsito y paradas de autobús escolar, carriles de bicicletas.

# East Tulare Villa Complete Streets

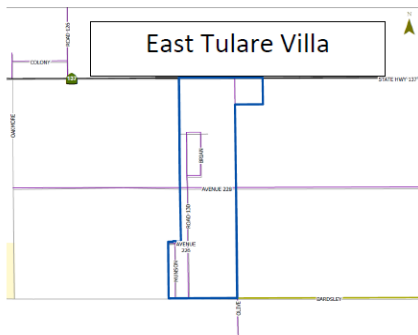
## East Tulare Villa, Tulare Complete Streets Survey

### WE WANT TO KNOW WHAT YOU THINK



CIRCLE YOUR "AREA" OF ROAD CONCERNS FOR EAST TULARE VILLA ON THE BELOW MAP AND YOUR CONCERNS ON THE BELOW LIST

- Safety, congestion, vehicle speed, streetlights, pedestrian crossing.
- Potholes, flooding, drainage facilities, pave out of the roadway.
- Curb, gutter, sidewalk, curb ramps.
- Transit and school bus stops, bike lanes.



#### COMMUNITY VISIONING

#### COMPLETE STREETS PLANNING

#### PUBLIC MEETING

#### COMMUNITY INPUT NEEDED

#### Return to address below

Tulare County  
Resource Management Agency  
5961 S. Mooney Blvd.  
Visalia, CA 93277

#### Questions Contact

Susan Simon 559-624-7126  
Jose Saenz (Spanish) 559-624-7102



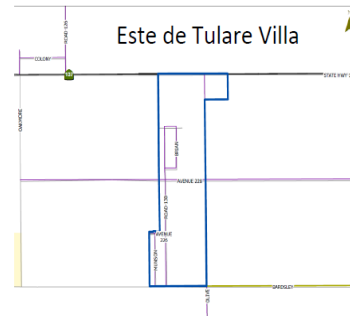
### QUEREMOS SABER LO QUE PIENSA



EN EL MAPA DIBUJE UN CÍRCULO EN LA "AREA" DE PREOCUPACIÓN EN LAS CARRETERAS EN EL ESTE DE TULARE Y EN LAS PREOCUPACIONES DE LA LISTA DE ABAJO

- Seguridad, congestión, velocidad de vehículos, farola, paso de peatones.
- Baches, inundaciones, instalaciones de drenaje, pavimentar la carretera.
- Bordillo, alcantarilla, acera, rampas de bordillo.
- Paradas de tránsito y de autobús escolar, carriles de bicicletas.

(También apreciamos cualquier comentario que pueda hacer!)



#### VISIÓN COMUNITARIA

#### PLANIFICACIÓN COMPLETA DE LA CALLE

#### REUNIÓN PÚBLICA

#### APORTE DE COMUNIDAD

#### Volver a la dirección

Tulare County  
Resource Management Agency  
5961 S. Mooney Blvd.  
Visalia, CA 93277

#### Para preguntas contactar

Susan Simon 559-624-7126  
Jose Saenz (Español) 559-624-7102



A summary of additional information – Tulare County Resource Management Agency the East Tulare Villa Complete Streets and Community Plan Outreach is located in Appendix G.

# East Tulare Villa Complete Streets

## 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, e.g., county, city, or state. Within this R/W is a standard cross section, which is a term that is used to 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.

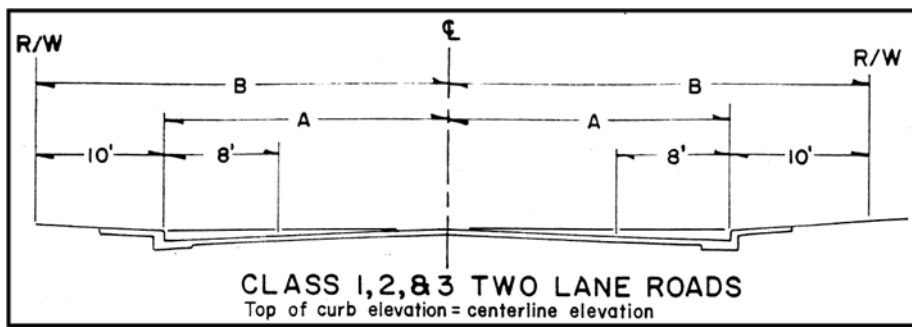


Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads

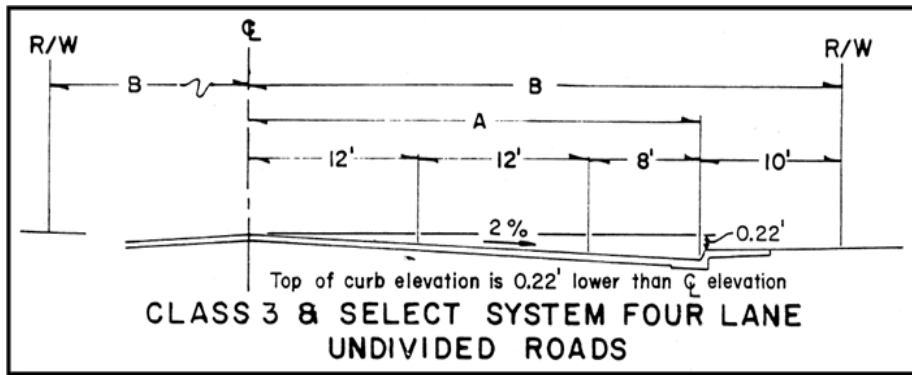


Figure 2 - Tulare County Class 3 Four-Lane Road

# East Tulare Villa Complete Streets

## 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 East Tulare Villa 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.

# East Tulare Villa Complete Streets

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

- Road 130 between Avenue 224 to Avenue 230
- Avenue 228 between Road 130 to Road 132

## Complete Streets Funding Opportunities

The following sections identify opinions of probable cost estimates for Complete Street transportation related improvements in East Tulare Villa. 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.

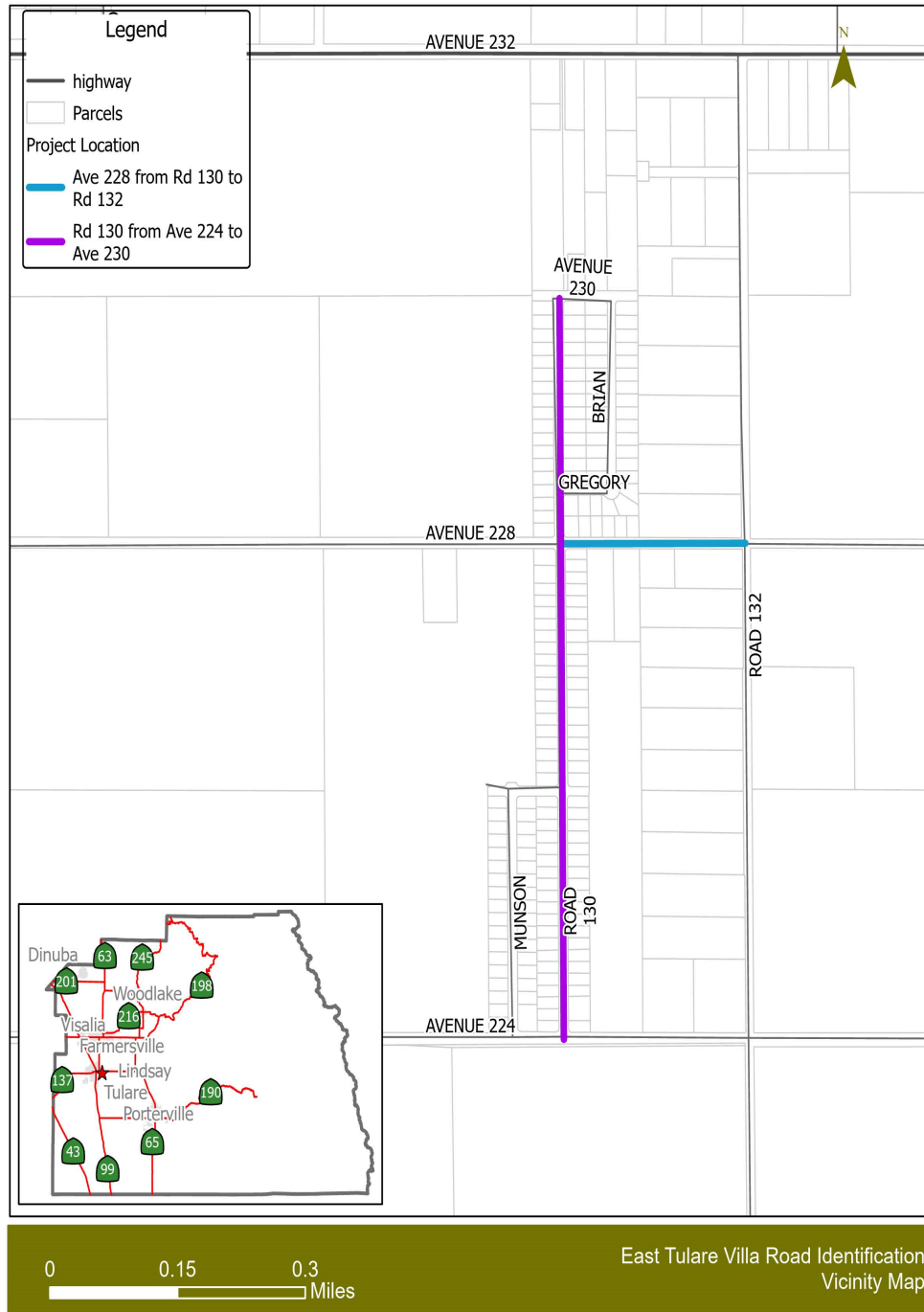
## Cost Estimates

Detailed cost estimates are included in the Appendix E.

