

Goshen

Complete Streets Plan

(2023 Update)

Prepared By:

**Tulare County Resource
Management Agency**



Paid for by a grant funded from:



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Goshen Complete Streets Plan (2023 Update)



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Goshen Complete Streets Plan 2023 Update

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Goshen Complete Streets Plan 2023 Update

TABLE OF CONTENTS

INTRODUCTION	9
Complete Streets Vision	9
Complete Streets Definition	10
Complete Streets Attributes	10
Report Outcomes	10
Conclusions and Future Funding Opportunities	11
IMPLEMENTATION	12
Selection of Communities.....	12
COMPLETE STREET POLICIES	12
Complete Street Goals	12
Complete Streets Objectives.....	13
Complete Streets Policies	13
Tulare County General Plan Policies.....	13
Complete Street Policy Design Criteria.....	14
Complete Street Mobility Plan	15
Caltrans and Complete Streets.....	16
Bicycle Facilities	16
Pedestrian Facilities.....	18
Transit Facilities	18
Cost Benefits Analysis, Implementation, and Funding Mechanisms	19
Benefits of Complete Streets	19
Community Specific Complete Street Implementation Measures.....	20
Measure R.....	20
Active Transportation Program (ATP)	21
CITIZEN FEEDBACK	21
Public Outreach Efforts	21
Goshen (2021 Update) Public Meetings.....	21
DESIGN FACILITIES.....	23
Improvement Standards	23
Tulare County Pavement Management System.....	25
PROJECTS	26
Complete Streets Project Plans.....	26

Goshen Complete Streets Plan 2023 Update

Complete Streets Funding Opportunities.....	26
Cost Estimates	27
Goshen Pedestrian Overpass Improvement Project.....	27

FIGURES

Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads.....	24
Figure 2 - Tulare County Class 3 Four Lane Road.....	24

APPENDIX

Appendix A – Proposed Complete Streets Projects
Appendix B – Circulation Plan
Appendix C – Bicycle, Bus and Pedestrian Plan
Appendix D – Road Maintenance Plan
Appendix E – Cost Estimates for Goshen (2021 Update)
Appendix F – Goshen (2021 Update)
Appendix G – Goshen Pedestrian Overpass Improvement Project
Appendix H – Complete Streets Outreach

Goshen Complete Streets Plan 2023 Update

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

Goshen Complete Streets Plan 2023 Update

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;

Goshen Complete Streets Plan 2023 Update

- (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:

Goshen Complete Streets Plan 2023 Update

- 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 Goshen. The project proposes to install minor curb, gutter, sidewalk, driveway/V gutter, and ramps. Land uses along this corridor include residential, commercial, and industrial.

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:

Goshen Complete Streets Plan 2023 Update

- 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 four (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

Goshen Complete Streets Plan 2023 Update

- 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.

Goshen Complete Streets Plan 2023 Update

- 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.

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 Goshen (2023 Update). 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.

Goshen Complete Streets Plan 2023 Update

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 Goshen (2023 Update). 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)

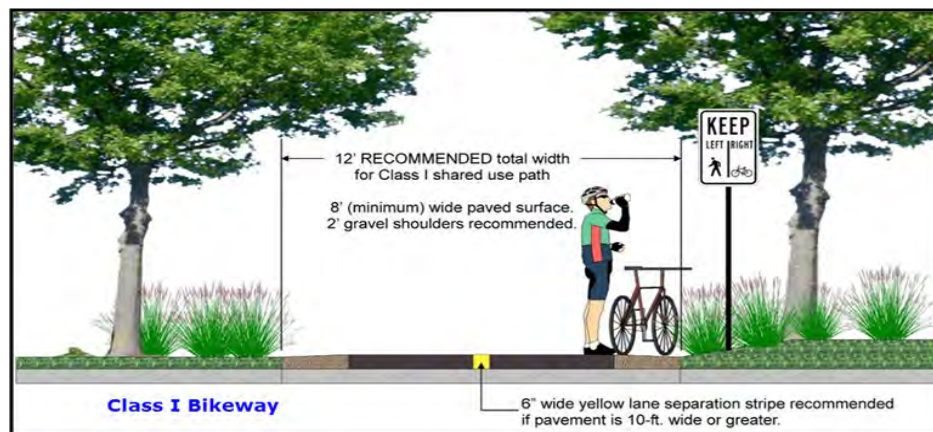
The Tulare County CAP calls for a reduction on a project (over 50 vehicles) by project basis of 6% through a mixture of measures that are spelled out in Appendix J of the CAP. Utilization of alternative means of transportation will reduce GHG emissions and will help projects and the region meet their 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 Goshen (2023 Update) Bicycle, Bus and Pedestrian Plan (see Appendix C).

Class I

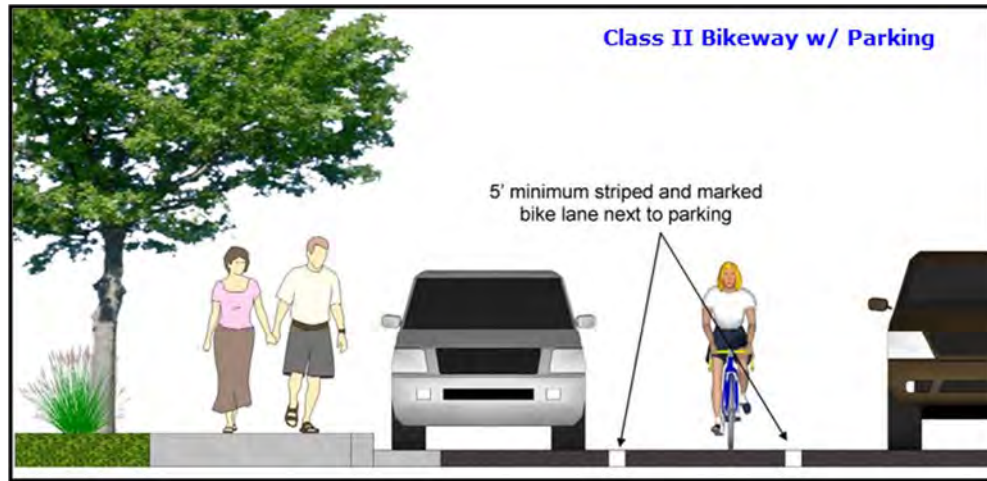
Bike path providing completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. In Tulare County, Class I facilities will primarily be implemented through TCAG. Future bicycle facilities have also been identified through the *Bicycle Transportation Plan* (TCAG - 2010).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



Goshen Complete Streets Plan 2023 Update

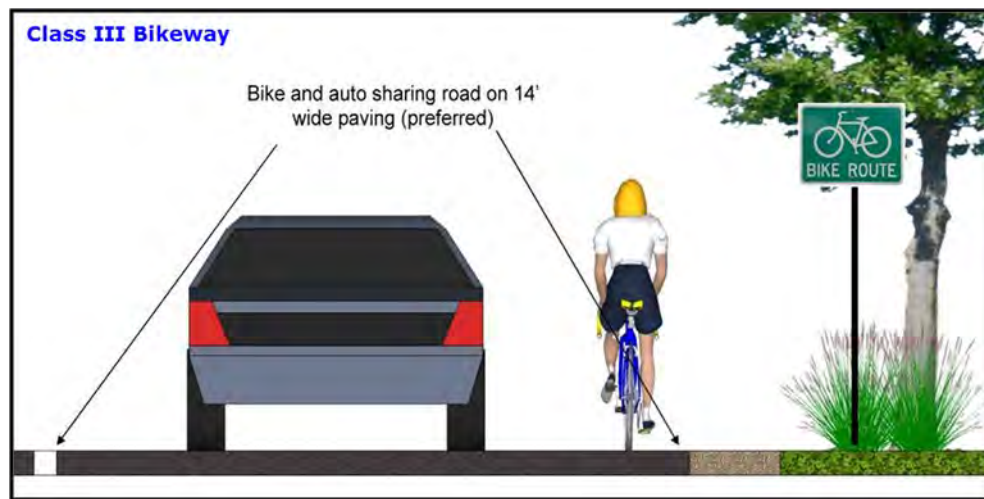
Class II

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 are no existing or proposed Class II bicycle facilities in Goshen 2023 Update.



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 are no existing or proposed Class III bicycle facilities in Goshen 2023 Update.



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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 Goshen 2023 Update.

Transit Facilities

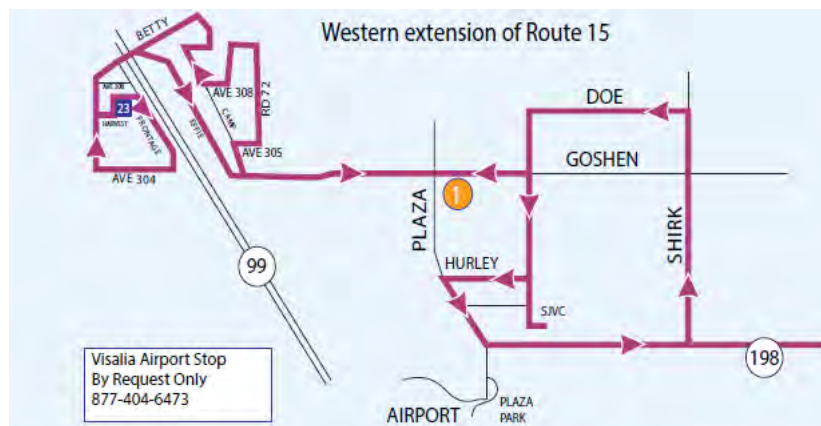
Transit options give users the ability to get to a destination without relying on the automobile. This also provides other community benefits, including reduced vehicle miles traveled (VMT). Reducing VMT will help the County achieve their greenhouse gas reduction target,

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 for Goshen is provided by Visalia Transit. Existing transit routes and designated bus stops are shown in the following figures.

Visalia Transit stops for Goshen



Tulare County Area Transit (TCAT)

Goshen Complete Streets Plan 2023 Update

Transit service is provided in Goshen 2023 Update 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.

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.

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

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%.¹ According to Caltrans, the average costs of highway incidents are stated below.

¹ http://www.dot.ca.gov/hq/tpp/offices/eab/benefit_cost/LCBCA-economic_parameters.html

Goshen Complete Streets Plan 2023 Update

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 ^{Tr}	Cost per Fatality (Transit)	\$9,800,000	\$/event	1
CostInj ^{A,Tr}	Cost per Level A Injury (Severe) (Transit)	\$466,400	\$/event	1
CostInj ^{B,Tr}	Cost per Level B Injury (Moderate) (Transit)	\$127,000	\$/event	1
CostInj ^{C,Tr}	Cost per Level C Injury (Minor) (Transit)	\$64,900	\$/event	1
CostPD ^{Transit}	Cost per Property damage (Transit)	\$2,700	\$/event	2
CostFatal ^{t,d}	Cost per Accident Fatality (Highway)	\$10,800,000	\$/accident	1
CostInj ^{t,d}	Cost per Accident Injury (Highway)	\$148,800	\$/accident	1
CostPD ^{t,d}	Cost per Accident PDO (Highway)	\$9,700	\$/accident	1
CostAVG	Average Cost per Accident (Highway)	\$185,600	\$/accident	1
FatalAcc ^{t,d}	Fatal Accident Rate	0.006	per mil veh-mi	3
InjAcc ^{t,d}	Injury Accident Rate	0.29	per mil veh-mi	3
PDAcc ^{t,d}	PDO Accident Rate	0.55	per mil veh-mi	3
NFAcc ^{t,d}	Non-Freeway Rate	1.05	per mil veh-mi	4

Source: California Department of Transportation

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 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

Goshen Complete Streets Plan 2023 Update

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 community of Goshen 2021 Update was able to share their vision for how to build complete streets in Goshen 2021 Update. This is the equivalent level of engagement the team would have expected during "normal" engagement activities.

Flyers noticing Zoom Workshops were mailed to the Goshen 2021 Update community using the assessor property owner addresses from the community of Goshen 2021 Update. 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 Goshen 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:

- Complete Streets Meeting February 25, 2021
- Complete Streets Meeting March 11, 2021
- Complete Streets Meeting March 25, 2021
- Complete Streets Meeting April 20, 2021

Goshen Complete Streets Plan 2023 Update

Goshen Complete Streets 2023 Update Flyer

GOSHEN 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

Study Session: Tuesday, April 20th 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://tularecountycap.sosnet.com/join/92330165016?passcode=360998>


Tulare County
Resource Management Agency
5061 S. Mooney Blvd.
Visalia, CA 93277

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


Meeting ID: 92330165016
Passcode: 360998
Phone: 1 669 900 9128

WHAT ARE YOUR ROAD CONCERN?

- 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.



GOSHEN 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

Sesión de Estudio : Martes, Abril, 20 a las 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/planificación estratégica/sesiones de visión.

ENLACE PARA LA PARTICIPACIÓN, INICIO Y SESIONES DE ESTUDIO

<https://tularecountycap.sosnet.com/join/92330165016?passcode=360998>


Tulare County
Resource Management Agency
5061 S. Mooney Blvd.
Visalia, CA 93277

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

Reunión ID: 92330165016
Contraseña: 360998
Teléfono: 1 669 900 9128

¿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.



A summary of additional information – Tulare County Resource Management Agency Goshen Complete Streets 2023 Update is located in Appendix G.

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.

Goshen Complete Streets Plan 2023 Update

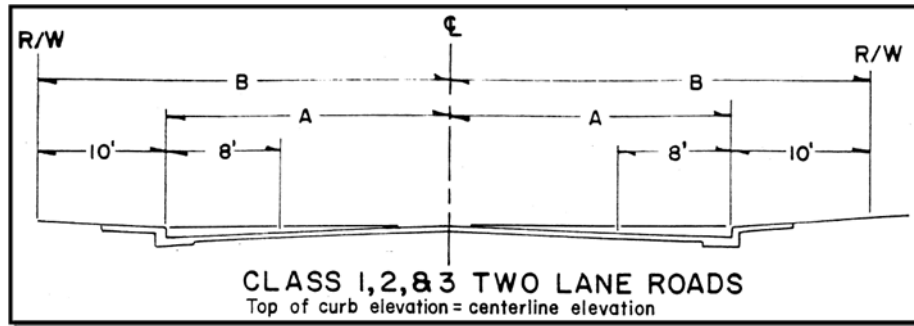


Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads

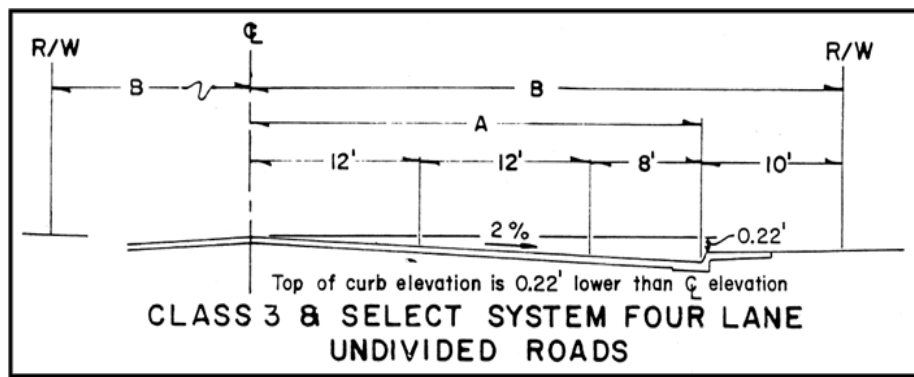


Figure 2 - Tulare County Class 3 Four-Lane Road

Similarly, the City of Visalia has a standard cross section used for planning and engineering purposes. These standard cross sections were applied for the Goshen Avenue (Avenue 304) corridor where the roadway segment falls within the local jurisdiction of each respective agency, i.e., County of Tulare and City of Visalia, to ensure consistency and safety for all transportation users.

Goshen Complete Streets Plan 2023 Update

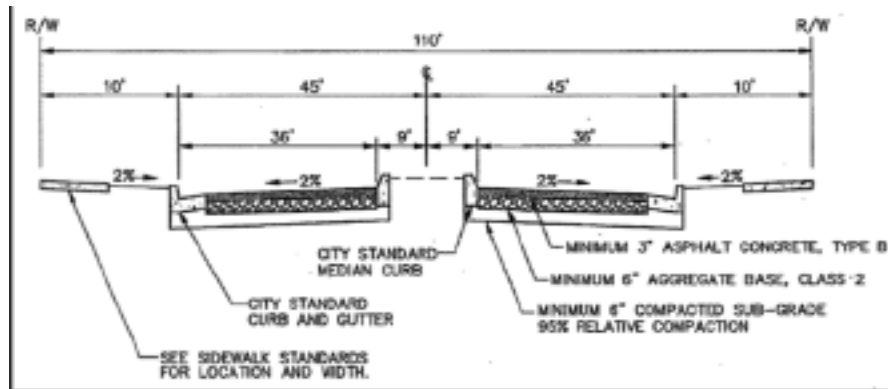


Figure 3 - Visalia Major Arterial

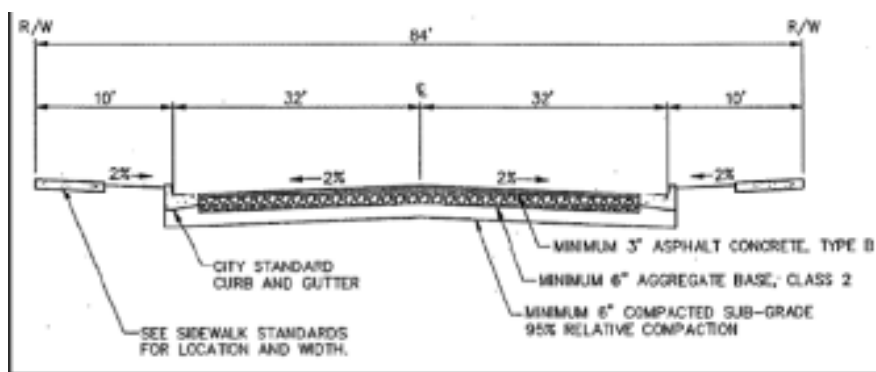


Figure 4 - Visalia Major Collector & Minor Arterial

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

Goshen Complete Streets Plan 2023 Update

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 Goshen (2023 Update) 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 two projects identified herein represent the priority improvements to the backbone of the complete streets network within the community of Goshen 2023 Update. 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.