# East Tulare Villa Complete Streets

## Appendix A – Proposed Complete Streets Projects

### Appendix A - Proposed Complete Streets Projects



# East Tulare Villa Complete Streets

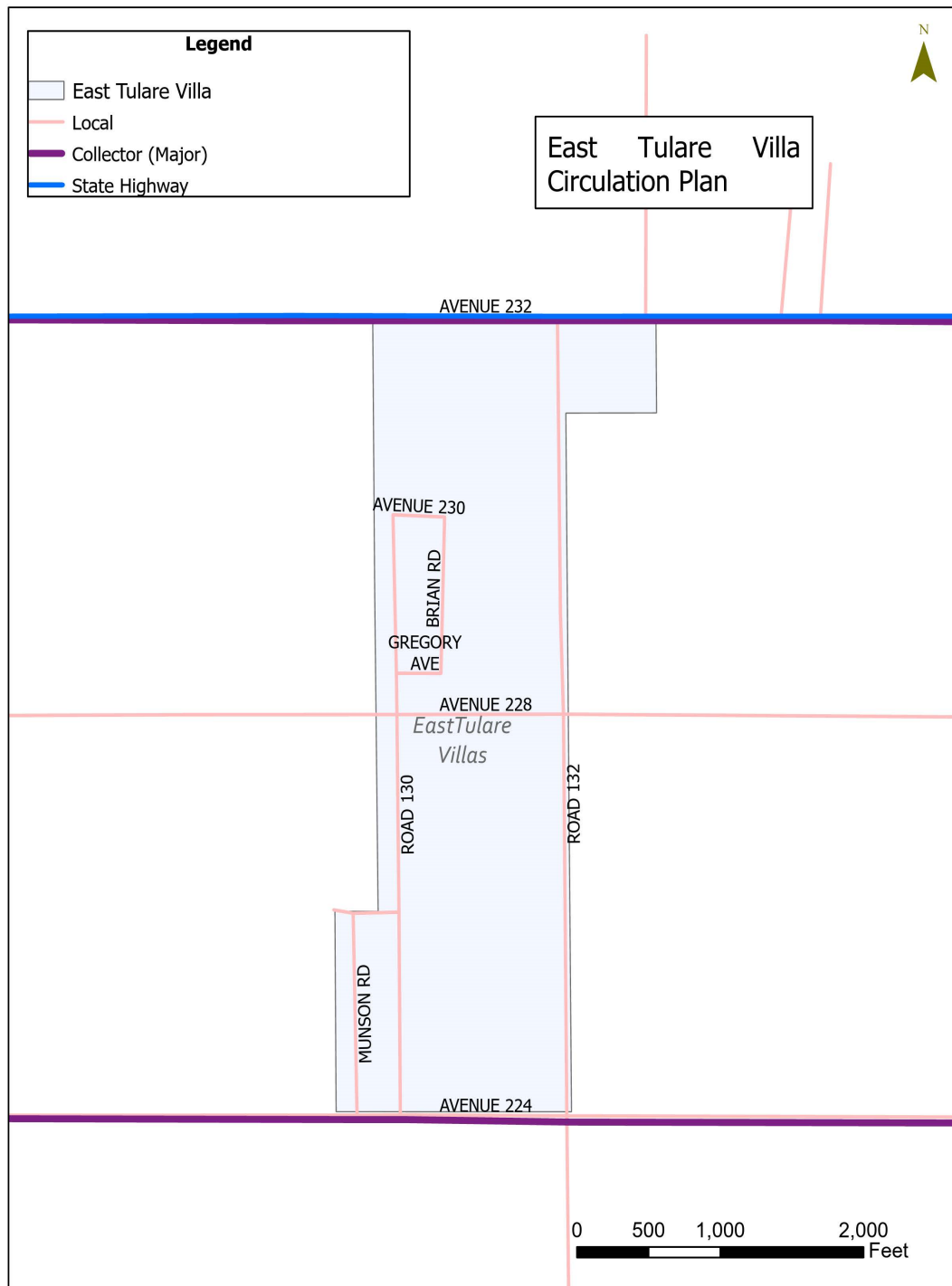


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# East Tulare Villa Complete Streets

## Appendix B – Circulation Plan

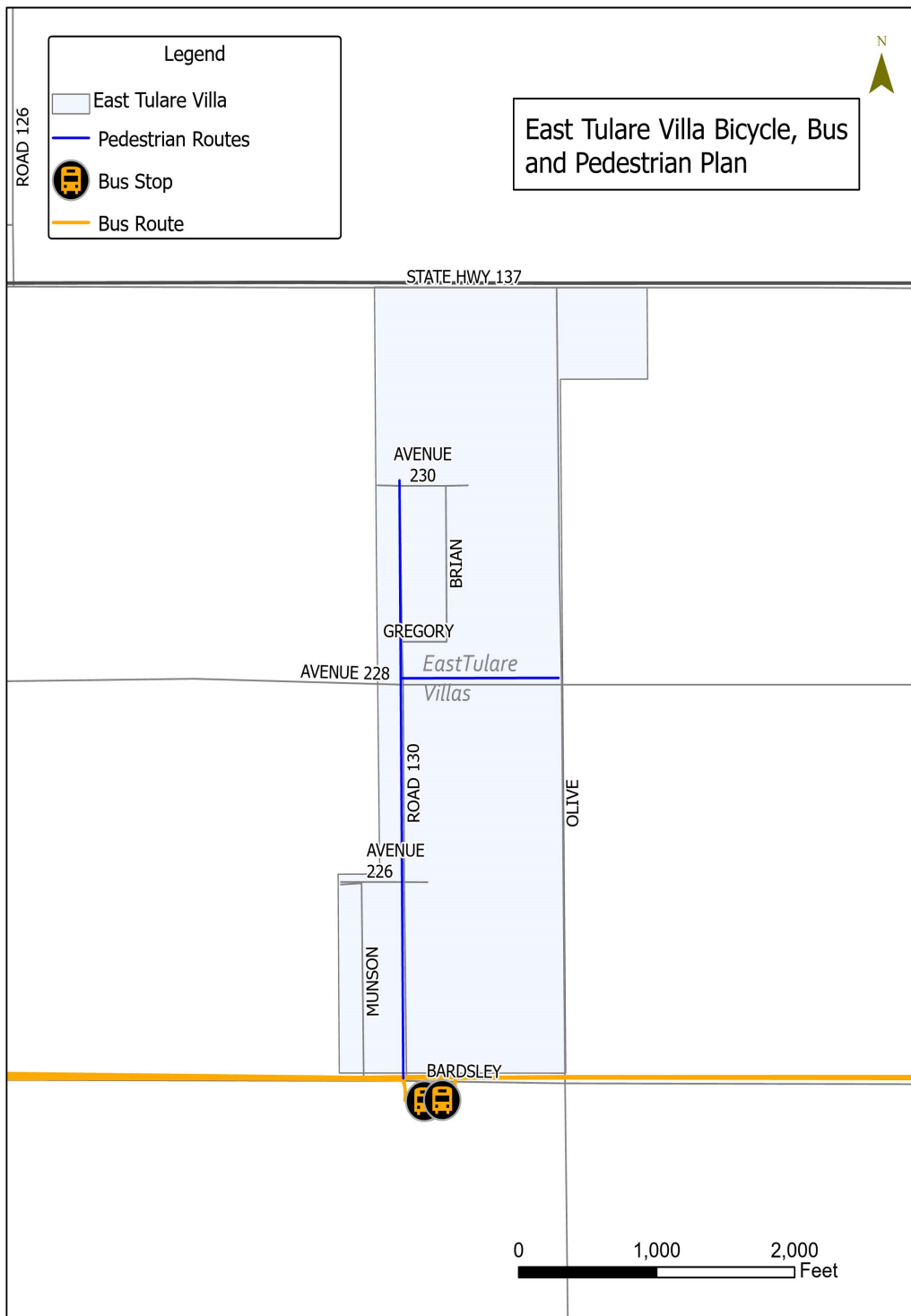


# East Tulare Villa Complete Streets

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# East Tulare Villa Complete Streets

## Appendix C – Bicycle, Bus, and Pedestrian Plan

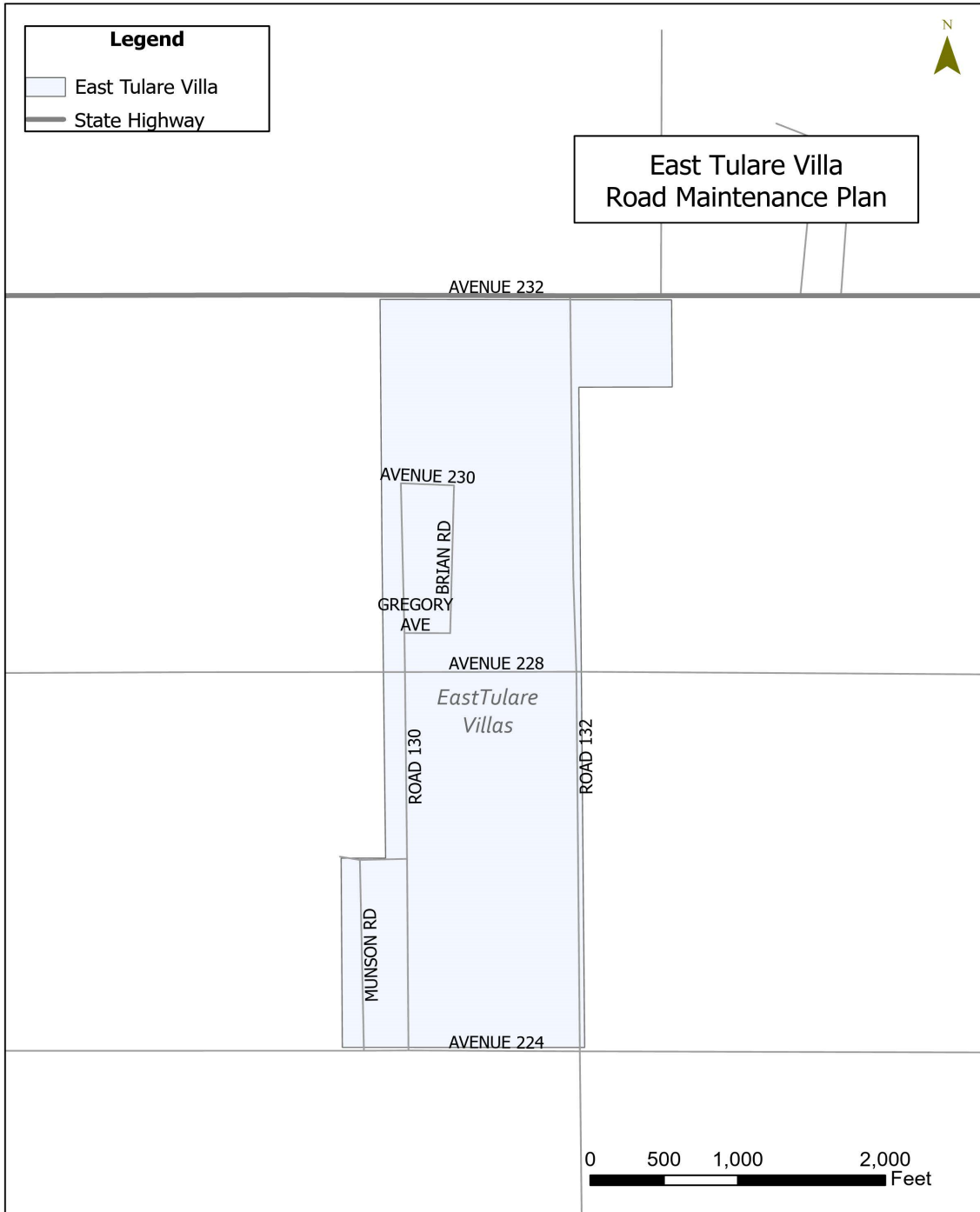


# East Tulare Villa Complete Streets

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# East Tulare Villa Complete Streets

## Appendix D – Road Maintenance Plan



# East Tulare Villa Complete Streets

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# East Tulare Villa Complete Streets

## Appendix E – Cost Estimate for East Tulare Villa

Detailed Engineer's Estimate						
Agency:		Tulare County Resource Management Agency				
Project Name:		Complete Streets- E. Tulare Villa				
Project Location:		Road 130 - Ave 224 to Ave 230 & Avenue 228 - Rd 130 to Rd 132				
Date of Estimate:		July 13, 2021				
Prepared by:		Julian Sanchez				
Construction Items						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
1	999990	Mobilization	LS	1	\$245,000	\$245,000
2	050126	Construction Staking	LS	1	\$75,000	\$75,000
3	120090	Construction Area Signs	LS	1	\$20,000	\$20,000
4	120100	Traffic control system	LS	1	\$25,000	\$25,000
5	130200	Prepare Water Pollution Control Program	LS	1	\$10,000	\$10,000
6	70030	Lead Compliance Plan	LS	1	\$5,000	\$5,000
7	170103	Clearing and Grubbing	LS	1	\$35,000	\$35,000
8	220101	Finishing Roadway	LS	1	\$20,000	\$20,000
9(F)	190101	Roadway excavation	CY	4983	\$100	\$498,329
10(F)	250201	Class 2 Aggregate Base	CY	2138	\$100	\$213,793
11	390133	Hot Mix Asphalt (Type A)	TON	2309	\$120	\$277,075
12	394090	Place hot mix asphalt (HMA ramp)	SQFT	60	\$150	\$9,000
13	731504	Minor Concrete (Curb & Gutter)	LF	9310	\$40	\$372,400
14	731521	Minor Concrete (Sidewalk)	SQFT	50000	\$8	\$400,000
15	731623	Minor Concrete (Ramp)	EA	14	\$5,000	\$70,000
16	731516	Minor Concrete (Driveway)	SF	21875	\$15	\$328,125
17	510502	Minor Concrete (Minor Structures)	LS	1	\$30,000	\$30,000
18		Signing & Striping	LS	1	\$10,000	\$10,000
19		Misc Items	LS	1	\$50,000	\$50,000
Sub-Total:						\$2,693,722
* Up to 10% Contingency may be included in Engineer's Estimate						
*Contingency:						\$269,372
TOTAL:						\$2,963,094
(F) = Final Pay Item						
Non-Construction Related Cost						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
20	-	Environmental Clearance	% of CON	5%	\$2,693,722.11	\$134,686.11
21	-	Preliminary Engineering (PE)	% of CON	10%	\$2,693,722.11	\$269,372.21
22	-	Construction Engineering (CE)	% of CON	15%	\$2,693,722.11	\$404,058.32
23	-	R/W Acquisition/ TCE	LS	1	\$150,000.00	\$150,000.00
24	-	Utility Relocations	LS	1	\$100,000.00	\$100,000.00
Total:						\$1,058,116.63
Total Construction & Non-Construction Items						\$4,021,210.96

# East Tulare Villa Complete Streets

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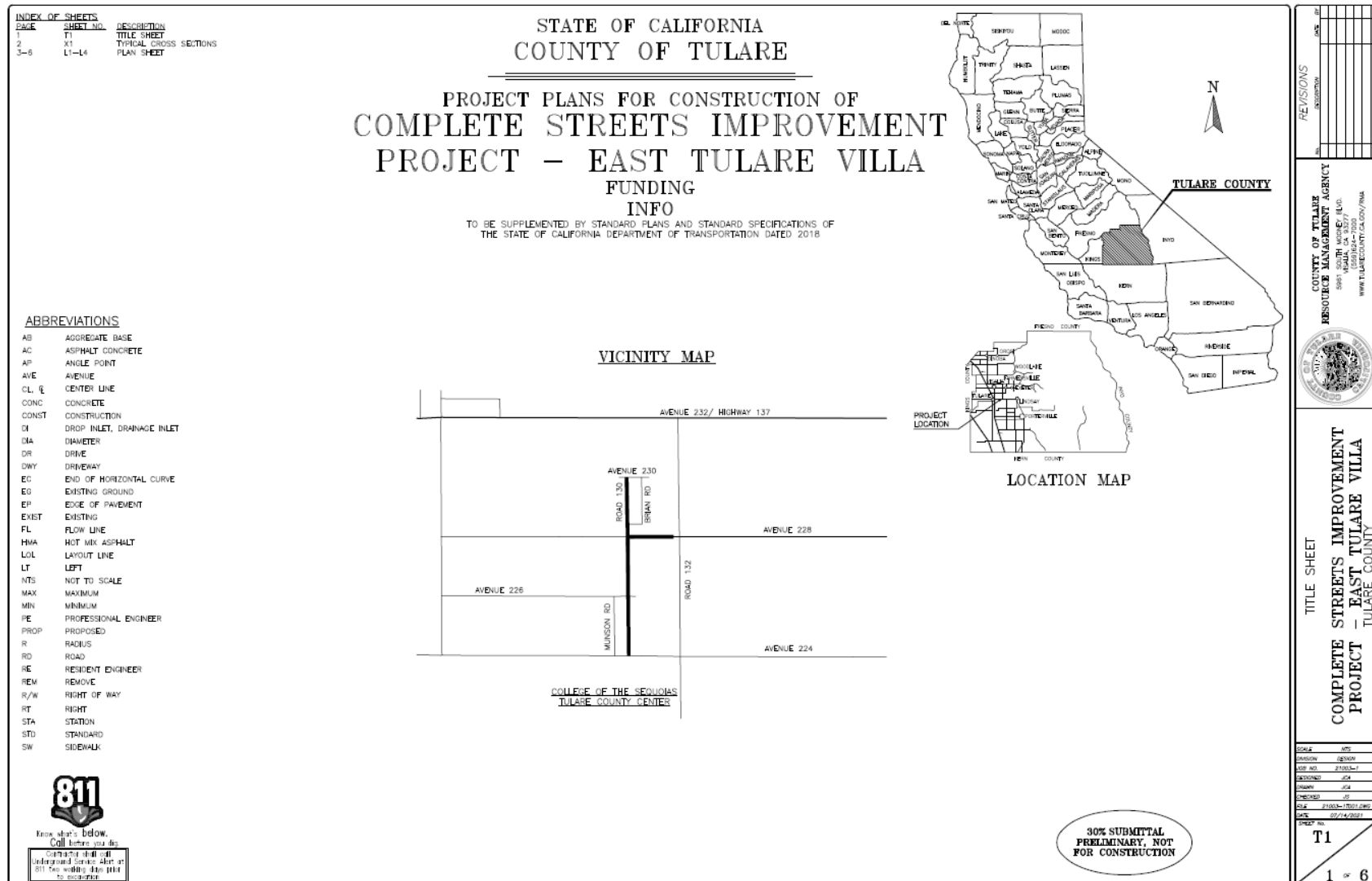
# East Tulare Villa Complete Streets