- Along Featherstone Road – North of Harvest Avenue
- Avenue 308 – Camp Drive to Road 72

Complete Streets Funding Opportunities

The following sections identify opinions of probable cost estimates for Complete Street transportation related improvements in Goshen. As shown in the tables, the funding sources include local, state, and

Goshen Complete Streets Plan 2023 Update

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

Goshen Pedestrian Overpass Improvement Project

California State Route 99 bifurcates the community; and has historically been a barrier for residents who have limited access to vehicles to travel from one side of the community to the other. Recent construction of a freeway overpass, and a pedestrian overpass bridge has improved community connectivity. Its purpose is to directly connect students and individuals who live on the east side of the freeway to Goshen Elementary school (located on the west side of the bridge) or other essential community resources on the other side of the freeway.

Recent community outreach indicates that the pedestrian overpass bridge is underutilized due to various safety concerns. The bridge and sidewalks leading to the entrance of the bridge have minimal to no lighting and individuals reported feeling unsafe using the bridge at night. Additionally, the parcels adjacent to the sidewalks are unmaintained, with shrubs and litter impeding the walkway. For both public health and public safety, it is essential that these concerns are addressed.

Tulare County Resource Management Agency has partnered with the Goshen Community Services District (CSD) as well as Goshen Elementary School to implement a plan to beautify the bridge and sidewalks and improve the overall safety of the facility when utilizing the pedestrian bridge. The proposed plan includes:

- Landscaping the walkway leading to the bridge on both the west and east sides with xeriscape methods: removing the existing foliage and reducing the long-term maintenance needs.
- Installation of a streetlight on the East Side of the pedestrian bridge
- Placement of trashcans on both sides of the bridge.
- Completion of the sidewalk on the west side of the pedestrian bridge to existing sidewalk for a continuous walking path

The primary users of the bridge are students and their guardians as they travel to and from the school. The partnership with Goshen Elementary School will include outreach that will highlight the benefits of walking and active transportation (**See Appendix G**).

On February 23rd, Tulare County Resource Management Agency Assistant Director Aaron Bock attended the Goshen Community Services District's Board of Directors Meeting to present preliminary design plans for the Goshen Transportation Corridor Beautification Project. There were 8 people in attendance, and representatives from the County were able to answer questions regarding the project. The presentation included descriptions of improved walking routes, and a waiting area with benches and trash receptacles on the West Side of the Pedestrian Bridge located over SR99. It is believed that improving the safety and cleanliness of the walking path, as well as the addition of sidewalk on the East Side of SR99 which will connect existing sidewalk to the Pedestrian Bridge, that community members will be more likely to choose active transportation means vs. driving.

Goshen Complete Streets Plan 2023 Update

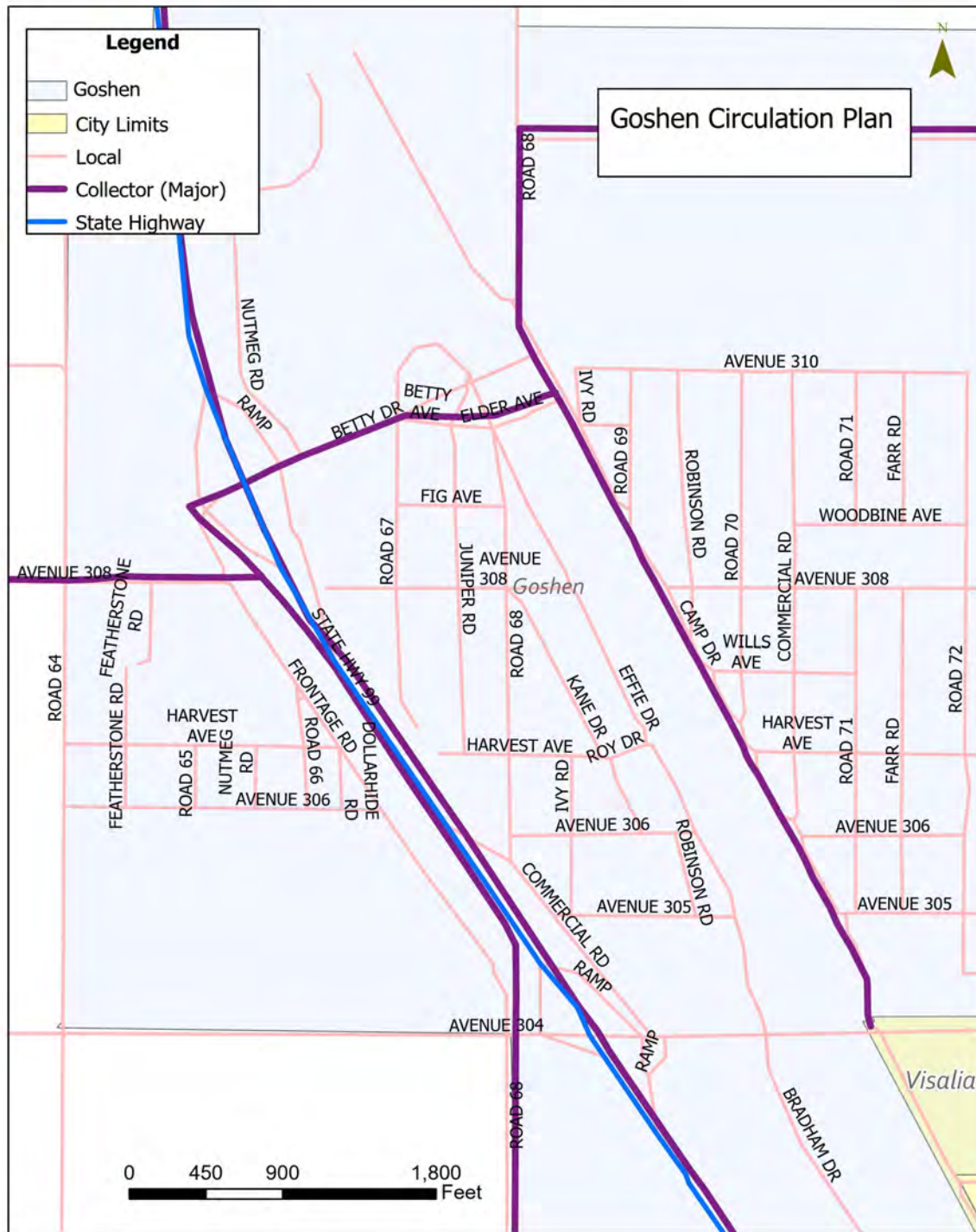
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Goshen Complete Streets Plan 2023 Update

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Goshen Complete Streets Plan 2023 Update

Appendix B – Circulation Plan



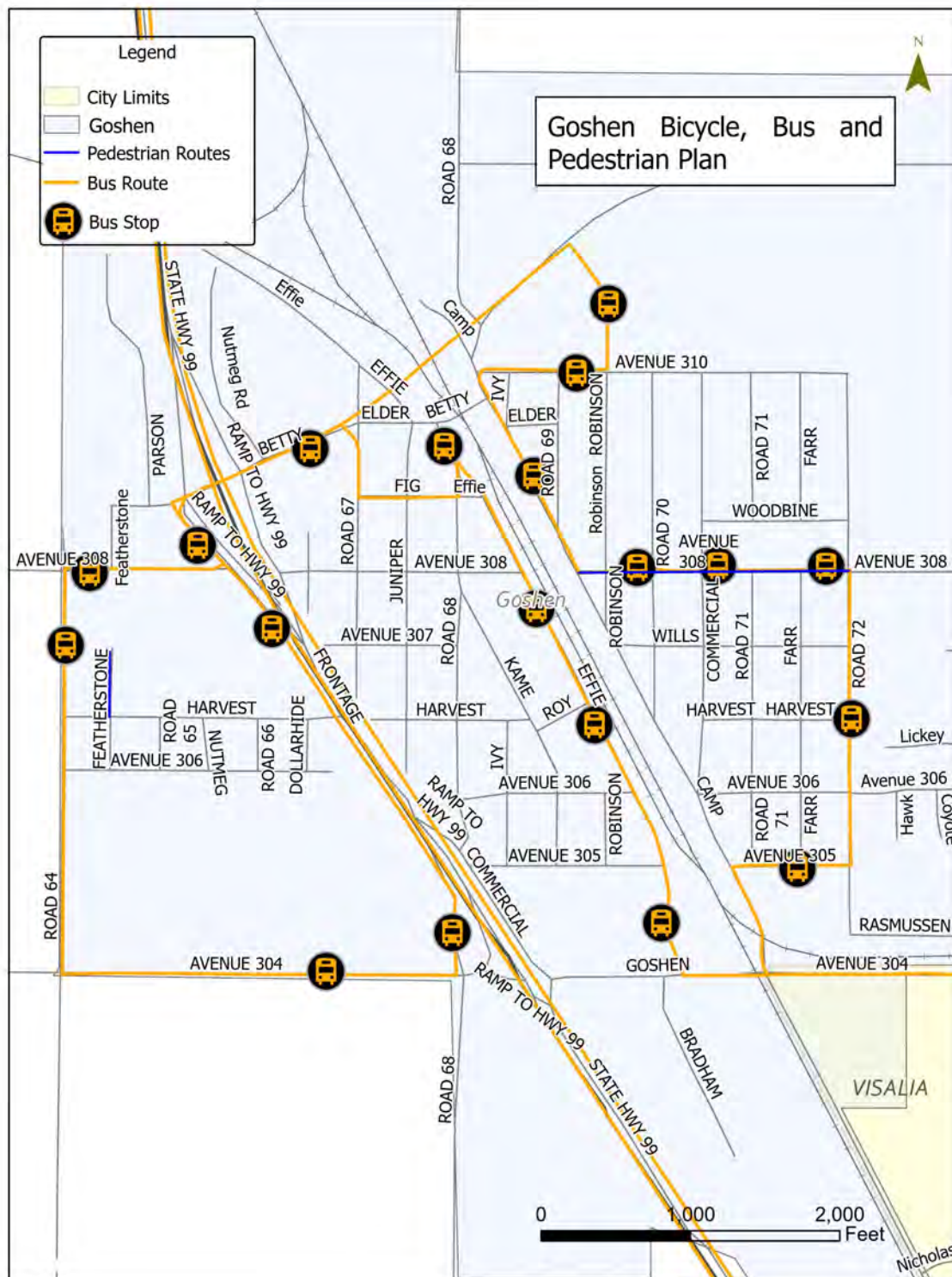
Goshen Complete Streets Plan 2023 Update



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Goshen Complete Streets Plan 2023 Update

Appendix C – Bicycle, Bus, and Pedestrian Plan

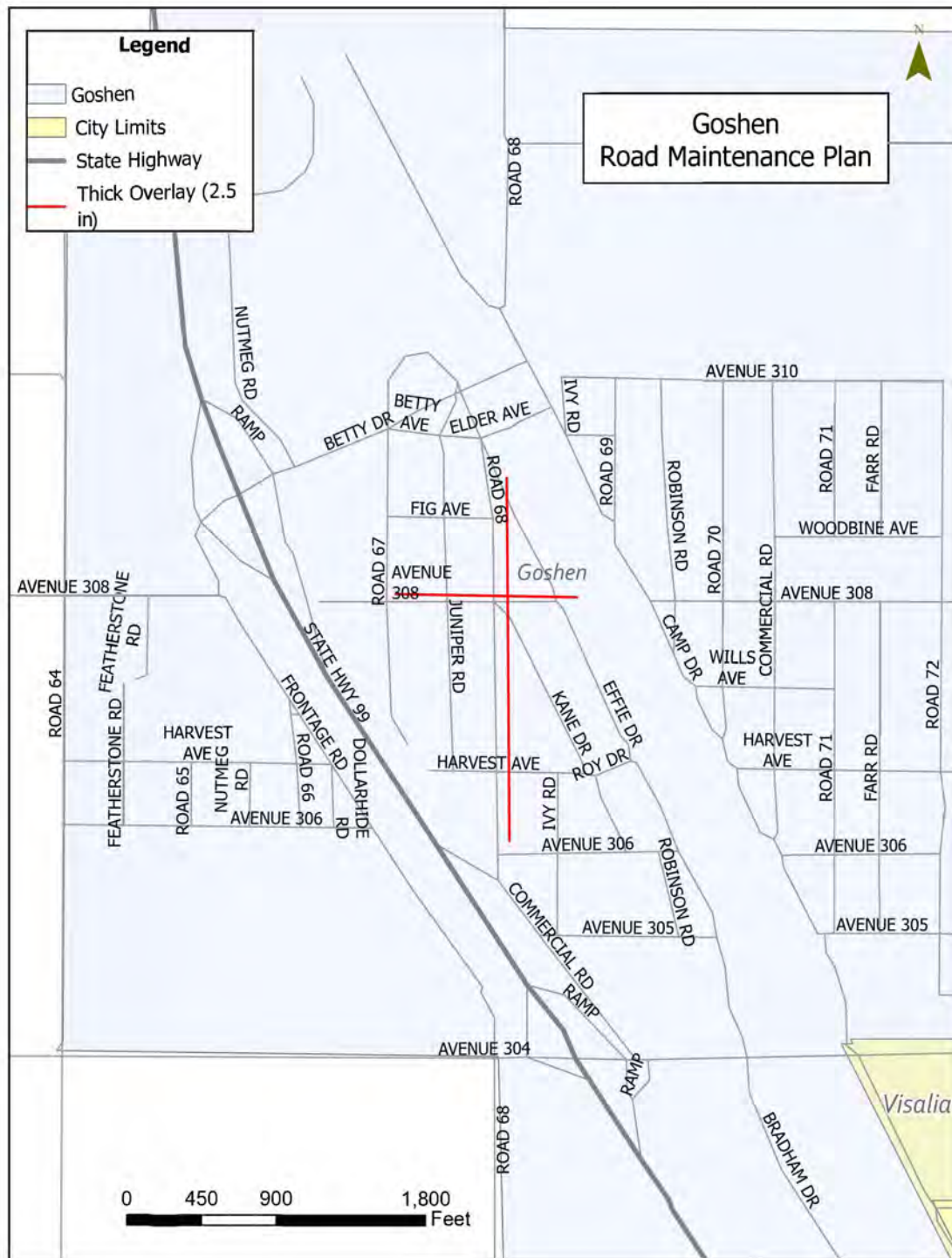


Goshen Complete Streets Plan 2023 Update

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Goshen Complete Streets Plan 2023 Update

Appendix D – Goshen Road Maintenance Plan



Goshen Complete Streets Plan 2023 Update

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Goshen Complete Streets Plan 2023 Update

Appendix E – Cost Estimates for Goshen (2023 Update)

Detailed Engineer's Estimate						
Agency:		Tulare County Resource Management Agency				
Project Name:		Complete Streets- Goshen				
Project Location:		Along Feathersone Rd-North of Harvest Ave. & Avenue 308 - Capm Dr. to Rd 72				
Date of Estimate:		December 23, 2021				
Prepared by:		Julian Sanchez				
Construction Items						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
1	999990	Mobilization	LS	1	\$337,000	\$337,000
2	050126	Construction Staking	LS	1	\$50,000	\$50,000
3	120090	Construction Area Signs	LS	1	\$15,000	\$15,000
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	\$25,000	\$25,000
8	220101	Finishing Roadway	LS	1	\$15,000	\$15,000
9(F)	190101	Roadway excavation	CY	10107	\$100	\$1,010,725
10(F)	250201	Class 2 Aggregate Base	CY	6111	\$100	\$611,111
11	390133	Hot Mix Asphalt (Type A)	TON	6600	\$120	\$792,000
12	394090	Place hot mix asphalt (HMA ramp)	SQFT	400	\$100	\$40,000
13	731504	Minor Concrete (Curb & Gutter)	LF	5300	\$40	\$212,000
14	731521	Minor Concrete (Sidewalk)	SQFT	26100	\$8	\$208,800
15	731623	Minor Concrete (Ramp)	EA	20	\$5,000	\$100,000
16	731516	Minor Concrete (Driveway/V-gutter)	SF	11000	\$15	\$165,000
17	510502	Minor Concrete (Minor Structures)	LS	1	\$20,000	\$20,000
18		Signing & Striping	LS	1	\$5,000	\$5,000
19		Transit Stops	EA	1	\$6,000	\$6,000
20		Misc Items	LS	1	\$50,000	\$50,000
					Sub-Total:	\$3,702,636
					*Contingency:	\$370,264
					TOTAL:	\$4,072,900
* Up to 10% Contingency may be included in Engineer's Estimate						
(F) = Final Pay Item						
Non-Construction Related Cost						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
22	-	Environmental Clearance	% of CON	5%	\$3,702,636.42	\$185,131.82
23	-	Preliminary Engineering (PE)	% of CON	10%	\$3,702,636.42	\$370,263.64
24	-	Construction Engineering (CE)	% of CON	15%	\$3,702,636.42	\$555,395.46
25	-	R/W Acquisition	LS	1	\$200,000.00	\$200,000.00
26	-	Utility Relocations	LS	1	\$100,000.00	\$100,000.00
					Total:	\$1,410,790.93
Total Construction & Non-Construction Items						\$5,483,690.99