## Appendix F – East Tulare Villa Improvement Project

# East Tulare Villa Complete Streets

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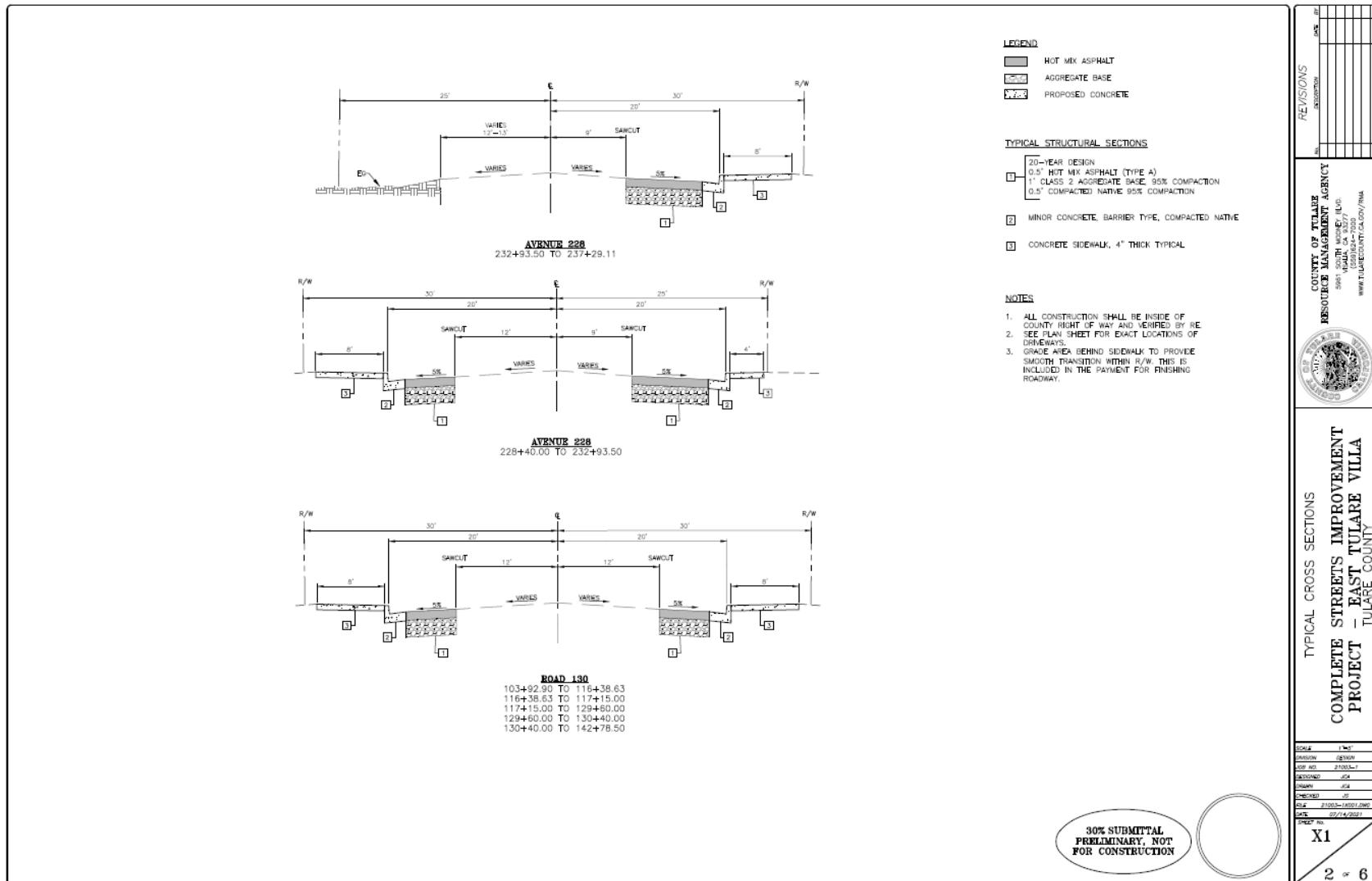
# East Tulare Villa Complete Streets



# East Tulare Villa Complete Streets

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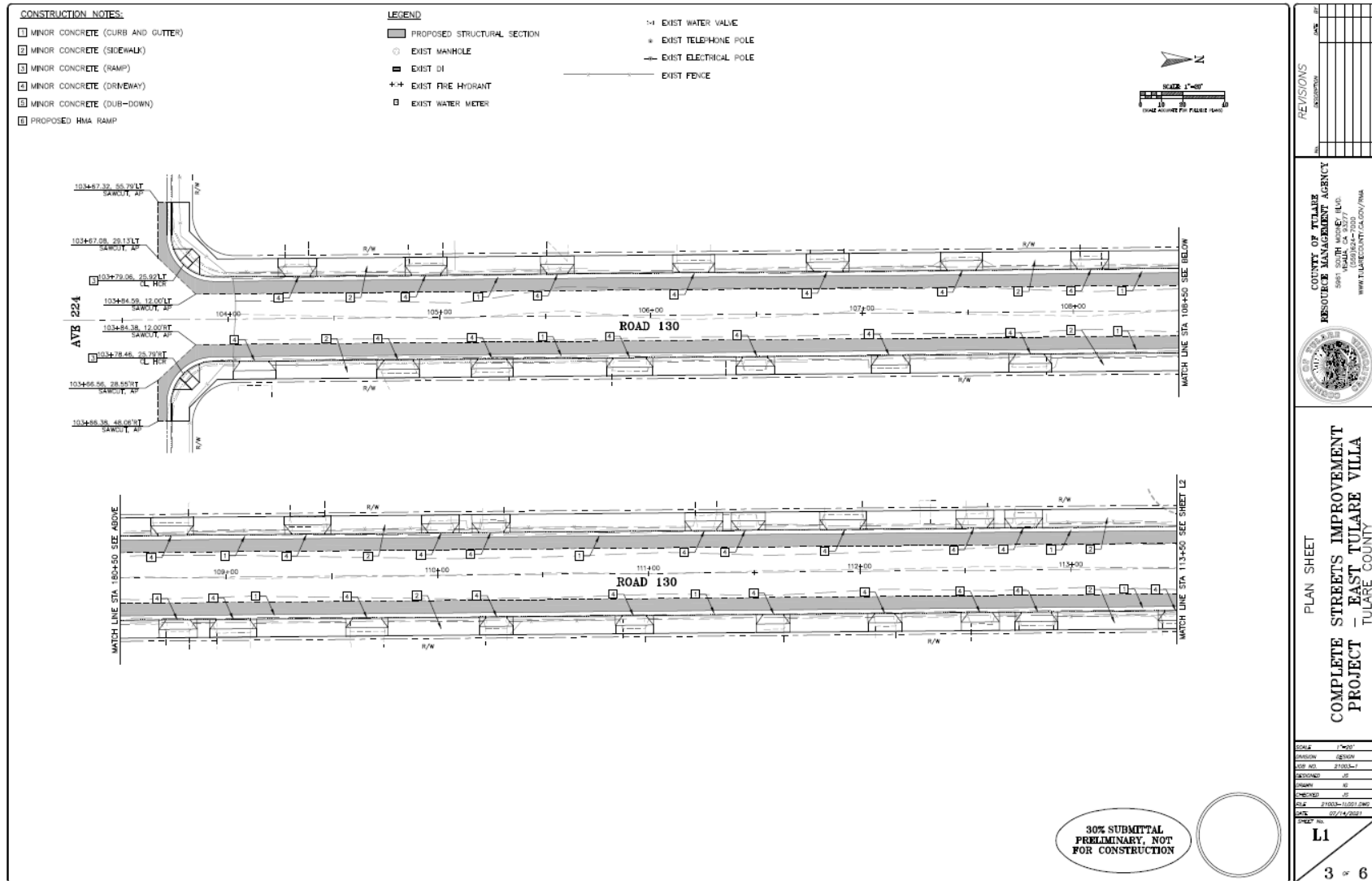
# East Tulare Villa Complete Streets



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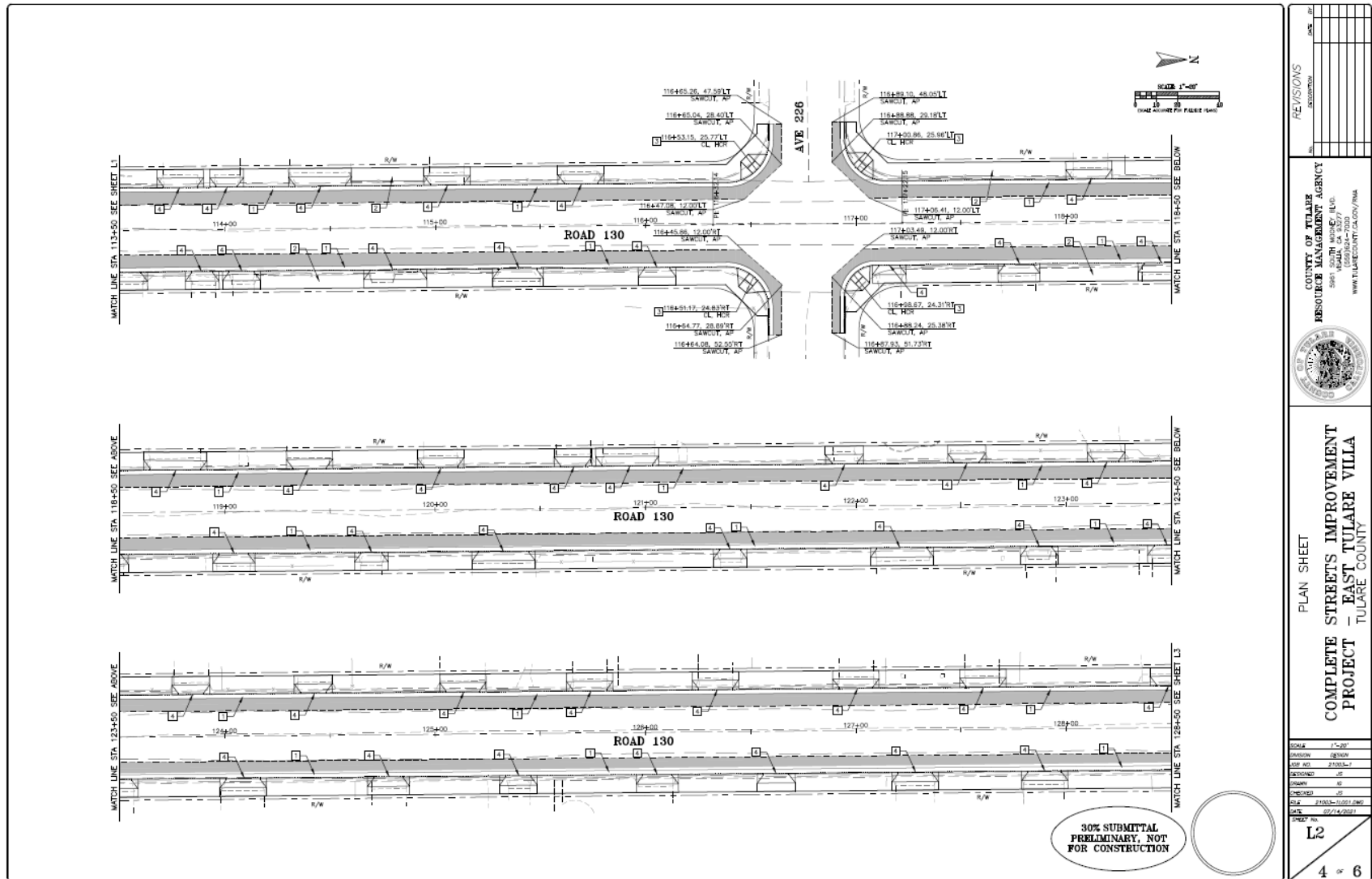