Goshen Complete Streets Plan 2023 Update



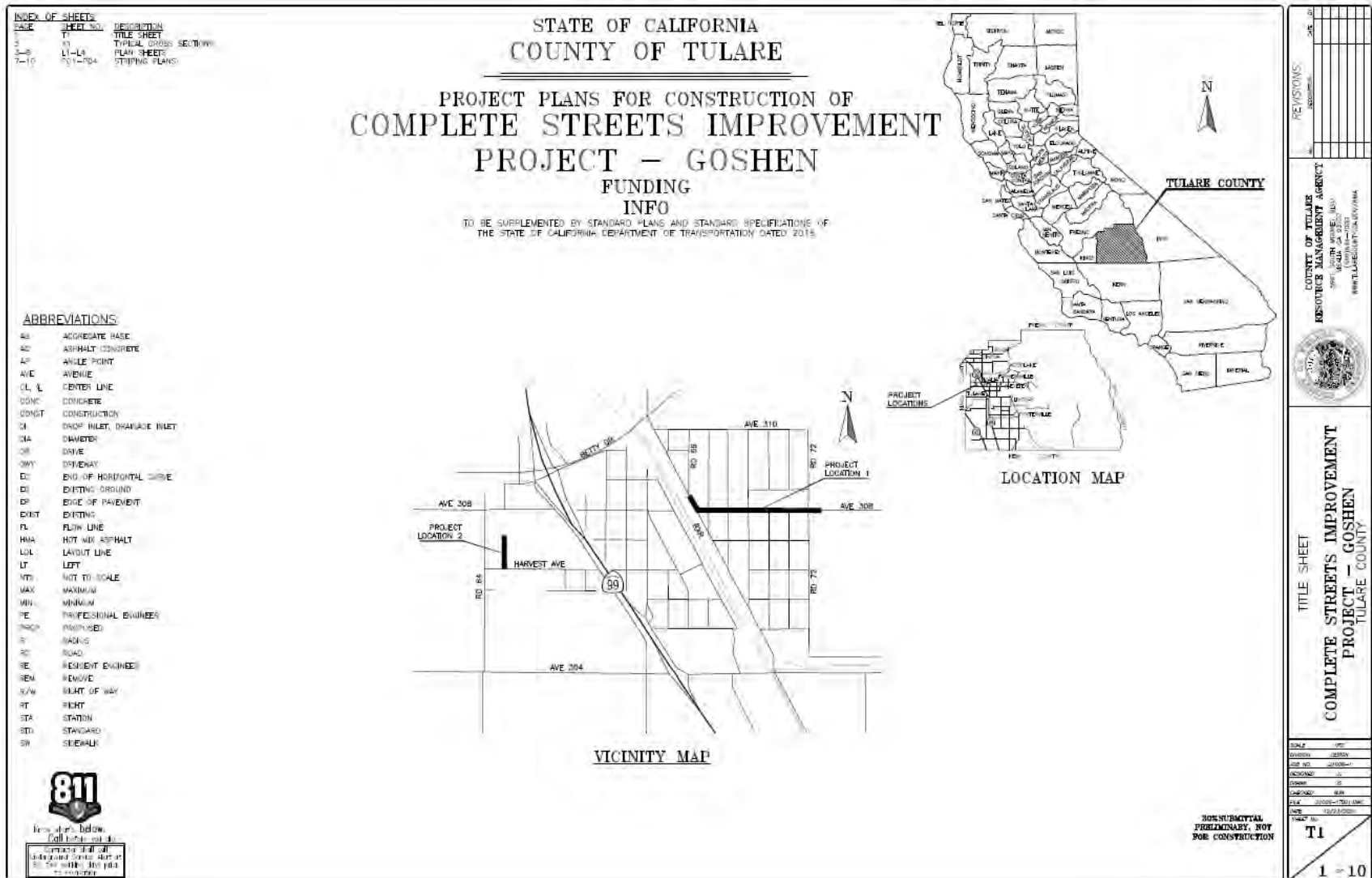
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Appendix F – Goshen 2023 Update Improvement Plan

Goshen Complete Streets Plan 2023 Update

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Goshen Complete Streets Plan 2023 Update



Goshen Complete Streets Plan 2023 Update

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Tulare County Complete Streets –Goshen (2023 Update)
Tulare County RMA



Goshen Complete Streets Plan 2023 Update

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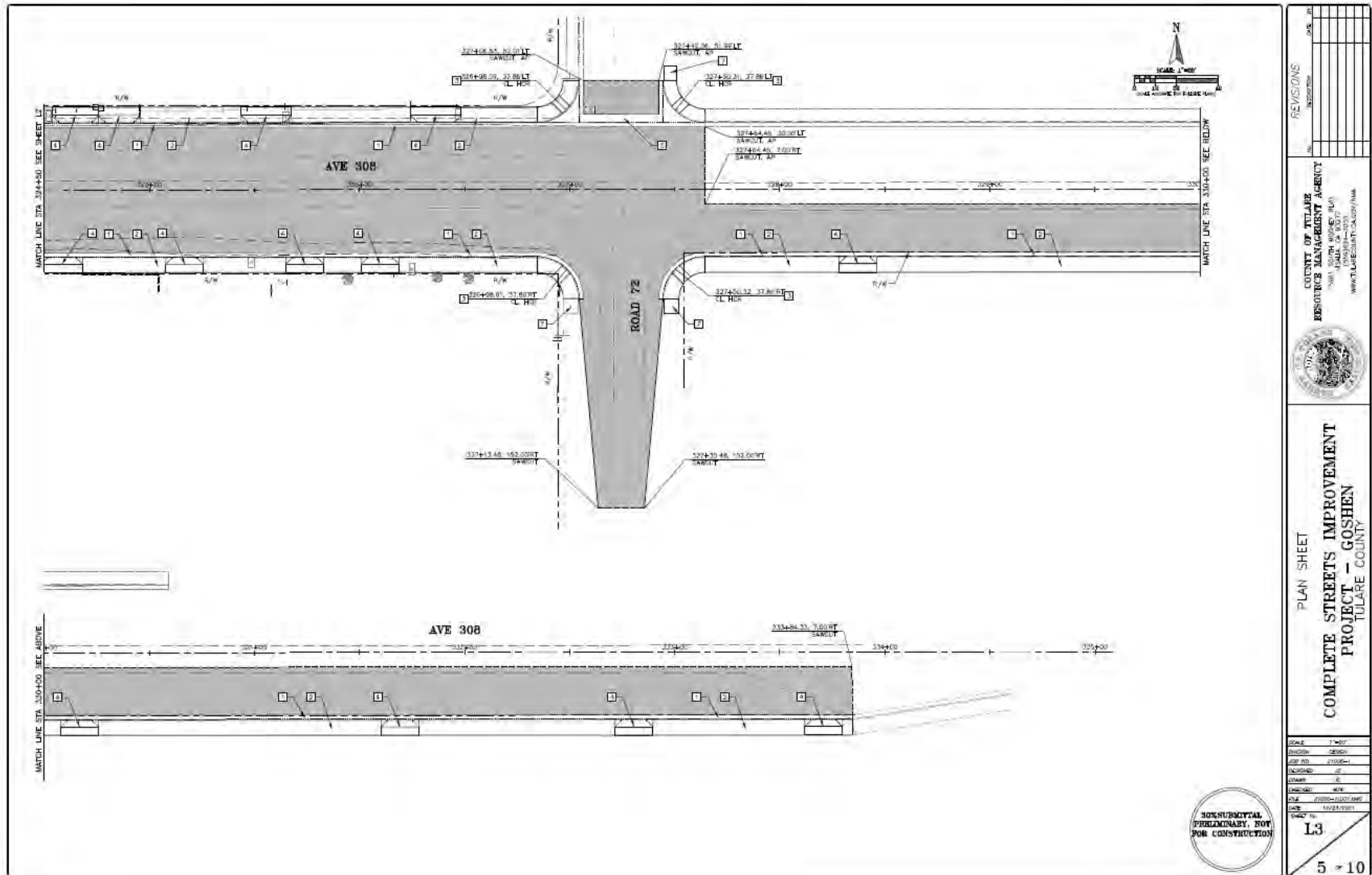
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Tulare County Complete Streets –Goshen (2023 Update)
Tulare County RMA

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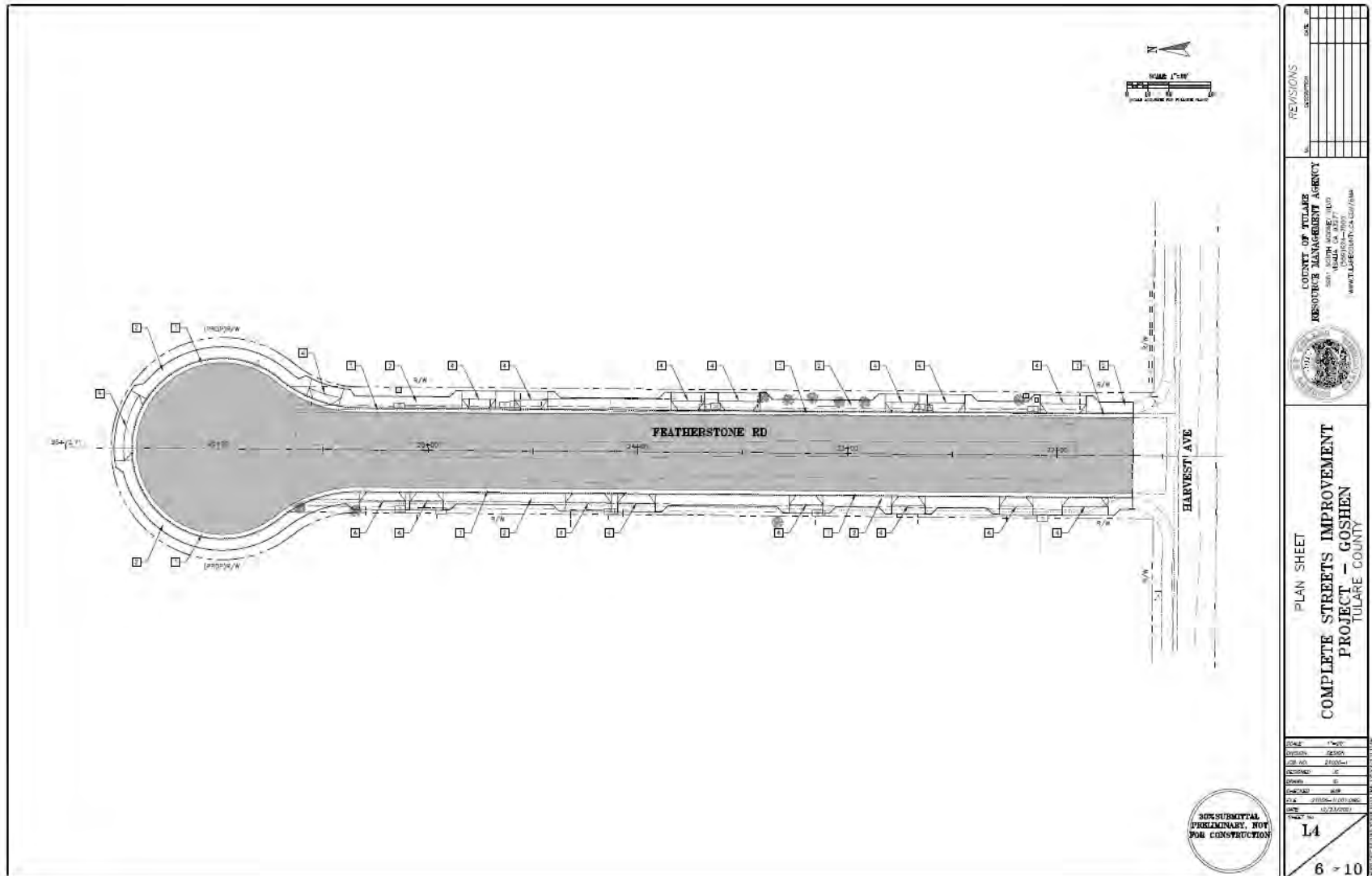
Goshen Complete Streets Plan 2023 Update



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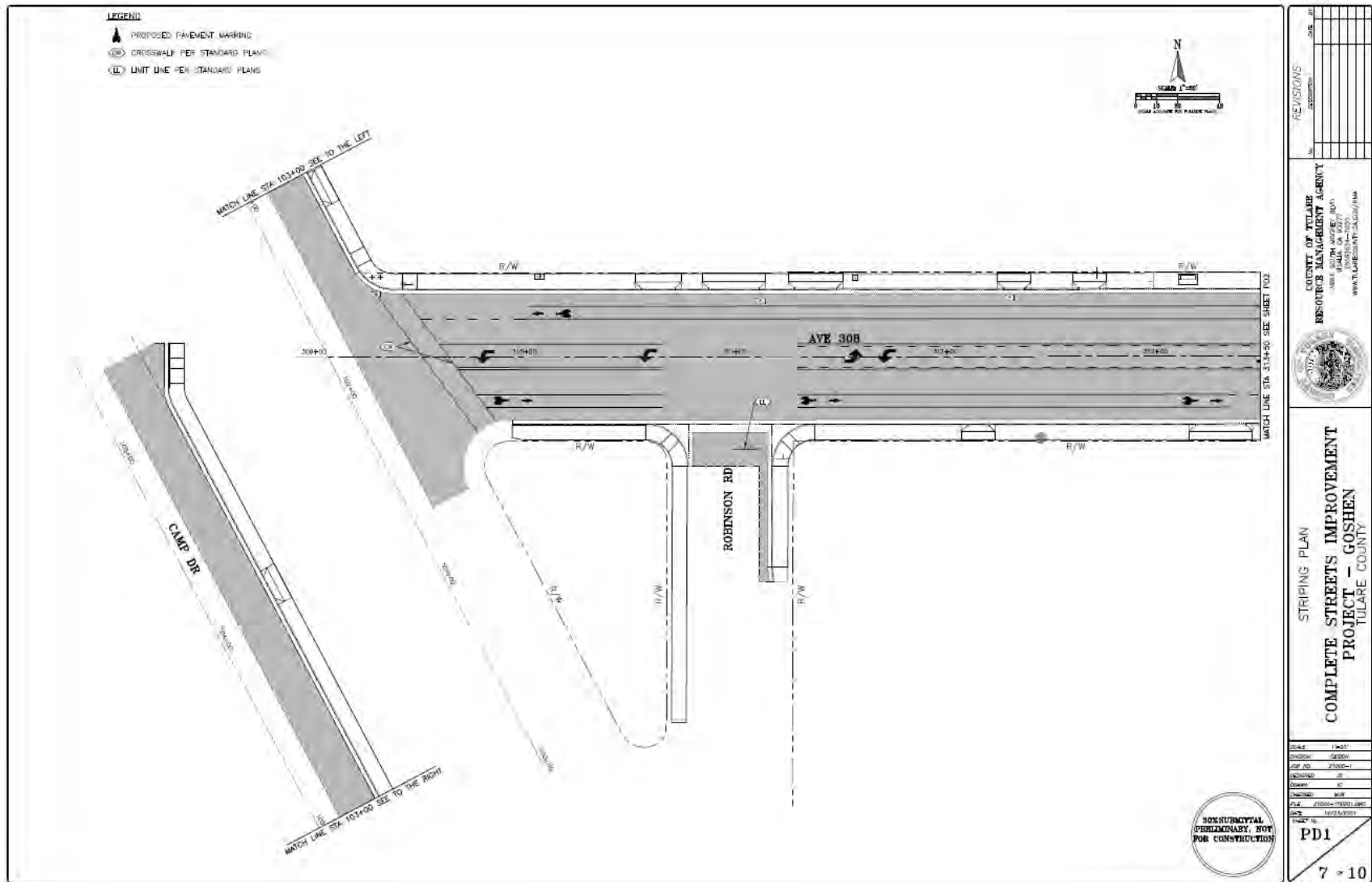
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Tulare County Complete Streets –Goshen (2023 Update)
Tulare County RMA