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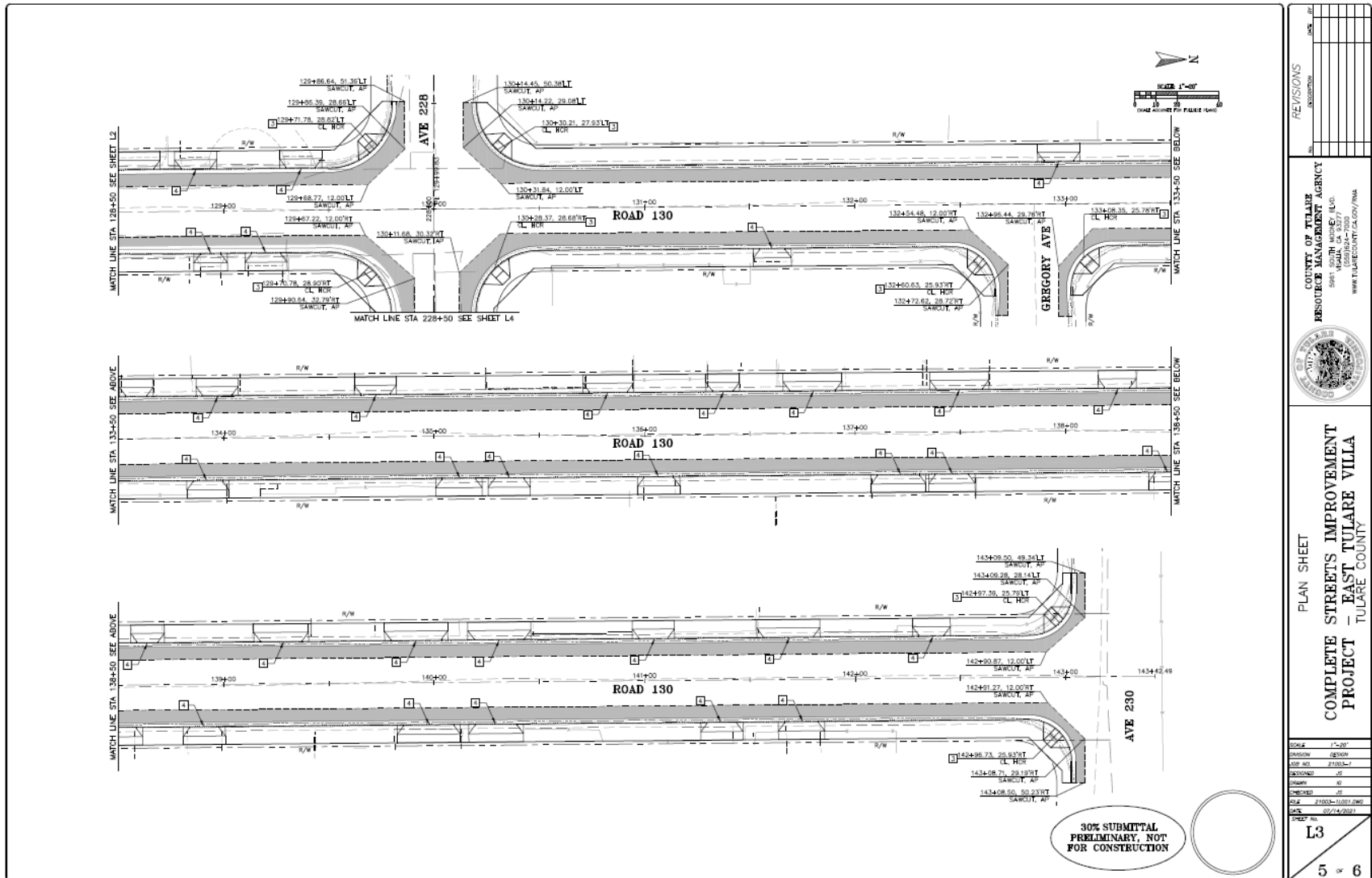
# East Tulare Villa Complete Streets



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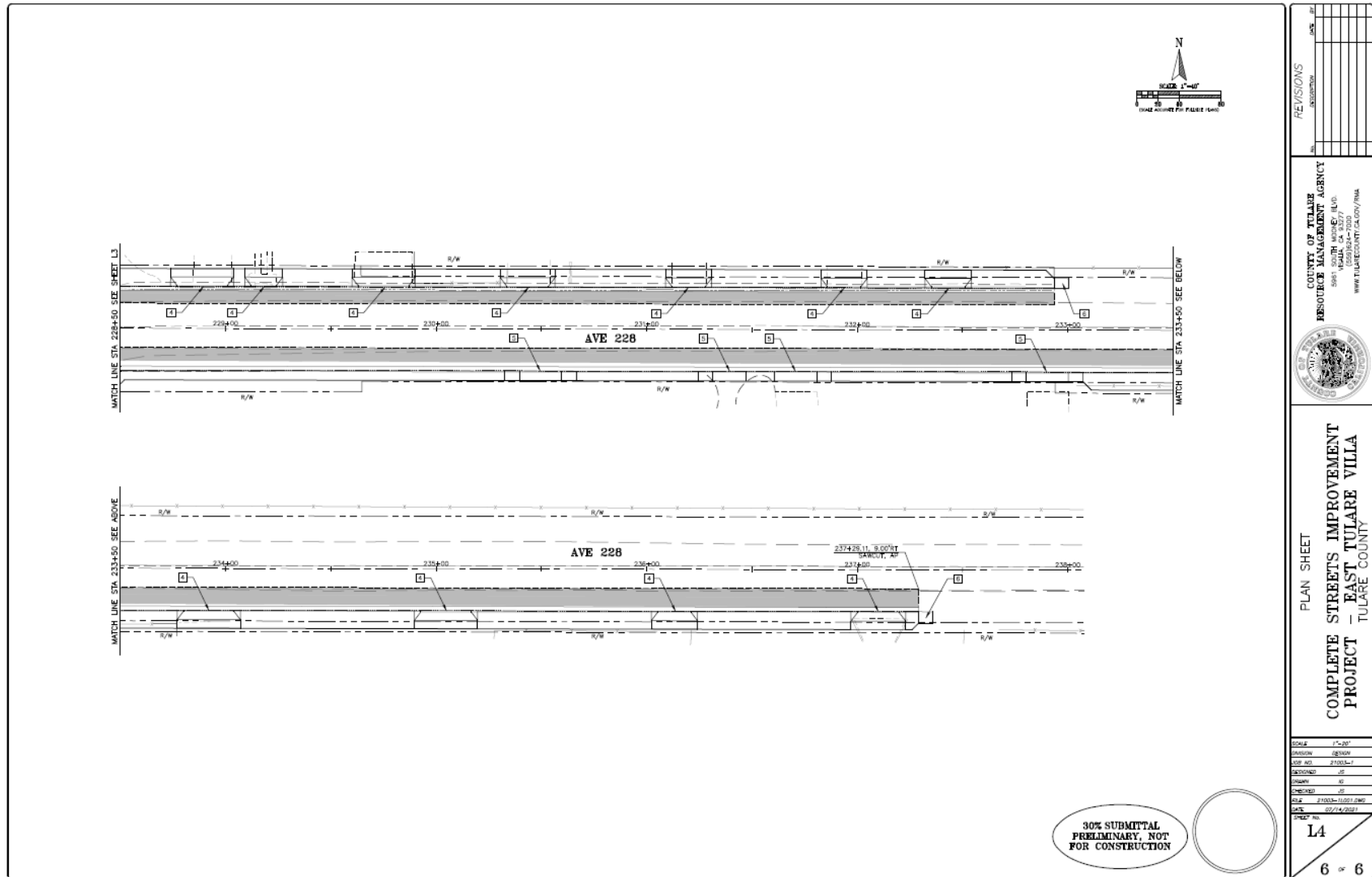
# East Tulare Villa Complete Streets



# East Tulare Villa Complete Streets

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# East Tulare Villa Complete Streets



# East Tulare Villa Complete Streets

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## Appendix G – Complete Streets Outreach