Goshen Complete Streets Plan 2023 Update

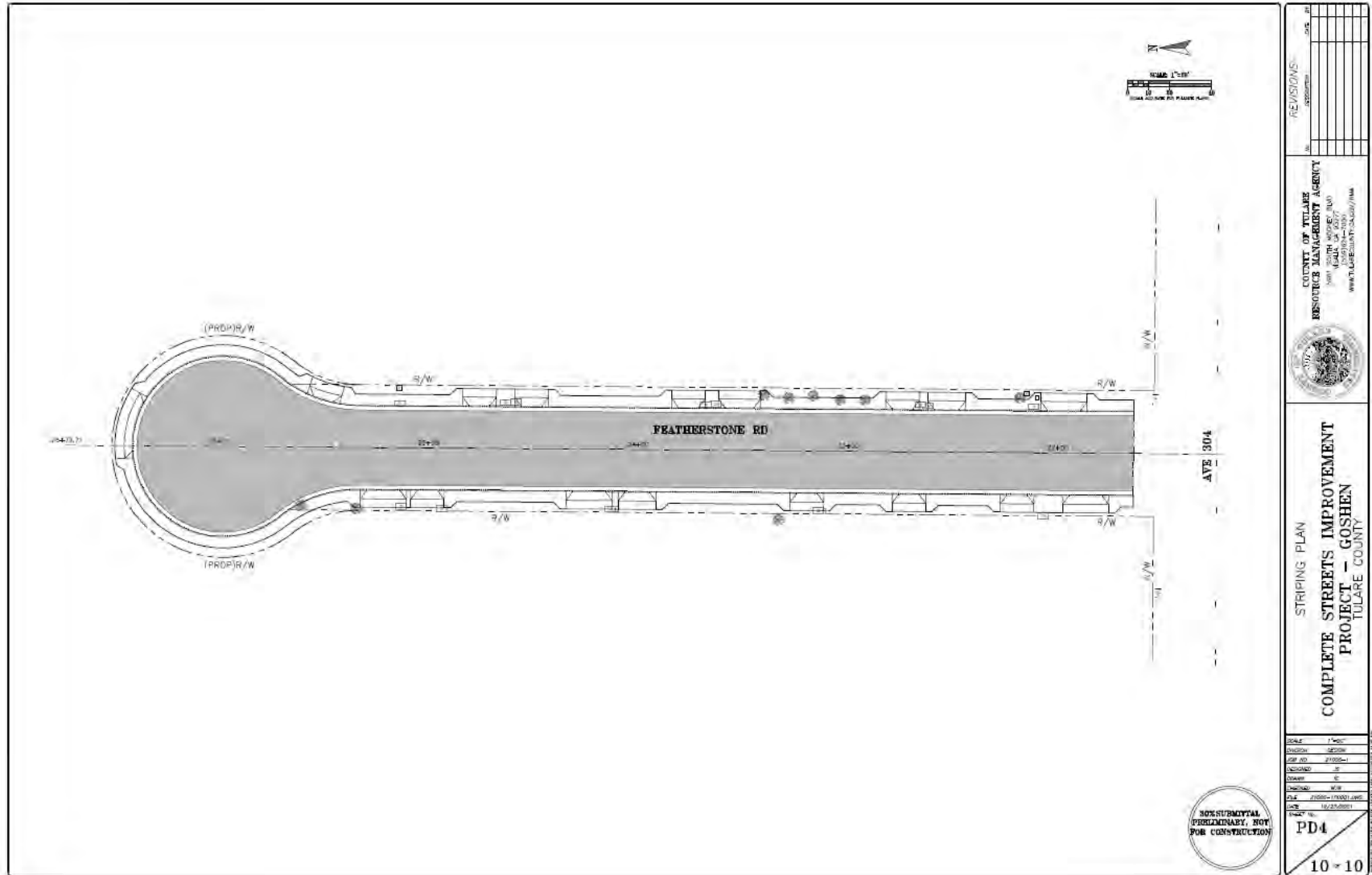
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Tulare County Complete Streets –Goshen (2023 Update)
Tulare County RMA

Goshen Complete Streets Plan 2023 Update

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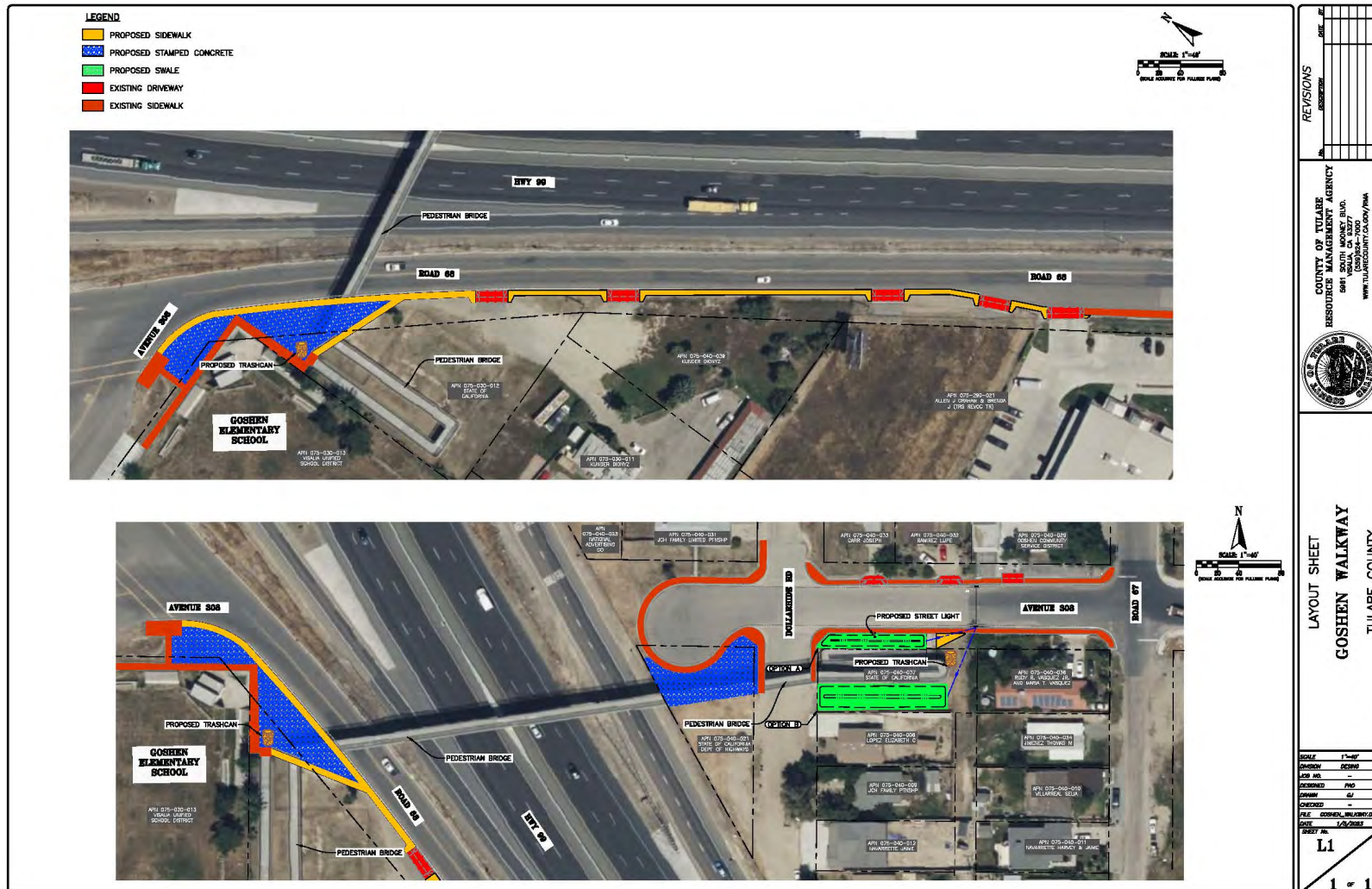


Goshen Complete Streets Plan 2023 Update

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Goshen Complete Streets Plan 2023 Update

Appendix G – Goshen Pedestrian Overpass Improvement Project



Goshen Complete Streets Plan 2023 Update



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Appendix H – Goshen Public Outreach

Goshen Complete Streets Plan 2023 Update



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Goshen Complete Streets Update 2021

Presented By:

Aaron Bock, Assistant Director

Chuck Przybyski, Planner IV

Resource Management Agency



February 25, 2021

Goshen Complete Streets Update 2021

2

Project Background

Goshen Complete Streets 2014

Project Name	Project Description	Type of Project Designation	Estimated Cost	Purpose and Need	Potential Funding Sources
Goshen Complete Streets - Betty Drive Street Improvements	Betty Drive between Road 67 & Robinson Road (approx. 1950 feet), the project proposes to install ramps, class II bike lanes and lighting.	Complete Streets	\$ 124,472	Increase pedestrian safety and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Goshen Complete Streets - Goshen Avenue (Ave. 304) Street Improvements	Goshen Ave. between Commercial Road to Road 76 (approx. 4800 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, class I bike lanes, drainage facilities and paveout of the roadway.	Complete Streets	\$ 4,671,447	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Goshen Complete Streets - Effie Drive/Camp Drive Street Improvements (Truck Route)	[OPTION A]-Fig/Effie Drive between Road 67 & Goshen Ave. (approx. 4300 feet) & [OPTION B]-Camp Drive/Ave 310/Robinson between Betty Dr. & Goshen Ave. (approx. 8000 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, class I bike lanes, drainage facilities and paveout of the roadway.	Complete Streets	\$ 5,000,000	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Goshen Complete Streets - Harvest Avenue Street Improvements	Harvest Avenue between Road 64 & Road 66 (approx. 1900 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, class I bike lanes, drainage facilities and paveout of the roadway.	Complete Streets	\$ 1,600,000	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Goshen Complete Streets - Road 76 Street Improvements (Truck Route)	Road 76 between Avenue 304 & Betty Dr., (approx. 5200 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, drainage facilities and paveout of the roadway.	Complete Streets	\$ 5,500,000	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R

Goshen Complete Streets Update 2021

3

Goshen Complete Streets September 2014

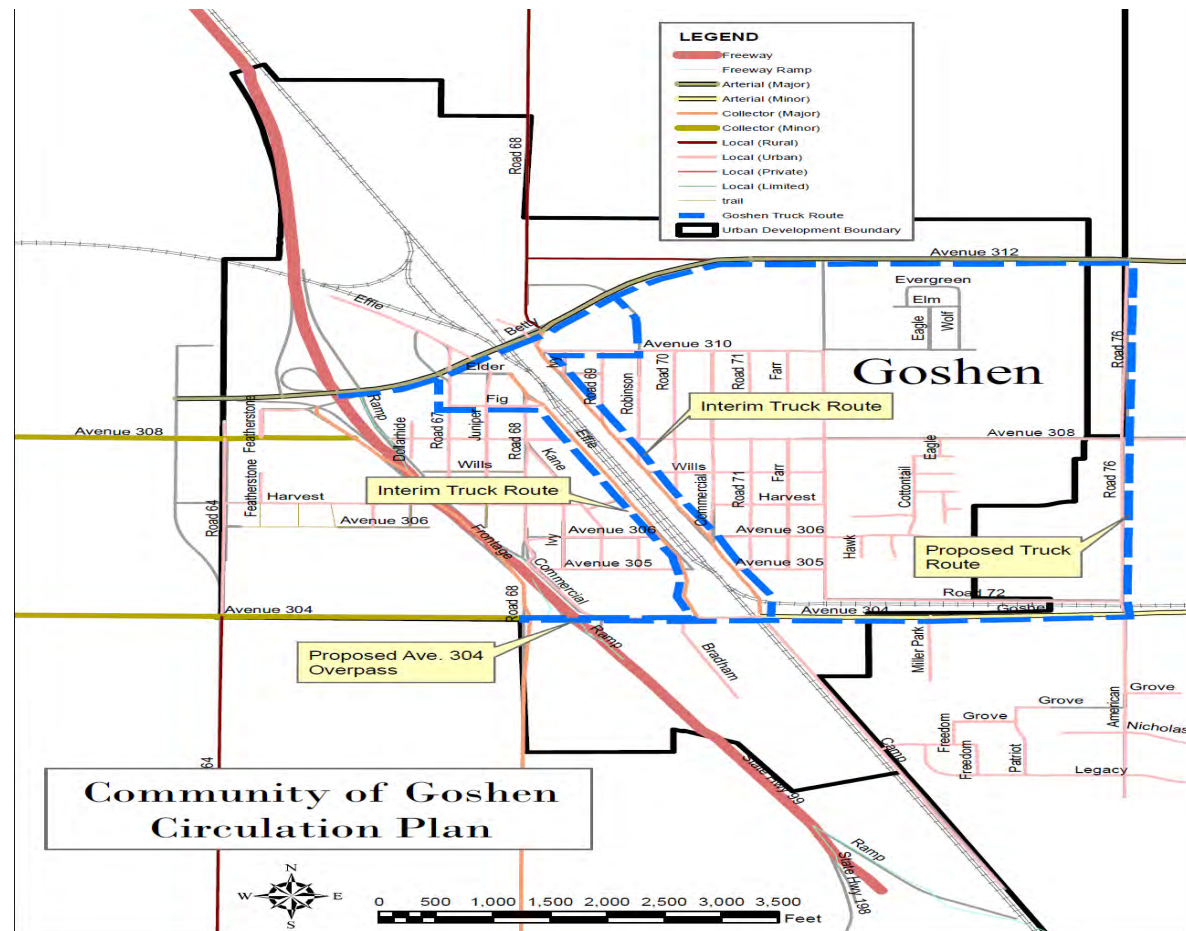
Improvements

Betty Drive
Goshen Ave (Ave 304)
Effe Drive /Camp Drive
Harvest Avenue
Road 76



4

Circulation Plan



Goshen Community Plan 2018 Update

Goshen Community Plan 2018 Update

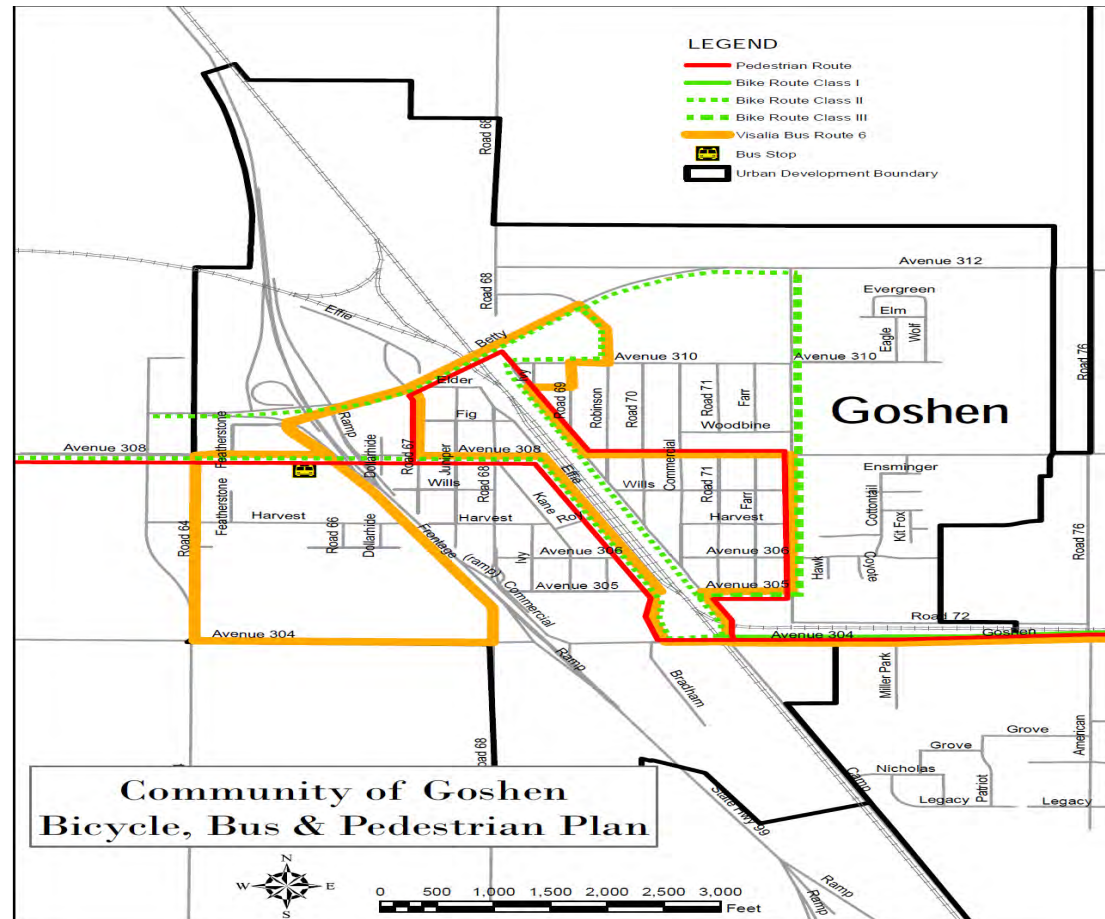
Circulation Plan



Goshen Complete Streets Update 2021

6

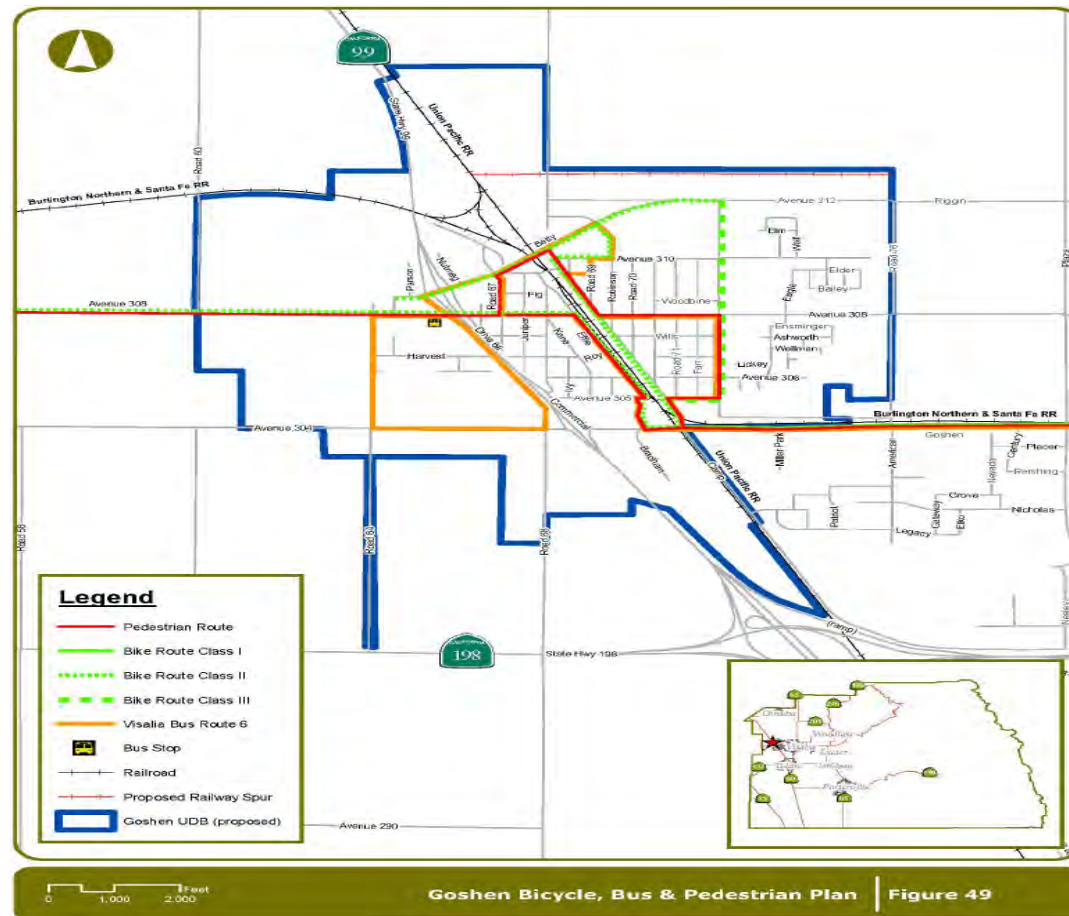
Goshen
Bicycle,
Bus, and
Pedestrian
Plan (2014)