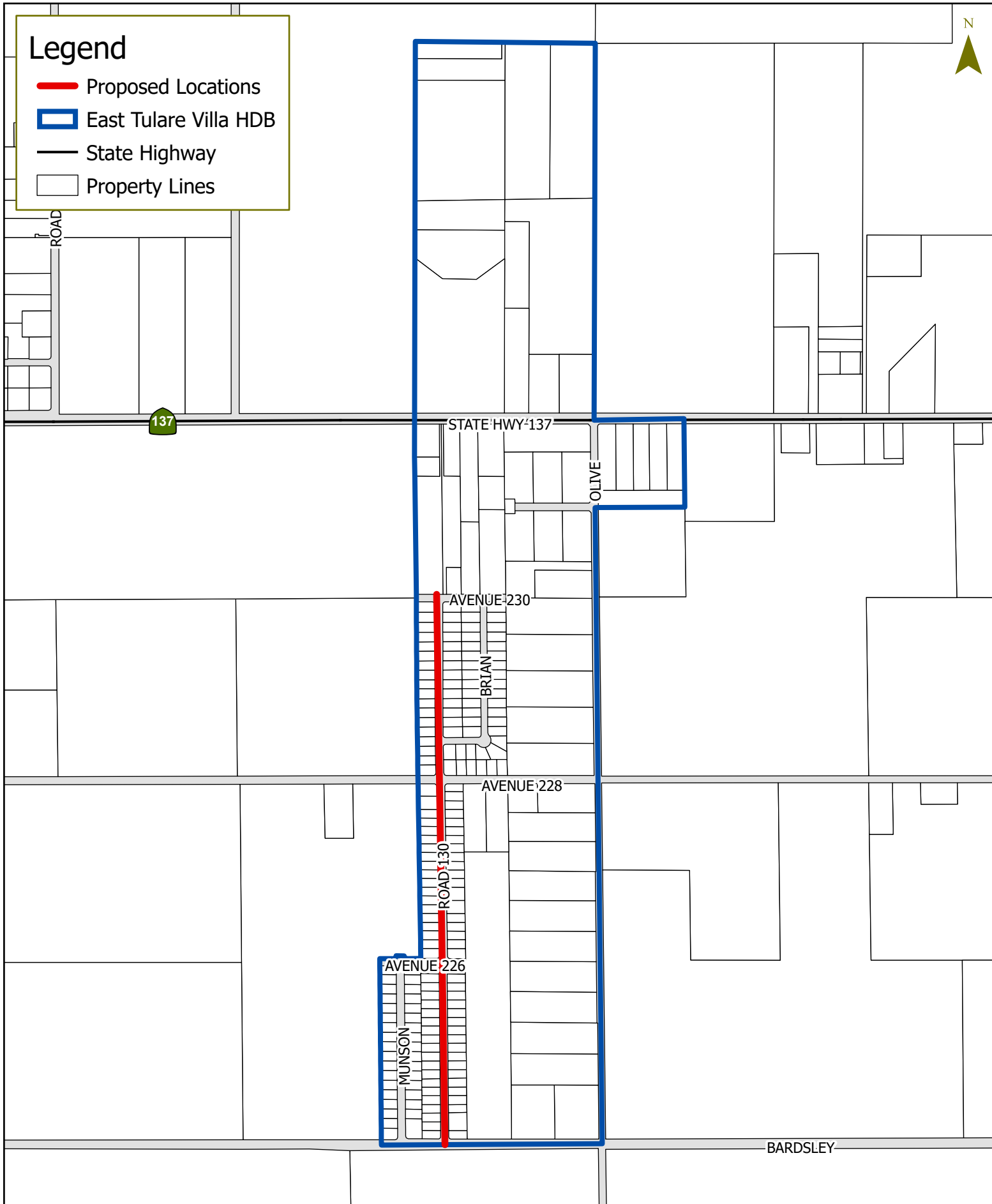
# East Tulare Villa Complete Streets

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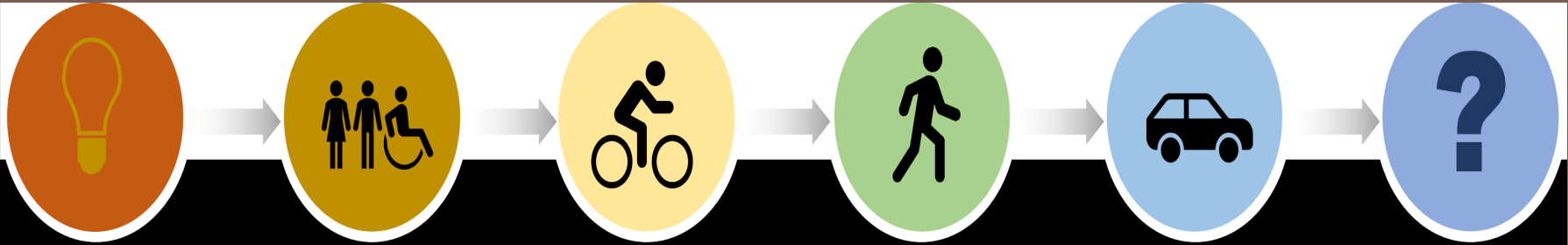


# Legend

- Proposed Locations
- East Tulare Villa HDB
- State Highway
- Property Lines



0 1,250 2,500 Feet



## East Tulare Villa Complete Streets

Presented By:

Aaron Bock, Assistant Director

Chuck Przybyski, Planner IV

Resource Management Agency

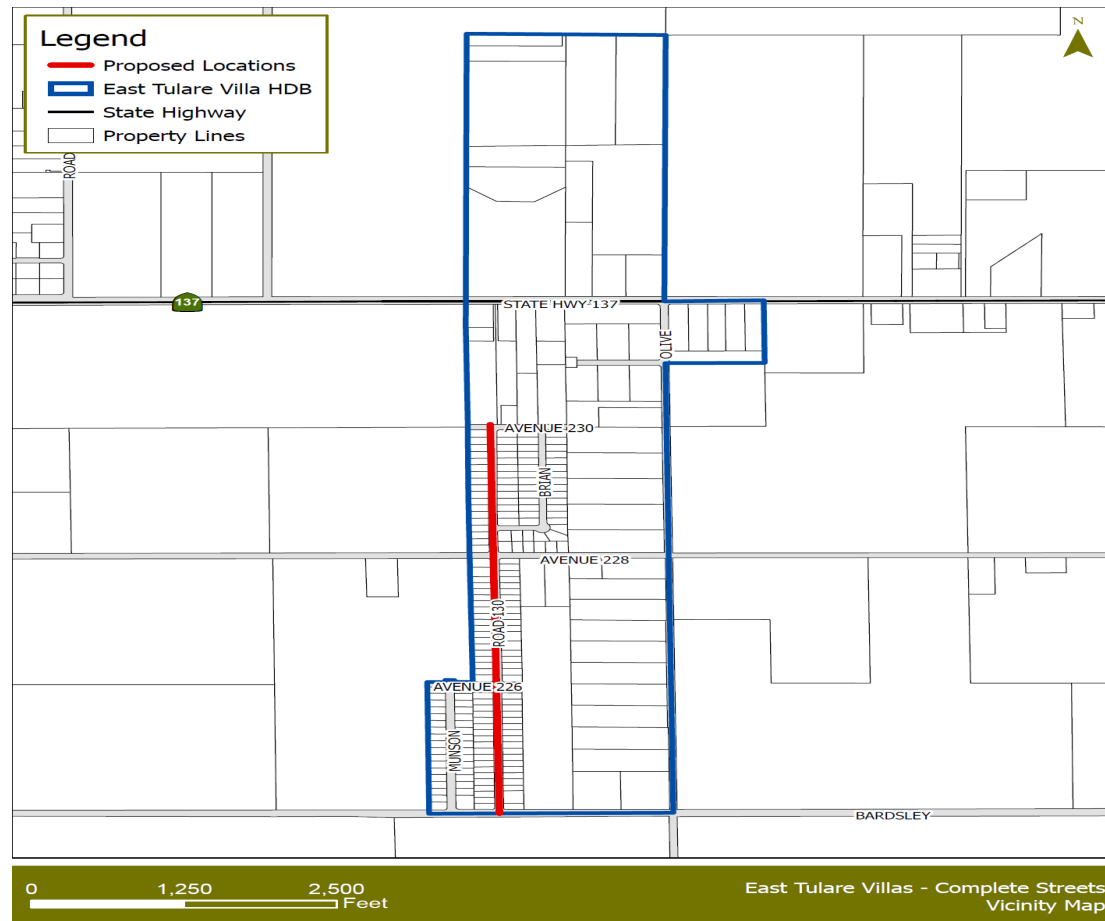


March 4, 2021

# East Tulare Villa Complete Streets

2

Proposed  
East Tulare  
Villa  
Complete  
Streets  
Road 130



## 3

# Tulare InterModal Express



# East Tulare Villa Complete Streets

4

## Project Funding

- 2020/2021 Caltrans Sustainable Transportation Planning Grant Program \$200,000./
- Measure R, Regional Transportation Sales \$25,912.

---

Project Communities include: Goshen, Matheny Tract, West Goshen, and East Tulare Villa.

# East Tulare Villa Goshen Complete Streets

5

Next  
Public  
Outreach

- Study Session 1: Thursday, March 18, 2021 at 6:00 pm
- Study Session 2: Thursday, April 8, 2021 at 6:00 pm

6

# Questions



**Aaron Bock**

Tulare County RMA, Assistant Director  
(559) 624-7050  
ABock@tularecounty.ca.gov

**Johnny Wong**

Tulare County RMA, Chief Engineer  
(559) 624-7170  
jwong@tularecounty.ca.gov  
(Pot hole questions)

**Chuck Przybyski**

Tulare County RMA, Planner IV  
(559)  
CPrzybyl@tularecounty.ca.gov

**Susan Simon**

Tulare County RMA, Planner III  
(559) 624-7126  
ssimon@tularecounty.ca.gov

# WE WANT TO KNOW WHAT YOU THINK

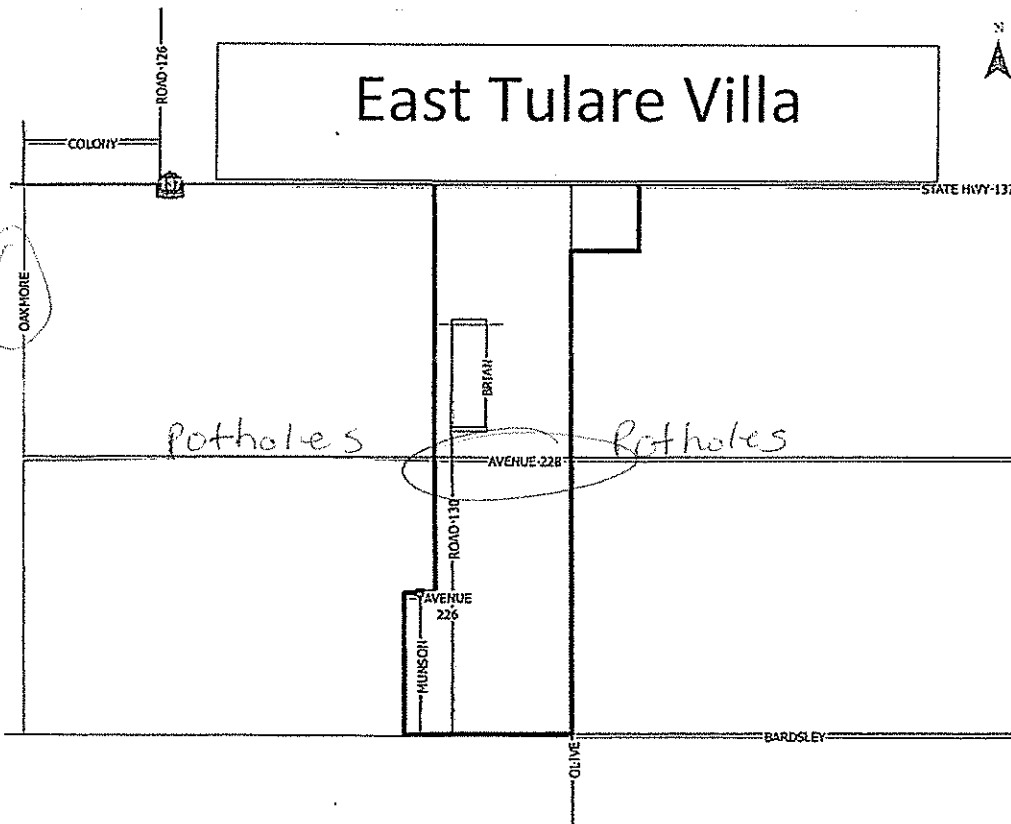


## East Tulare Villa Complete Streets Project

CIRCLE YOUR "AREA" OF ROAD CONCERNS FOR EAST TULARE VILLA ON THE BELOW MAP AND YOUR CONCERNS ON THE BELOW LIST

- Safety, congestion, vehicle speed, streetlights, pedestrian crossing.
- *Amust* Potholes, flooding, drainage facilities, pave out of the roadway.
- Curb, gutter, sidewalk, curb ramps.
- Transit and school bus stops, bike lanes.

### East Tulare Villa



#### COMMUNITY VISIONING

#### COMPLETE STREETS PLANNING

#### PUBLIC MEETING

#### COMMUNITY INPUT NEEDED

#### Return to address below

Tulare County  
Resource Management Agency  
5961 S. Mooney Blvd.  
Visalia, CA 93277

#### Questions Contact

Susan Simon 559-624-7126  
Jose Saenz (Spanish) 559-624-7102





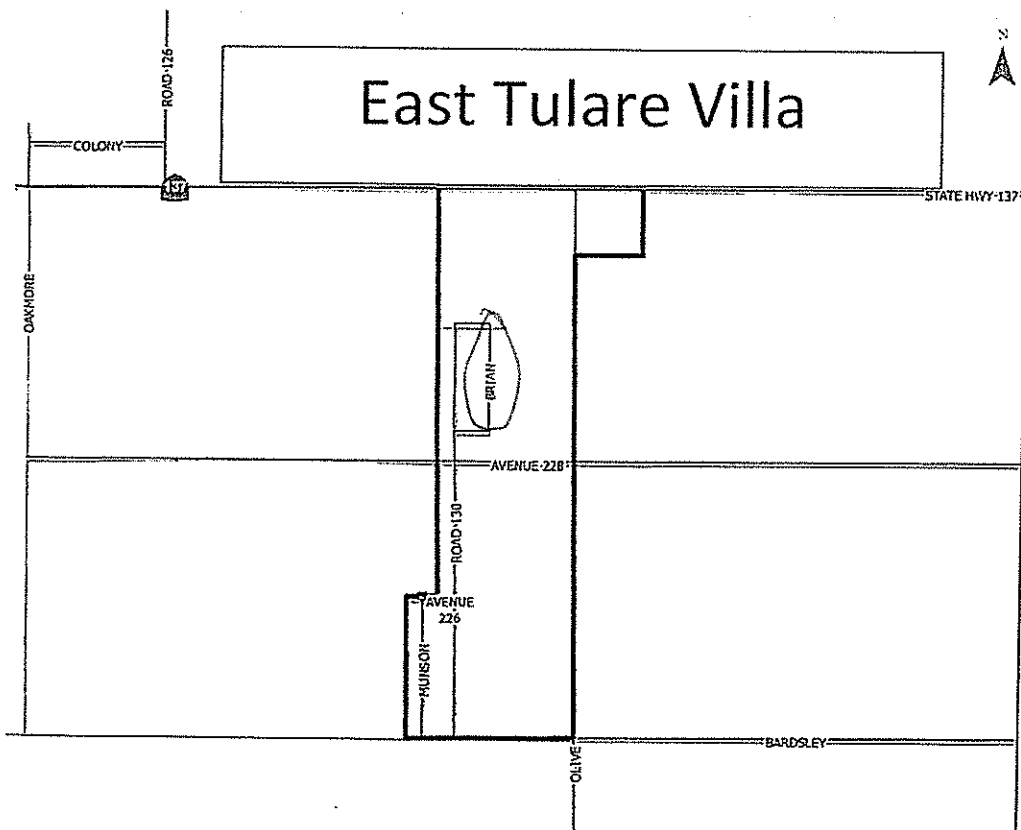
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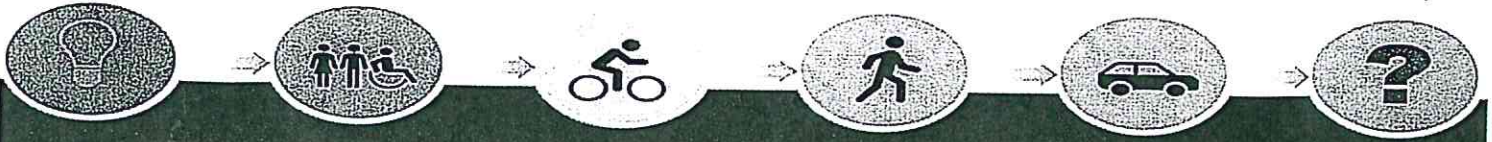
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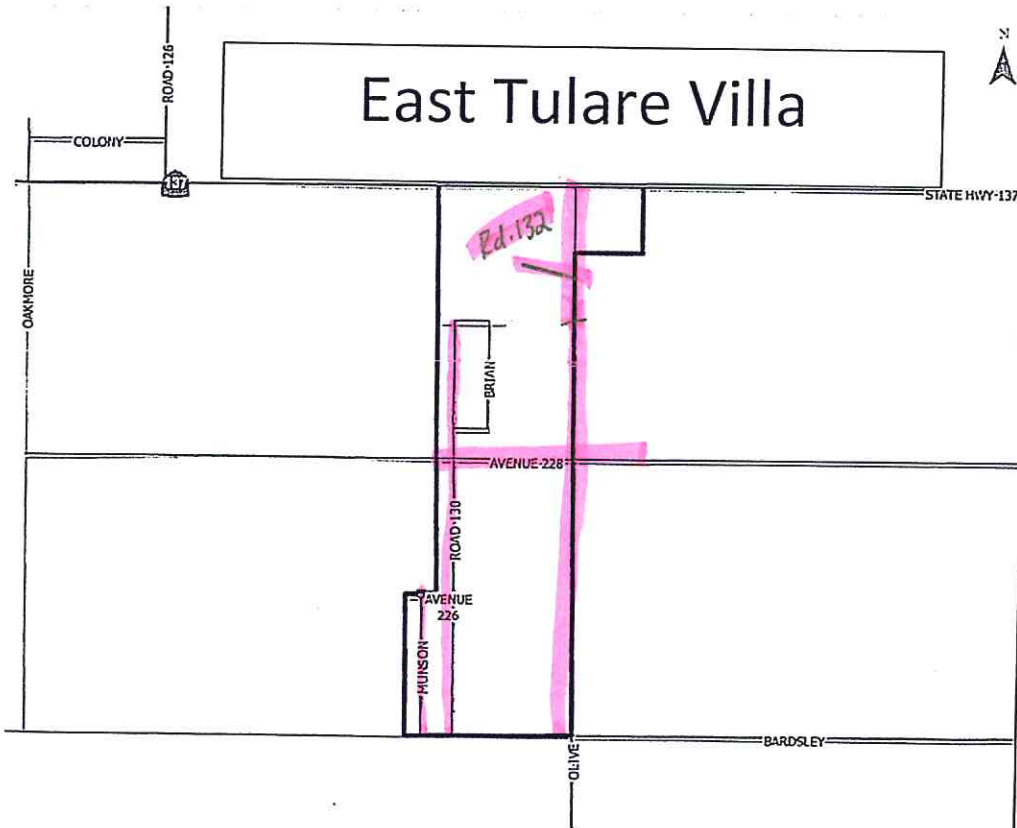
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March 8th, 2021,

To: Tulare County Resource Mgt. Agency

Re: East Tulare Villa Complete Streets Project

Hello,

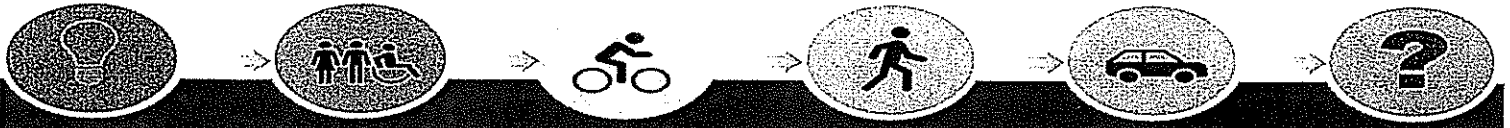
I received your letter in the mail regarding the streets in this area. First, I'd like to say thank you for updating and wanting to get info from the residents in the area. I don't currently live in the area at the moment, however I will be by the end of this year 2021. I purchased some land on Rd. 132 near the Villa area. I do have concerns for the current road conditions on Rd. 132, Ave 228, Ave 226, Munson, Brian Rd, and Rd. 130 all of which have really bad road conditions. Any where from huge pot holes, to almost no road at all. Roads aren't wide enough to have two vehicles freely commute in either direction especially on the main roads. Along with the road conditions, I do have concerns with the speed of the vehicles especially on the main roads, along with potential flooding when it rains. Public transit and school buses should have a nice area to pick up and drop off. Some concerns that are obvious when driving out there but definitely my top concern would be re doing the roads as a start. Again, thank you for including us in this process. I look forward to seeing the improvements soon and look forward to your response.