Goshen Complete Streets Update 2021

7

Goshen Bicycle, Bus, and Pedestrian Plan (2018)

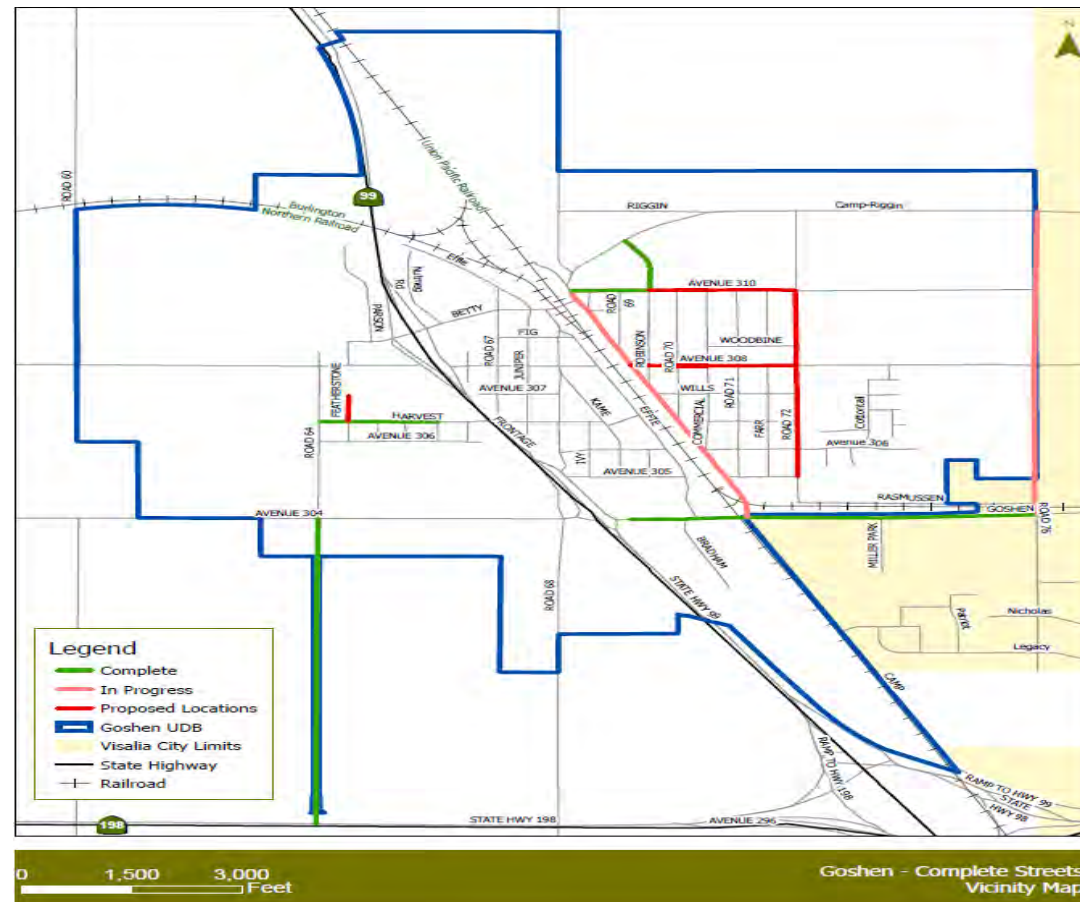


Goshen Complete Streets Update 2021

8

Proposed
Goshen
Complete
Streets
Update
2021

Featherstone
Avenue 308
Avenue 310
Road 72



Goshen Complete Streets Update 2021

9

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.

Goshen Complete Streets Update 2021

10

Next Public Outreach

- Study Session 1: Thursday, March 11, 2021 at 6:00 pm
- Study Session 2: Thursday, March 25, 2021 at 6:00 pm

11

Questions



Aaron Bock

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Goshen Complete Streets Update 2021

Presented By:

Aaron Bock, Assistant Director

Chuck Przybyski, Planner IV

Resource Management Agency



April 20, 2021

Goshen Complete Streets Update 2021

3

Project Funding

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

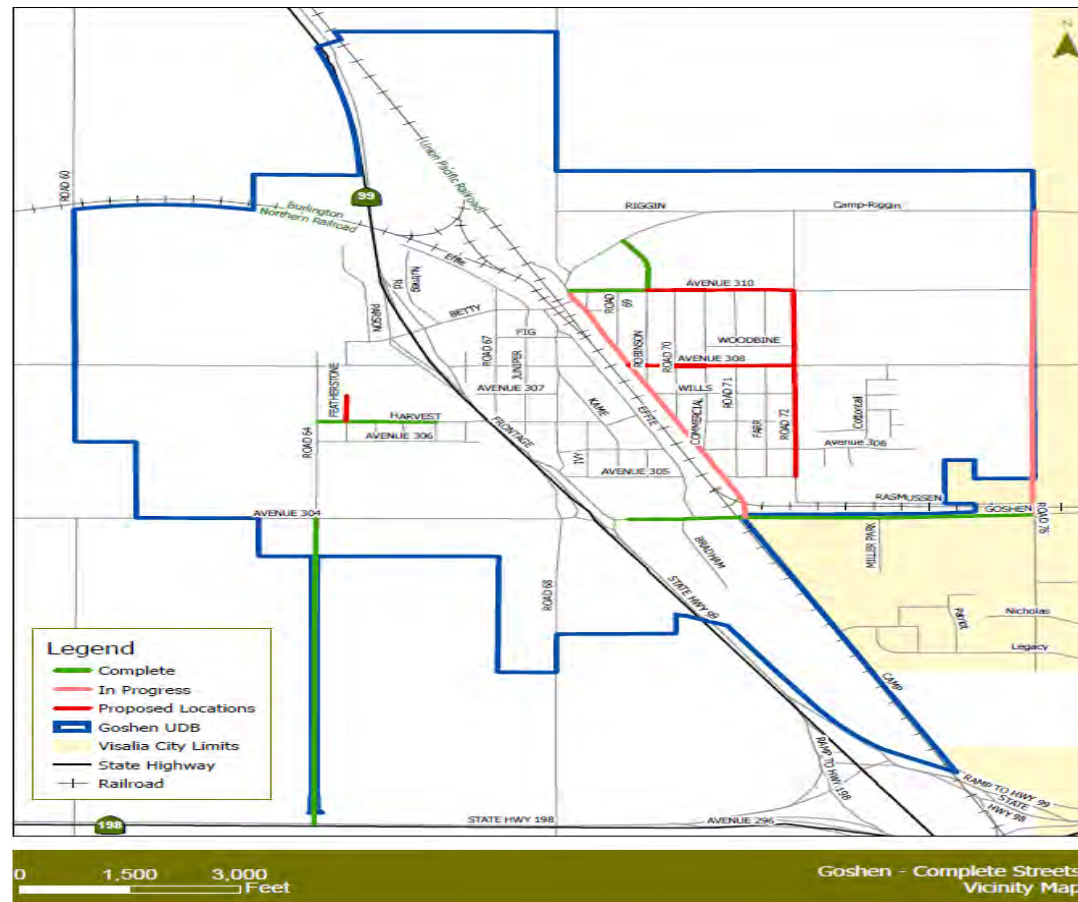
Project Communities include: Goshen, Matheny Tract, West Goshen, and East Tulare Villa.

Goshen Complete Streets Update 2021

8

Proposed
Goshen
Complete
Streets
Update
2021

Featherstone
Avenue 308
Avenue 310
Road 72



4

Questions



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Goshen Outreach
Summary Meeting Minutes
March 11, 2020

Attendees:

Aaron Bock	Assistant Director, Economic Development / Planning
Jose Saenz	Planner II
Johnson Vang	Engineer III
Susan Simon	Planner III
Doreen Alvez	Staff Services Analyst
Frank Vargas	Goshen Community Citizen
Rachelle Luna	Goshen Community Citizen

Mr. Bock opened the Zoom Meeting on March 11, 2020 at 6:07 p.m. Introductory comments were provided. Translation services were placed on standby; and Resource Management staff introduced themselves.

Mr. Bock highlighted the spreadsheet from the survey results handed out to the Goshen community.

Ms. Simon stated potholes, flooding, drainage, pave out/repaving, heavy traffic, curb/gutter/sidewalk, big semi's parked, safety, gangs, street lights, pedestrian crossing, larger road (needs to be wider), trash problems, lights are too bright coming from different buildings/businesses, and speeding were listed as issues for specific roads (Ave 305, Ave 306, Ave 310, Ave 312, Road 68, Road 70) in the Goshen community.

Mr. Bock reiterated that the survey showed where the prevalent boxes are crossed by concern or by issue for the roadway for the most part.

Ms. Luna asked how can you tell which areas had the most votes or is this not what it is going by [on the spreadsheet]?

Mr. Bock responded that the spreadsheet showed a visual depiction at this point of what was reported which can be tallied. The survey shows the number one concern listed was potholes, which is pretty consistent, flooding and drainage, are typical for most of our communities.

Ms. Luna commented that she could not believe no one listed Road 70 as an issue.

Mr. Bock stated the list was based on what was received from the surveys, so if we missed yours, we apologize. Ms. Simon stated she would be happy to place the concern for Road 70 in the spreadsheet.

Ms. Luna stated Road 70 is listed on the spreadsheet but there are no markings on the spreadsheet for concern. Ms. Simon stated Ave 312 is the same way but promised it would be marked.

Mr. Bock encouraged Ms. Luna to complete the survey and RMA would be happy to fill in the information. He stated the spreadsheet was a good tool to use to see what the concerns are by road and its unique. Most planners do not really think of it in these terms but think of it in larger issues or concerns, but the survey was broken down by road. Mr. Bock stated the survey was a good starting point to start the conversation of where we should focus our energy. Based on this spreadsheet, it is definitely maintenance of the roads which is fairly consistent in most of our communities. It is interesting, you see gangs in one area, safety in another area, I am guessing those are a grouping of a few surveys. Those are indicative of

concerns by neighbors there, streetlights are always a concern in our community, although Goshen is fairly lite compared to most of our communities. Because normally that would be a number two or three on our list. At the end of the day I think we should put numbers on the bottom to sum up how many votes each one of these issues got by overall [tally]. Mr. Bock stated this is a good starting point and we use this information as we put our program together for the update of the Complete Streets in saying what the community's concerns were. Based on the information, he did not see anything new or different and thanked Ms. Simon for putting the information together.

Mr. Bock stated Ms. Luna was providing to provide live video of Road 70 where she lives.

Mr. Bock asked if staff had the roads by vote so far in the survey by map?

Mr. Bock described what was being shown by Ms. Luna of Road 70. He stated the road showed pitting, and existing sidewalk. Mr. Bock informed Ms. Luna that staff can see the road [provided by video] and that staff could take a look at the road and where it sits in our maintenance program. Mr. Bock stated if we can staff needs to move it up on the priority list.

Mr. Bock stated as suggested at the last meeting, staff was going to come back with a map showing which locations got the most votes through our survey and put it to you folks [Goshen Community] to vote which one you would like for us to focus our energy. Mr. Bock asked Mr. Johnson to explain the four locations on the map and perhaps take a vote (Mr. Bock was unsure if the vote would happen considering there were two people in attendance).

Mr. Vang stated since it is a smaller group, he was unsure if the voting would do much at this time. He stated staff had ideas for the concerns that was received from the community.

1. **Featherstone-** This road was [discussed] in the last meeting. Recently the County finished a project along Harvest. Featherstone was left untouched and it connects to the southside of the school there. Mr. Vang was unaware if pedestrians use that location to get to school but there is a gate there, but Featherstone is one of four locations we have at the moment.
2. **Avenue 308-** The County put in curb, gutter, and sidewalk along Avenue 308 on the west side of the railroad but to finish off the stretch there of the sidewalk construction through the heart of Goshen. Which was a big concern from the community as well.
3. **Road 72-** The corridor is one of the proposed locations as well, which is also a major corridor that cuts through the community. It is not a local road that cuts through the community but a popular pick as well.
4. **Ave 310-** On the north west side there is a park there and this was also a popular pick as well.

Mr. Vang stated these were the popular choices and if anyone wanted to chime in and provide feedback.

Mr. Bock stated with the exception of Road 72, these projects were a movement away of projects that were discussed. Mr. Bock clarified that the concern was for Ave 310 and the east side of Avenue 308. Featherstone was an area of concern for those individuals who live in the neighborhood. Mr. Bock stated staff would talk with the school about Featherstone because if that is a major access point for the school and people are using it more frequently then we previously knew, then we should begin to look at how we put that into the County's pavement system and start that process.

Mr. Bock stated outside of these projects, since there are only two people on the phone today, if we could get some feedback versus a vote today on these locations, staff is asking for comments at this time.

Ms. Luna commented that staff knew her vote for Road 70 as it is so bad and has provide a video of those pitted holes as they are so deep. Ms. Luna stated it is the whole street too, not just a little section. She stated we are just right of off of Ave 308 if you just turn the cement truck.

Mr. Vang thanked Ms. Luna for her comment and for showing staff the video. He clarified that the segments depicted on the map are those projects that will undergo 30% design and will be used to apply for grants for major road projects. He stated Road 70 is more maintenance and he would definitely bring it up to the maintenance division. Mr. Vang asked Mr. Vargas at the last meeting he brought up Avenue 306 that you lived on?

While Mr. Vargas did not respond, Mr. Vang stated he would bring up these requests for road maintenance to the maintenance division for follow up. While he did not know what the maintenance division had planned for Goshen, he would forward their request to them.

Mr. Vang turned the attention back to the projects listed for feedback. He said just because staff focus is on the four-project depicted does not mean Road 70 would not be touched. Maintenance of the roadway is something staff will address on the side. The four locations depicted, if chosen, will be a starting point to develop the community. For this discussion, Mr. Vang stated staff's focus were on these major roadways. However, by talking with the committee, the engineers are able to find out what roads are..., because of limited funds it is unfortunate, we cannot fix every road, hearing concerns definitely helps. However, he would be bringing their roads up to the maintenance division. Mr. Vang reiterated that because the focus is on these four roads does not mean staff would ditch Road 70 and leave it like that.

Ms. Luna asked if staff had one more Goshen meeting after this?

Mr. Vang stated by the next meeting he will at least talk with the maintenance division. Although he does not know what response he will get, he will reach out to them and bring feedback to the group. Mr. Vang reiterated these four locations were the larger improvements for the community.

Mr. Vargas stated his concerns are basically those he listed the last time and he does not want to be spinning his wheels or taken any body's time right now. Mr. Vargas stated the east side of camp drive is pretty bad and he does not have to keep on saying it over and over again. He stated he appreciates staff pointing the projects out, but his square should have bee done a long time ago i.e. paving and all that is in bad need and he does not know what else to say except the same thing.

Ms. Luna asked about the location numbering 1...2...etc. are those in order? Road 72 they just built those complexes not to long ago, that road is pretty... there is no potholes, its not pitted. She did not understand why that had to be redone. Out of the 2...3...4, she did not know about 1 as she is not on that side, but Avenue 308 would need it more than the other two.

Mr. Vang stated the project locations are not numbered by priority. He explained the greatest challenges for rural communities is drainage and finding a location for water drainage for curb and gutter installation as these areas are not setup for property drainage. Mr. Vang stated these projects for curb, gutter and sidewalk would also address drainage for these areas which would start building the infrastructure, which is for Road 72, but for Ave 308 he had not been in the area to pin point the issue.

Mr. Vargas stated he is located on Avenue 306 and where he mentioned also on Avenue 305, when that Avenue 305 gets connected to camp drive, right in the existing corner right there, there is a drain. The drain used to work before but unfortunately, they just let that go. There are a bunch of weeds that grow over that. The person who used to live there on the corner of Avenue 305 and Road 72, he moved out,

but he used to go out and get his shovel and dig it out and open it again. That is preexisting already so why cannot that be upgraded.

Mr. Vang stated he will answer his question in two parts: 1) If there is a drainage, assuming the County owns it, there is a way for the community to contact the county, if it's a drainage it means it's a low point and it will pool there. He stated the County has a website to report a problem. If the county owned the land, chances are we would have created a basin by now but is not sure who owns the land. Mr. Vargas stated the drain is not on the land but on the road. Mr. Vang stated he would provide where the community could contact the County to report a problem.

Mr. Bock asked Mr. Vargas if he was to prioritize these roadways and we do understand your concerns but if you were to prioritize these roadways given the four locations, in what order would you put them in?

Mr. Vargas responded, to be honest he has to admit... east of camp drive there. We are in pretty bad shape in this side and not because I live on Avenue 306.

Mr. Bock stated he understood but as Mr. Vang stated a lot of these were maintenance issues but based on what we have so far in the community surveys this was the predominant road ways of there concern and I think everybody has their own concern. But if they were going to vote as a community, what order would you put these in?

Mr. Vargas stated, you say community concern, this is the first time I have been involved in this. I take you had a lot of input from the community before.

Mr. Bock stated this was from the surveys we handed out that we sent to people. This is how everybody kind of voted... over the last few weeks.

Mr. Bock and Mr. Vargas discussed the difference in mapping and the results so far.

Mr. Vargas stated based on what he can see, there is not a lot of input, there are only two people today and last time was at least six people. Ms. Simon provide an example of the survey provided to the community so that Mr. Vargas could see what was sent out. Mr. Bock stated the survey was mailed out to everyone and the votes are from what was received from the mailout and he understood if he did not want to prioritize now. Mr. Vargas stated he was fine with what was selected, he did not have a problem with it but there was a lot of things happening on the west side and he could see their concern but he just hopes no one forgets about them [east side].

Mr. Bock asked Ms. Luna if she had feedback on how these projects should be prioritize our efforts towards those four roadway lanes.

Ms. Luna stated that her main concern that if those are the ones that you are truly [do]. All I ask that you look at them personally... as she has been down these roads like Road 72 as that street is fine. It is almost brand new. So, I just hope that whoever is going to take the time to look at these streets can look at them before they make any decisions and decide for yourselves. I can understand the community involvement is not that great this time but I am going to, I dropped the ball myself, I was going to go full speed ahead and I didn't do it. I am going to do better and try to get other people involved. I am going to take some time and go pick up some flyers tomorrow and get it out to everybody and hopefully in two weeks it will be a better outcome and input

Mr. Bock stated that Ms. Luna made a good point about Road 72 and maybe we got more votes on that because of Self Helps development over there in the new homes that have located on the east side, especially the more northern piece of it, it goes south. It is not really on this map but going south on Avenue 310 it starts to deteriorate a little bit, but I agree with you fully. This is not the time or place to figure out which of these locations is best and we will take a look at Road 72 and also add a fifth location on here if that's not the what the rest of the community would say that is not the road as it is in relatively good shape, so why are you going to throw a lot of money or effort at it. So, we will take a look at that again.

Mr. Vang stated these locations are not listed by priority; they are numbered to identify how many projects only.

Mr. Bock stated the survey will be tallied by votes for the next meeting and we will summarize the sums at the bottom of the survey list of which issue got the most votes. Mr. Bock reiterated staff would talk with maintenance regarding the road and drainage issues as reported in this meeting. Next meeting in two weeks with a possibility that an additional meeting will be held if not enough participants are available for the third meeting.

Meeting closed at approximately 6:50 p.m.

WE WANT TO KNOW WHAT YOU THINK



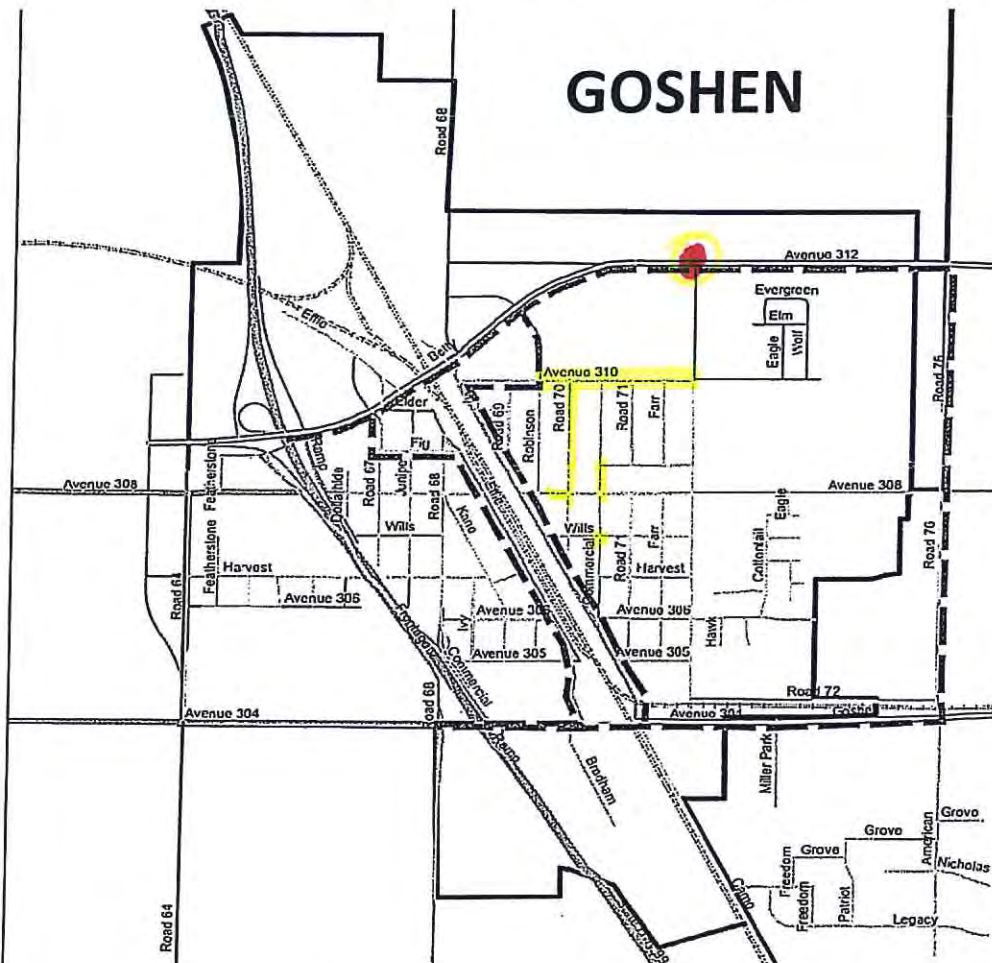
GOSHEN COMPLETE STREETS

CIRCLE YOUR "AREA" OF ROAD CONCERNS FOR GOSHEN ON THE BELOW MAP AND YOUR CONCERNS ON THE BELOW LIST

- Safety, congestion, vehicle speed, streetlights, pedestrian crossing.
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- Transit and school bus stops, bike lanes.

We also appreciate any notes you can make!

GOSHEN



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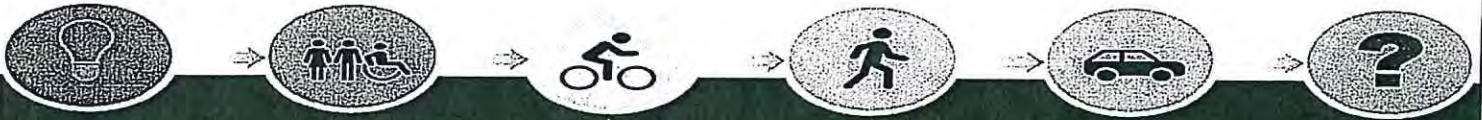
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Resource Management Agency
5961 S. Mooney Blvd.
Visalia, CA 93277

Questions Contact

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



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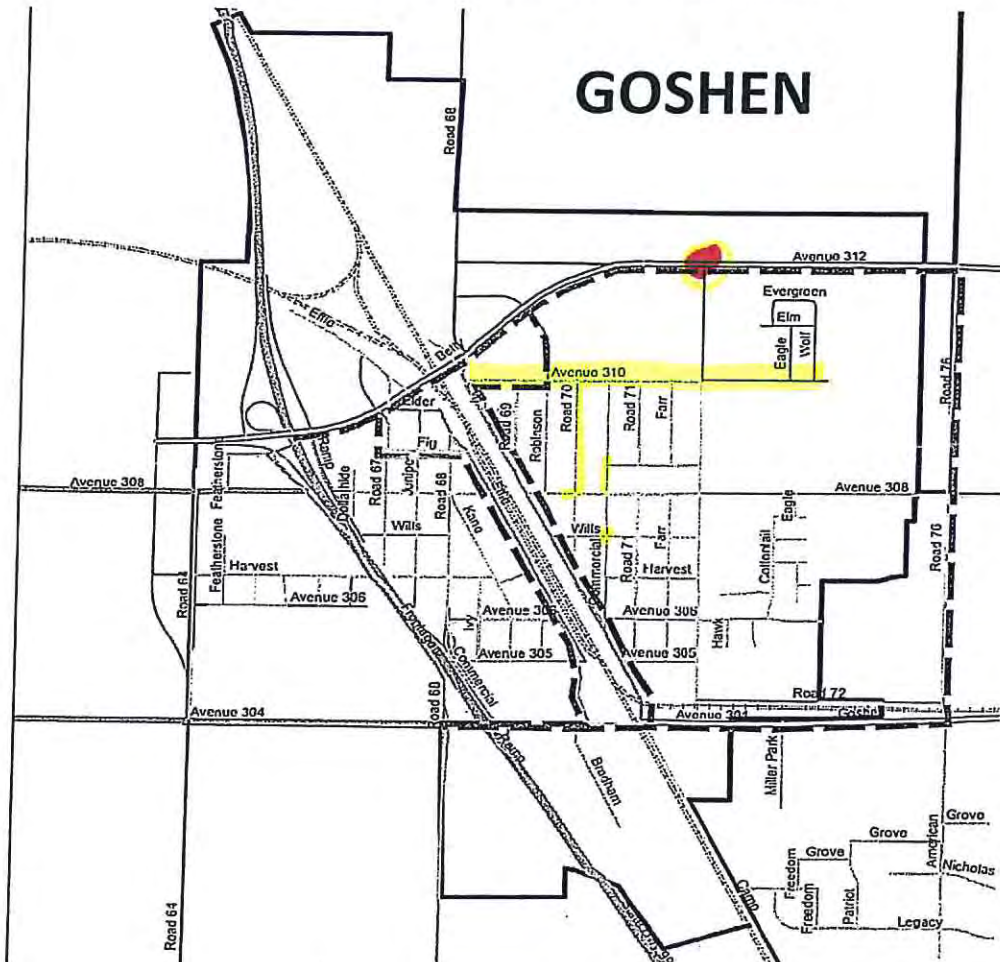


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REPAVING

We also appreciate any notes you can make!

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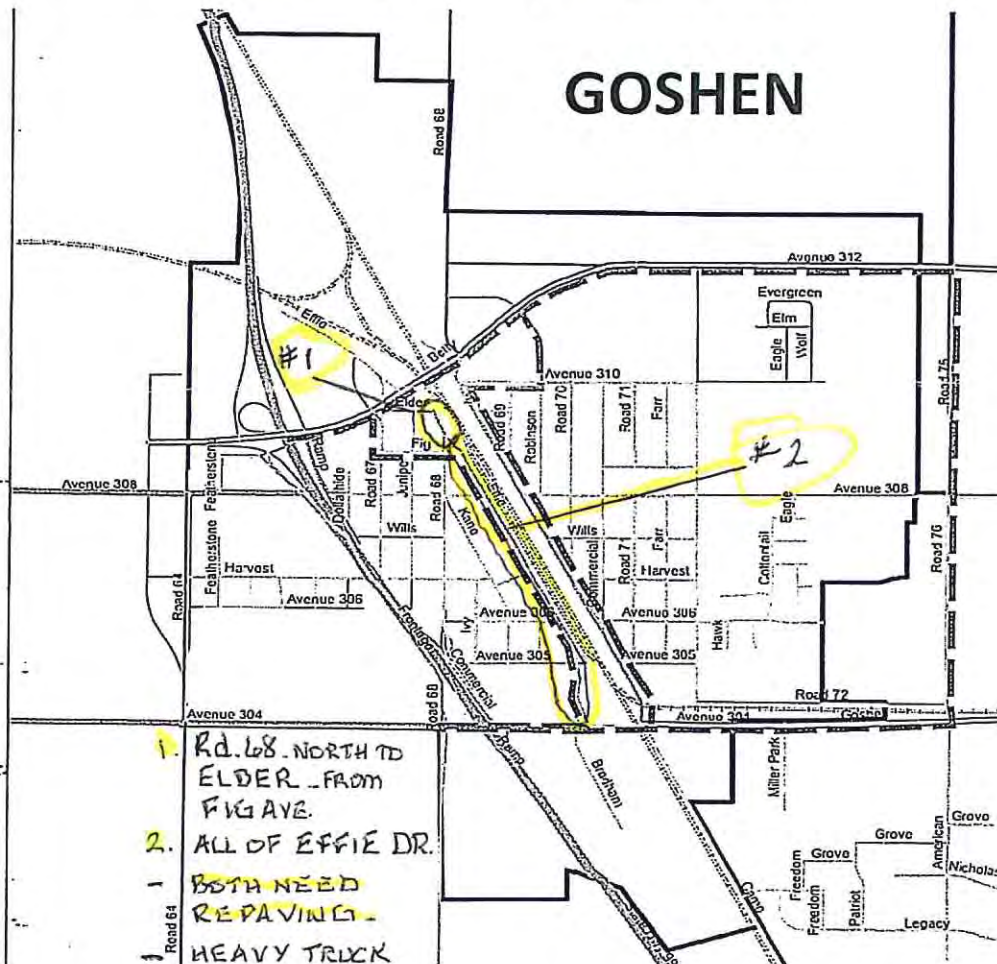
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GOSHEN



1. Rd. 68. NORTH TO ELDER. FROM FIG AVE.
2. ALL OF EFFIE DR.
1. BOTH NEEDED
1. REPAVING
1. HEAVY TRUCK TRAFFIC

WE WANT TO KNOW WHAT YOU THINK

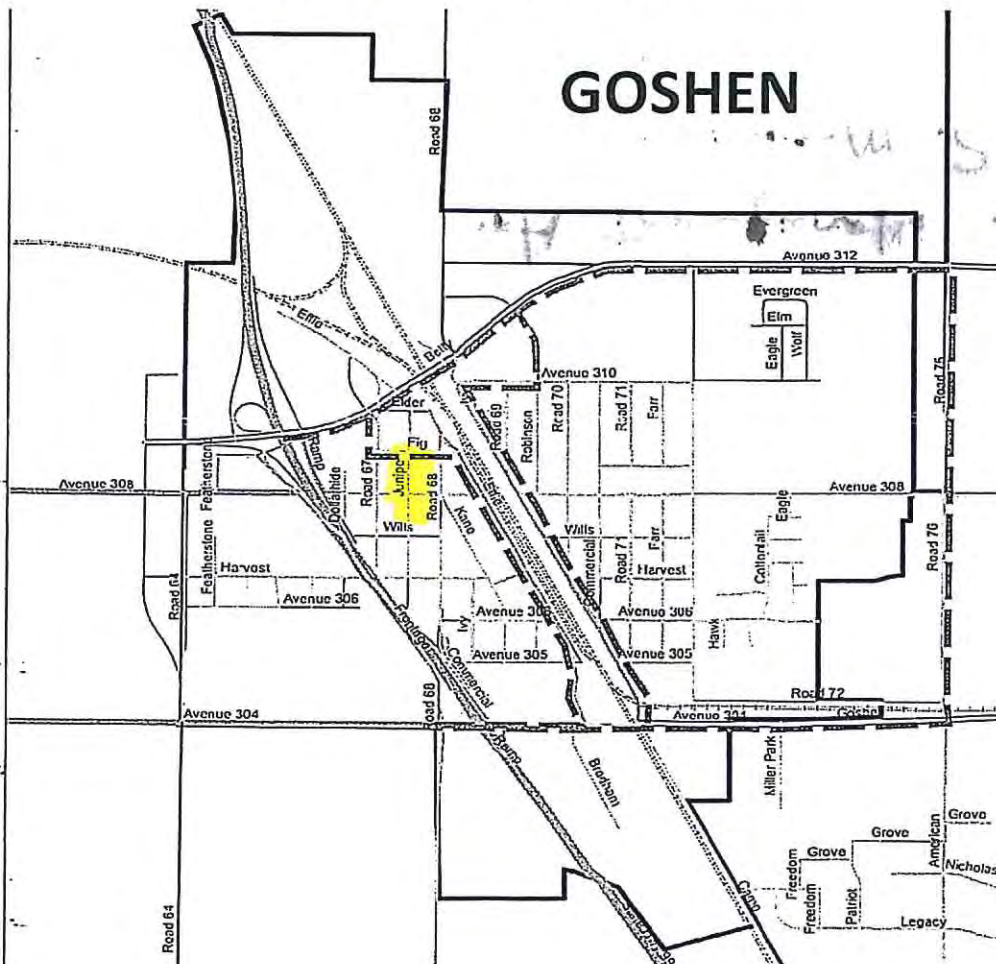


GOSHEN COMPLETE STREETS

CIRCLE YOUR "AREA" OF ROAD CONCERNS FOR GOSHEN ON THE BELOW MAP AND YOUR CONCERNS ON THE BELOW LIST

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

We also appreciate any notes you can make!