Kind Regards,

Ruben Lopez Jr  
Road 132. (Quail Ranch Estates)  
Tulare, Ca 93274

Current Physical Address for mail: 1915 Stagecoach Pl.

# QUEREMOS SABER LO QUE PIENSA

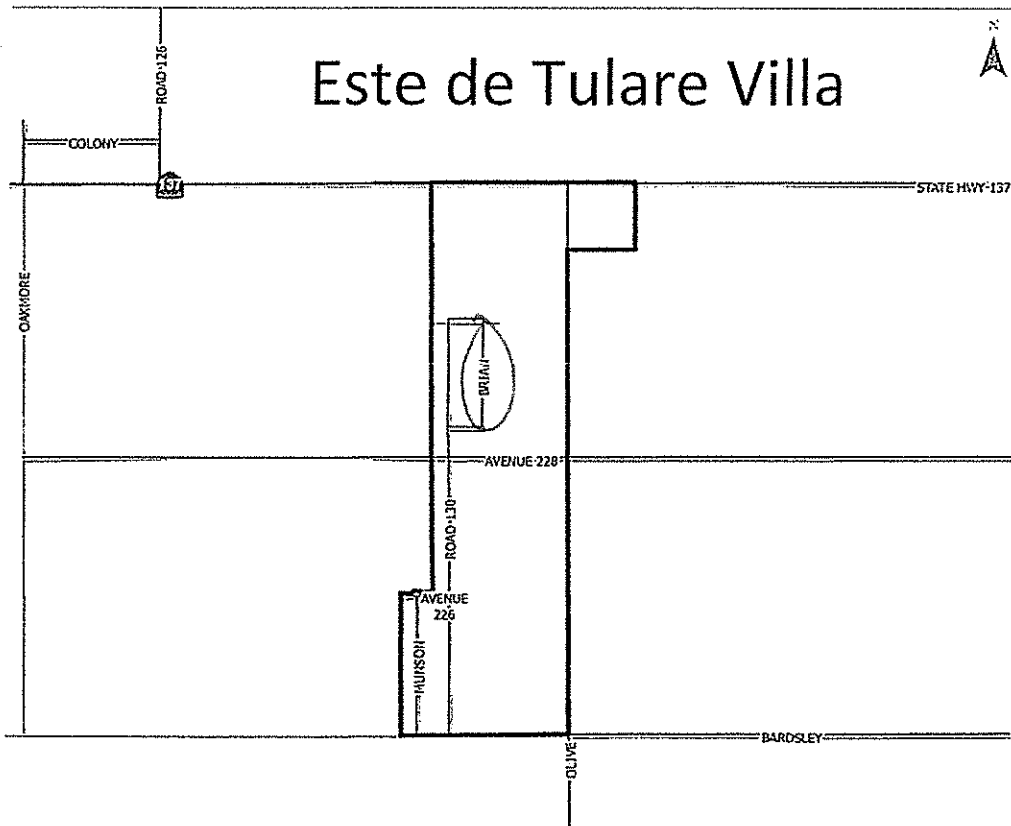


## Este de Tulare Villa Completa Calles

EN EL MAPA DIBUJE UN CÍRCULO EN LA "AREA" DE PREOCUPACIÓN EN LAS CARRETERAS EN EL ESTE DE TULARE Y EN LAS PREOCUPACIONES DE LA LISTA DE ABAJO

- Seguridad, congestión, velocidad de vehículos, farola, paso de peatones.
- ① Baches, inundaciones, instalaciones de drenaje, pavimentar la carretera.
- Bordillo, alcantarilla, acera, rampas de bordillo.
- Paradas de tránsito y de autobús escolar, carriles de bicicletas.

¡También apreciamos cualquier comentario que pueda hacer!



### VISIÓN COMMUNITARIA

### PLANIFICACIÓN COMPLETA DE LA CALLE

### REUNIÓN PÚBLICA

### APORTE DE COMUNIDAD

### Volver a la dirección

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Resource Management Agency  
5961 S. Mooney Blvd.  
Visalia, CA 93277

### Para preguntas contactar

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Jose Saenz (Español) 559-624-7102



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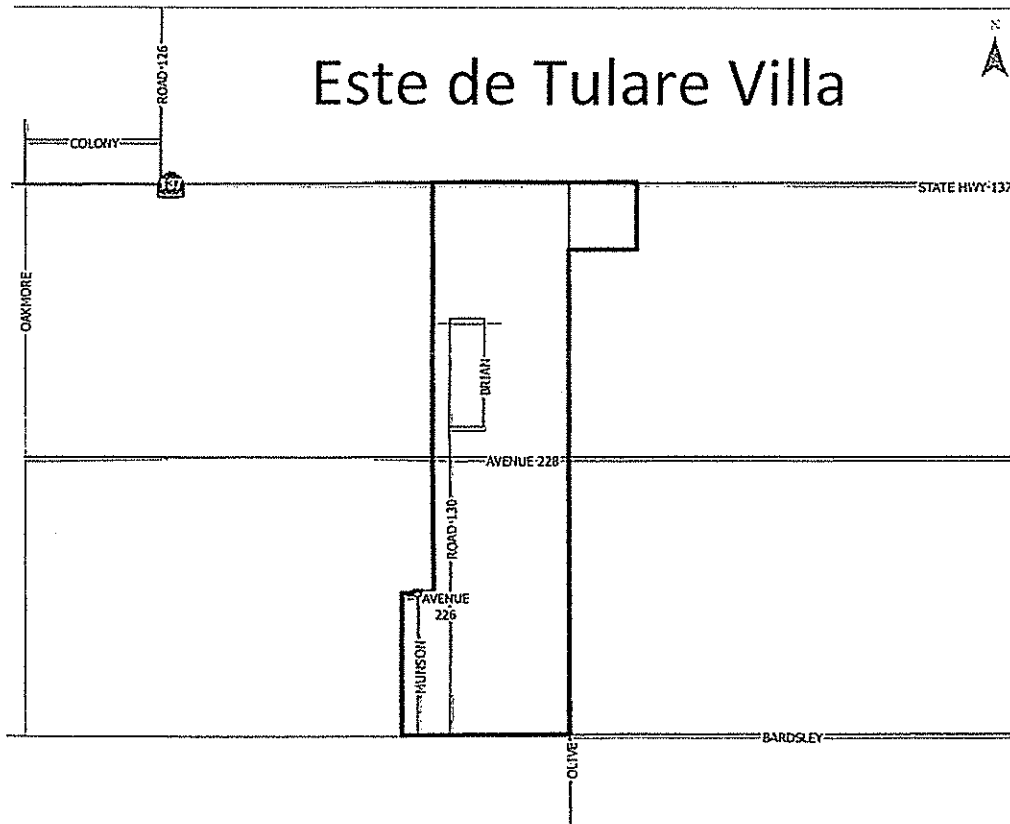


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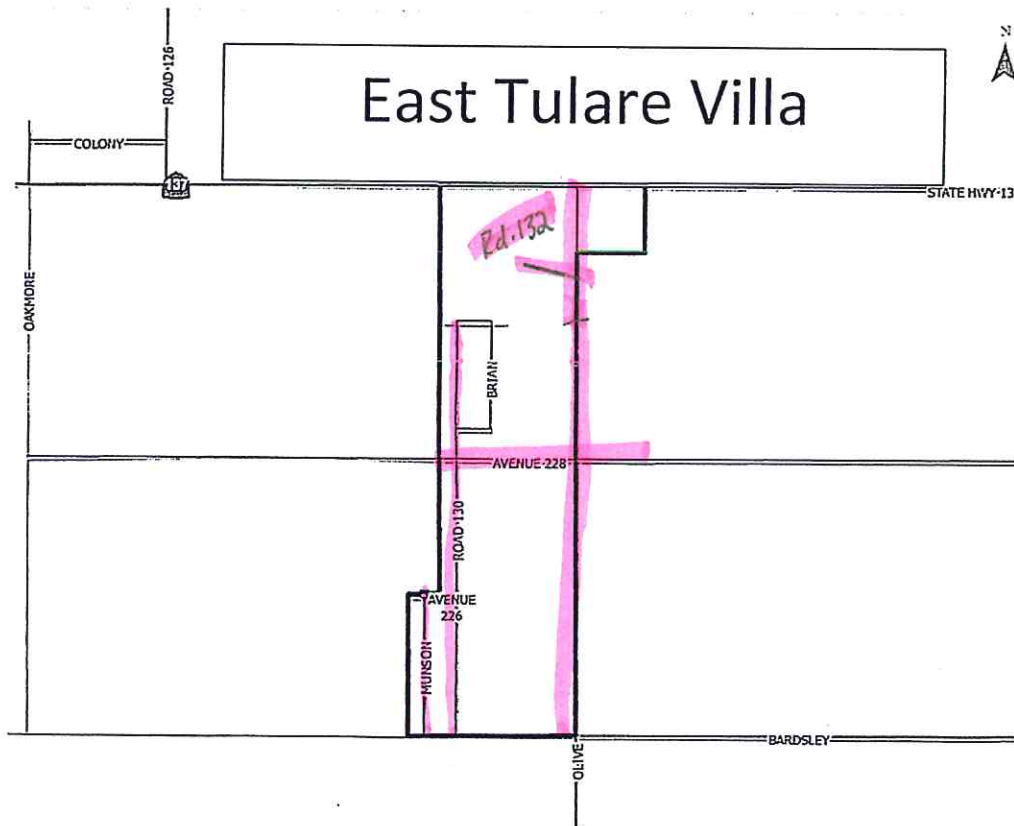
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East Tulare Villa Complete Streets

Road 130	Road 132	Munson	Avenue 228	Brian Rd					
X	X	X	X	X					
X	X	X	X	X					
				X					
2	2	2	2	3					