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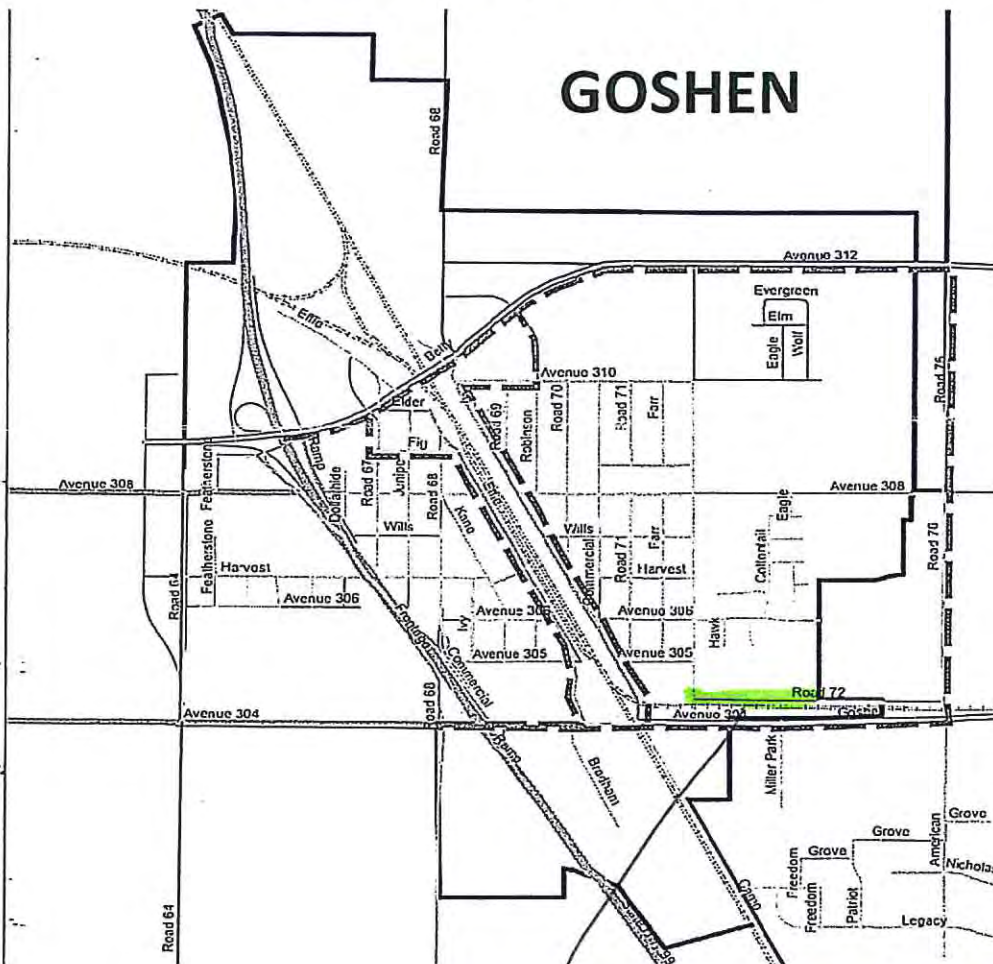
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GOSHEN



RASMUSSEN AVE - 90 MANY HOLES
DANGEROUS AT NIGHT

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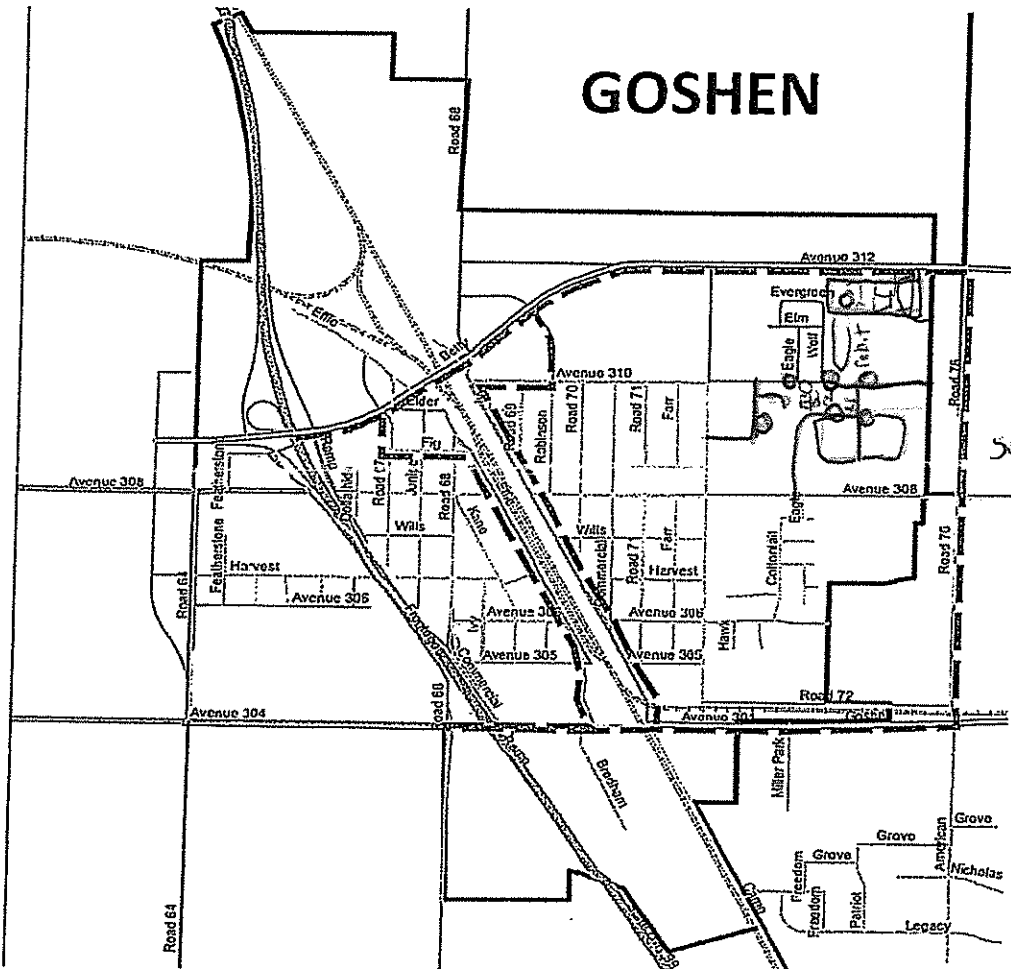
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GOSHEN



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*Gang stages and gun shots
president day?*

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*Seven times someone try to shoot
Tulare County me?*

Resource Management Agency

5961 S. Mooney Blvd.

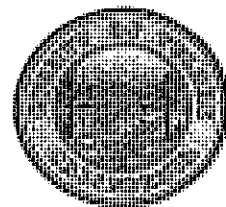
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I move in some broke in?

Questions Contact

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QUEREMOS SABER LO QUE PIENSA



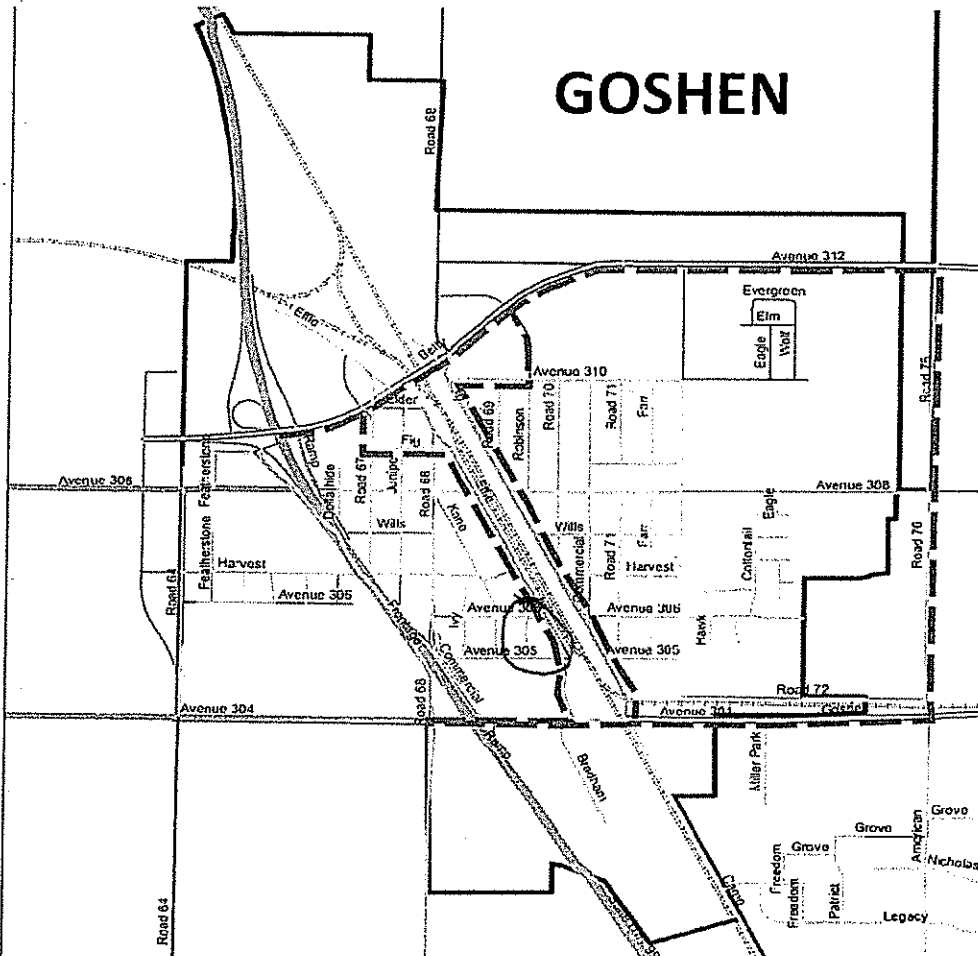
GOSHEN COMPLETE STREETS

EN EL MAPA DIBUJE UN CÍRCULO EN LA "AREA" DE PREOCUPACIÓN EN LAS CARRETERAS EN GOSHEN 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!

GOSHEN



VISIÓN COMMUNITARIA

PLANIFICACIÓN COMPLETA DE LA CALLE

REUNIÓN PÚBLICA

APORTE DE COMUNIDAD

Volver a la dirección

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Resource Management Agency
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Visalia, CA 93277

Para preguntas contactar

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



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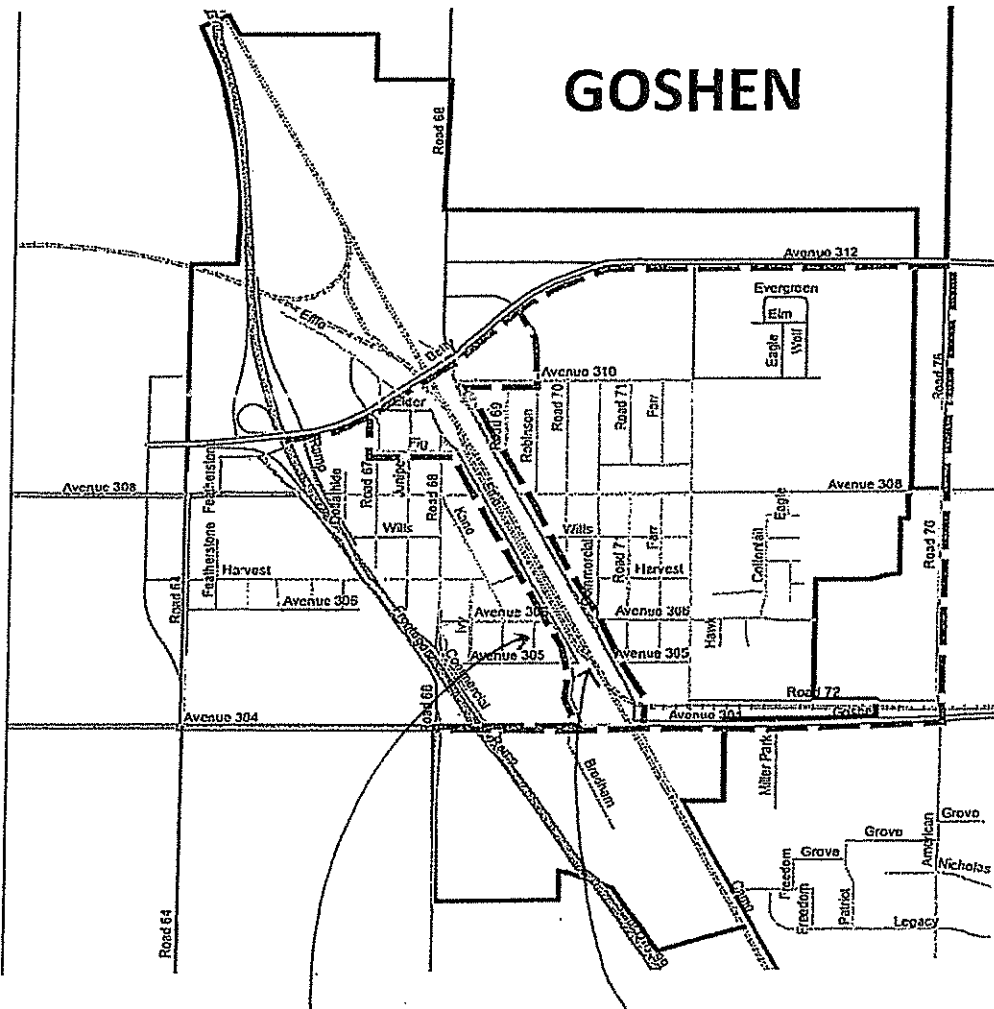
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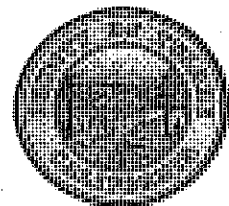
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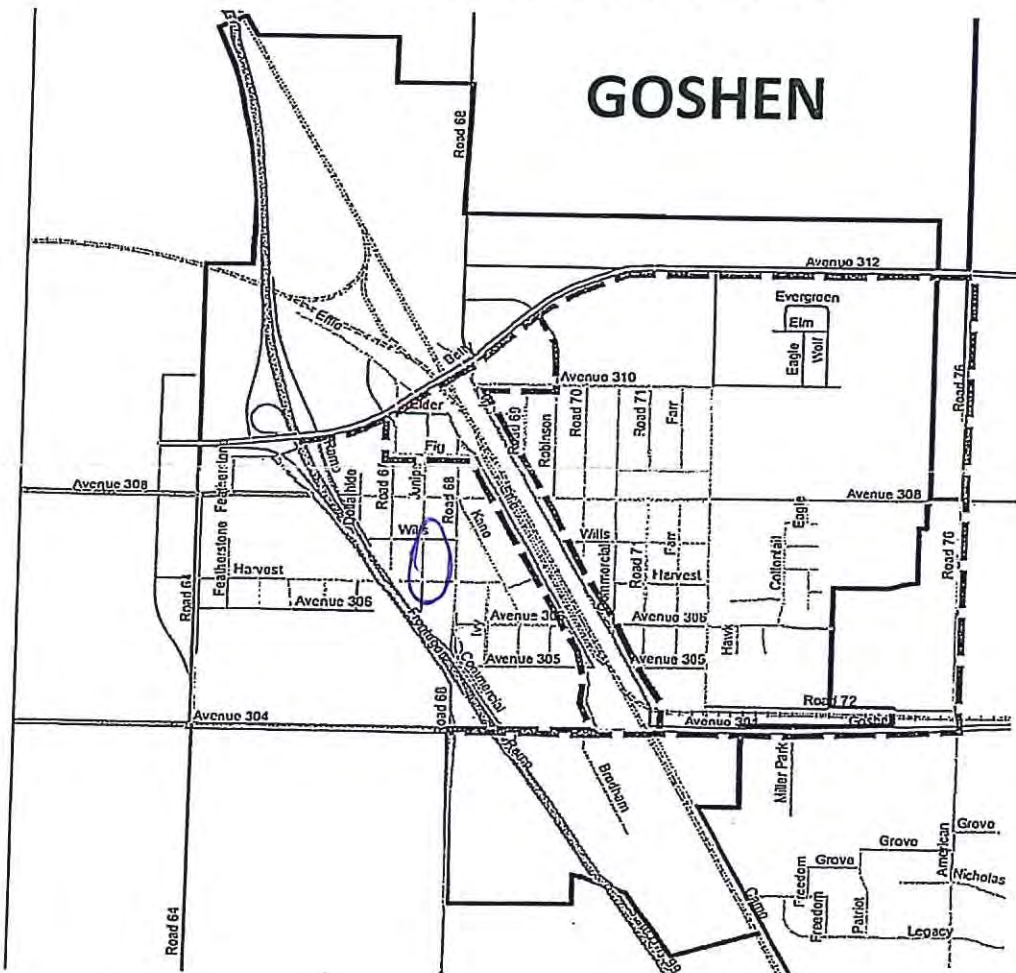
Robinson Rd -
Effie Ave - potholes

GOSHEN COMPLETE STREETS

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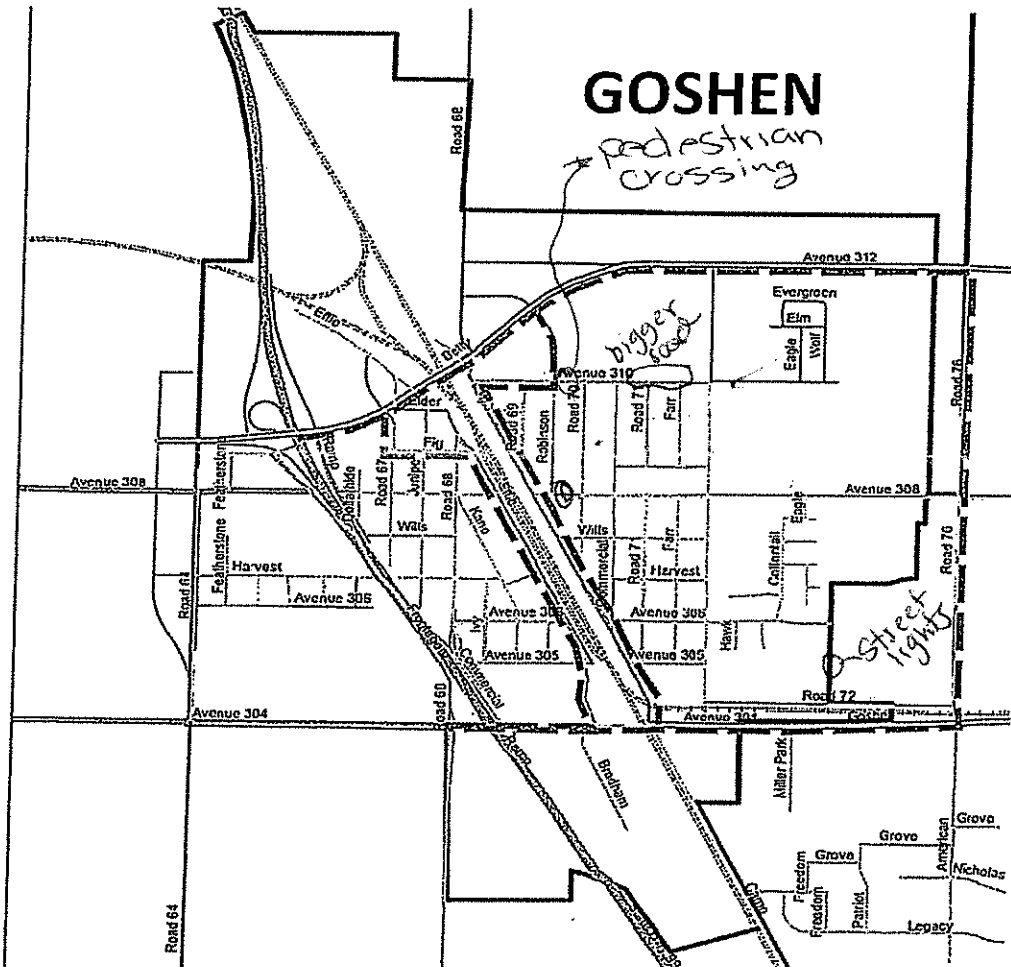


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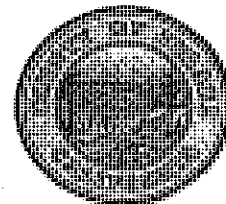
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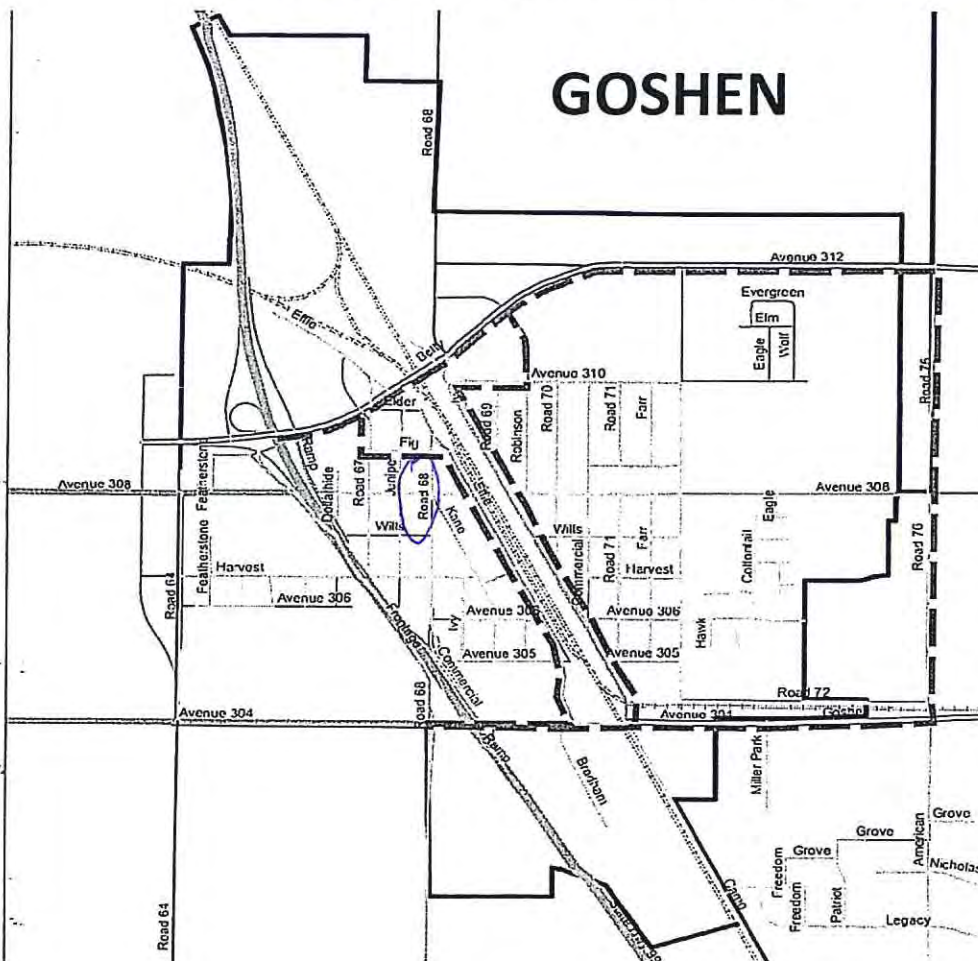
*We really need
Street lights and
Sidewalks!*

*We pay taxes
why not to have
the basics at least.*

**COMPLETE STREETS
PLANNING**

We also appreciate any notes you can make!

GOSHEN



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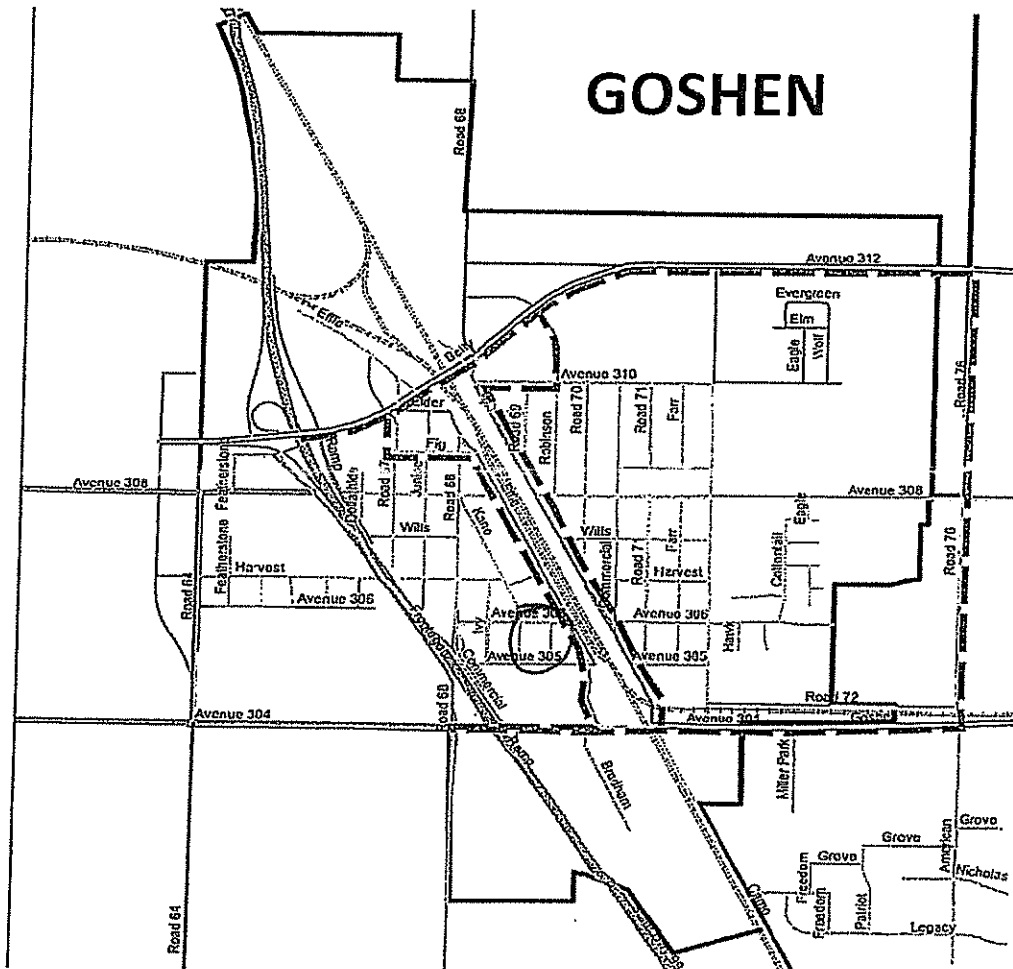


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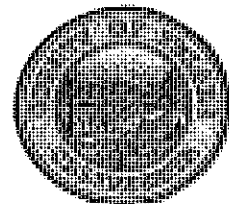
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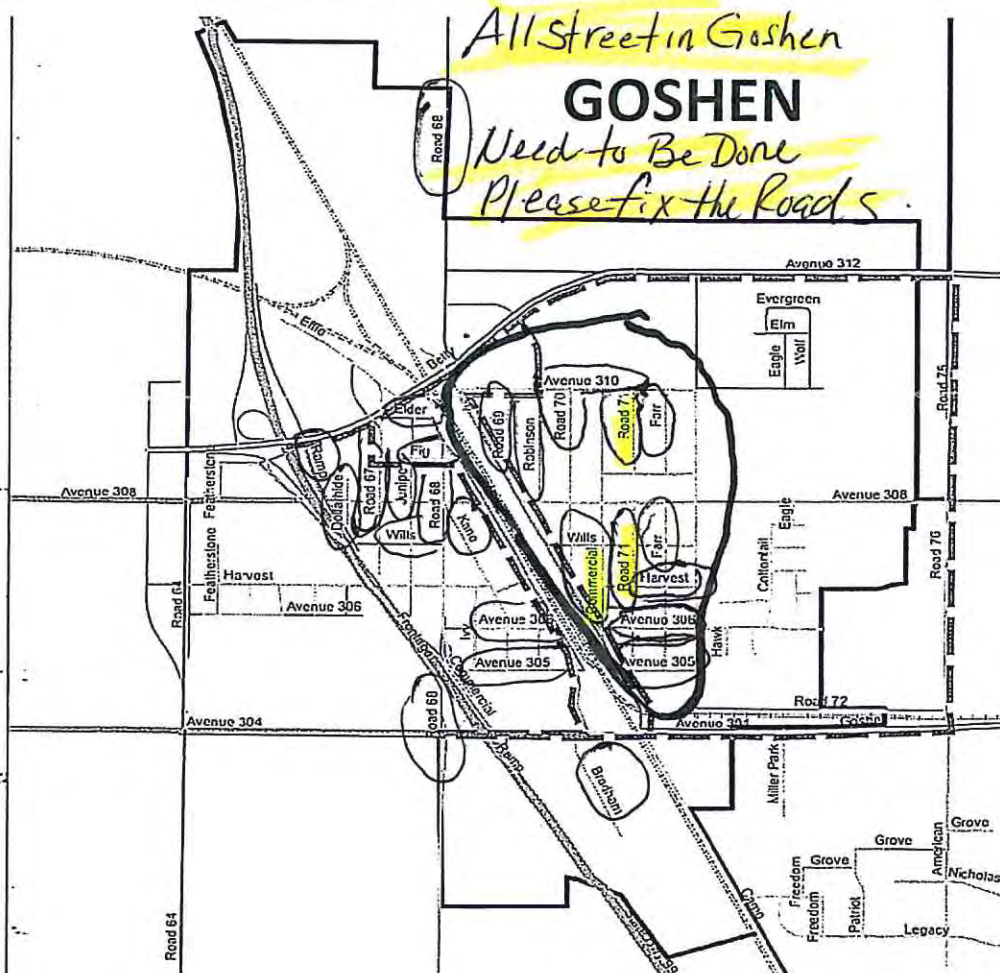


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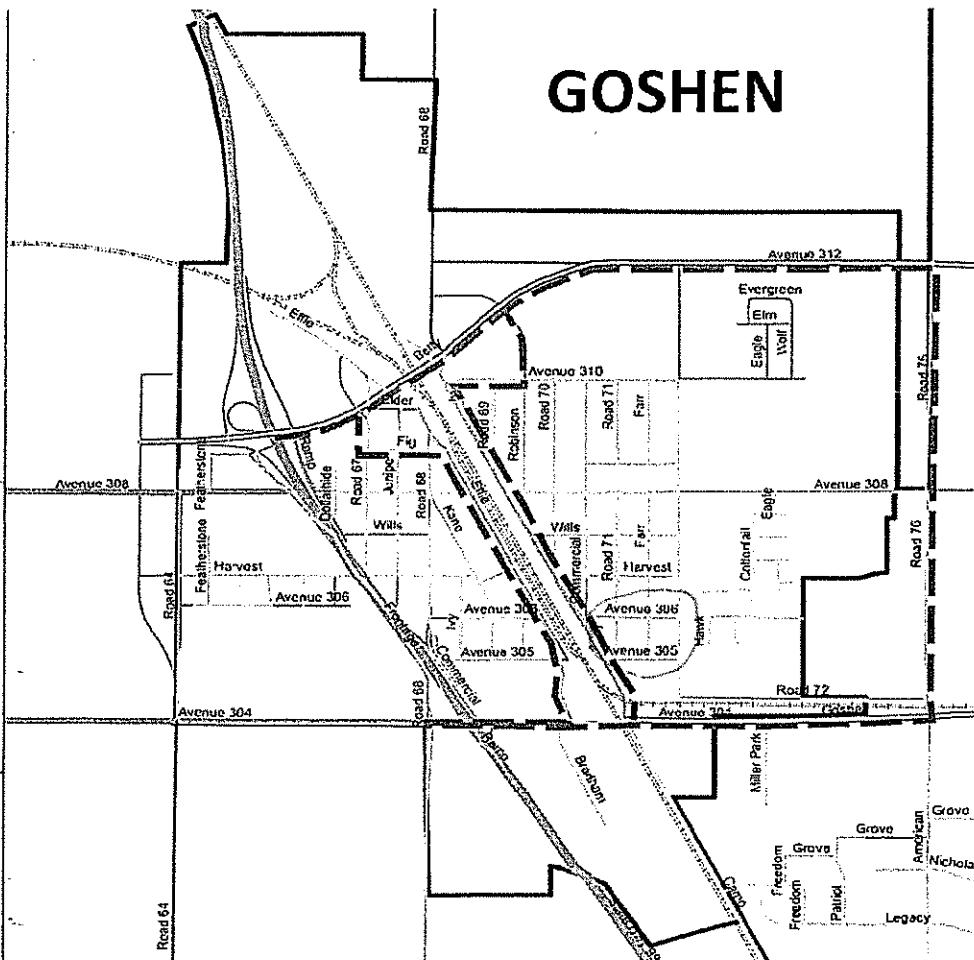


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WE WANT TO KNOW WHAT YOU THINK

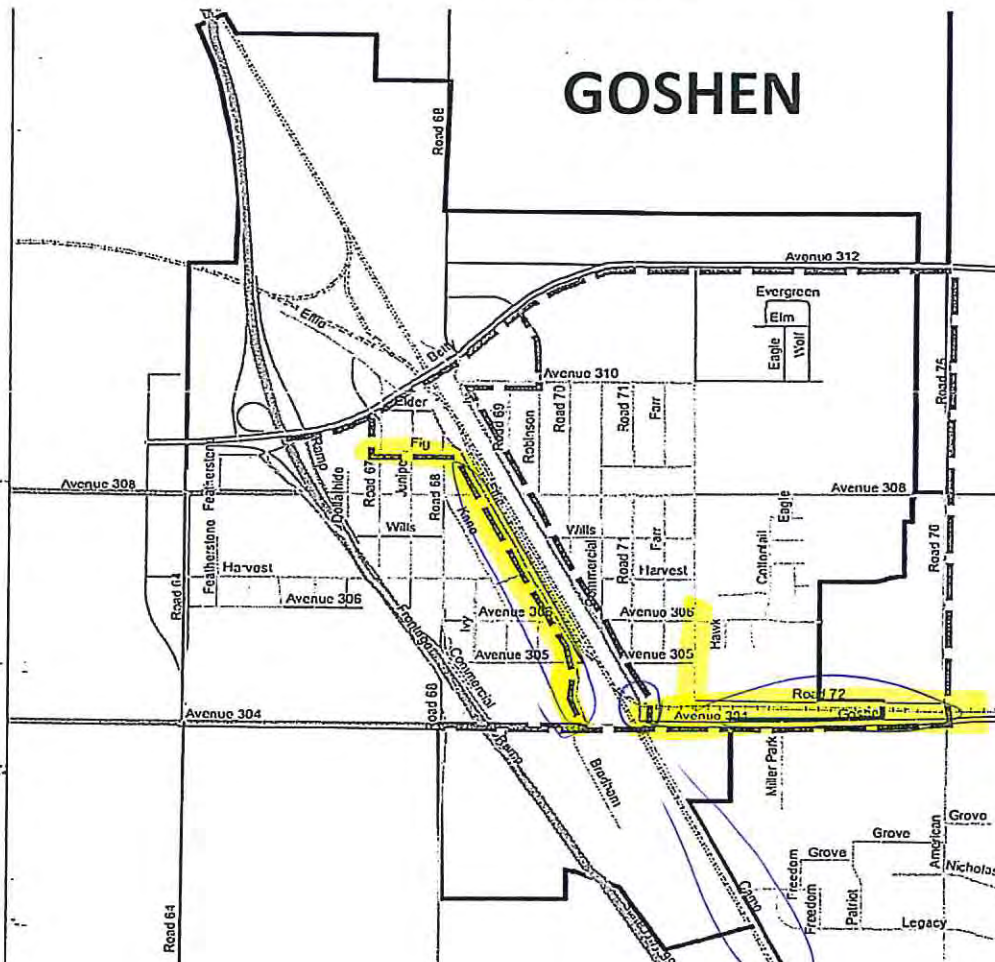


GOSHEN COMPLETE STREETS

CIRCLE YOUR "AREA" OF ROAD CONCERNS FOR GOSHEN ON THE BELOW MAP AND YOUR CONCERNS ON THE BELOW LIST

- Safety, congestion, vehicle speed, streetlights, pedestrian crossing.
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- Transit and school bus stops, bike lanes.

We also appreciate any notes you can make!



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



SINCE YOU OPENED 72 TO RIGID SPEEDING ON 308
AND CAR RUN STOPSION AT 72 & 308
TO GET - 1.9 TERRIBLE TRAIL POSITION, 2ND D. HALL

QUEREMOS SABER LO QUE PIENSA

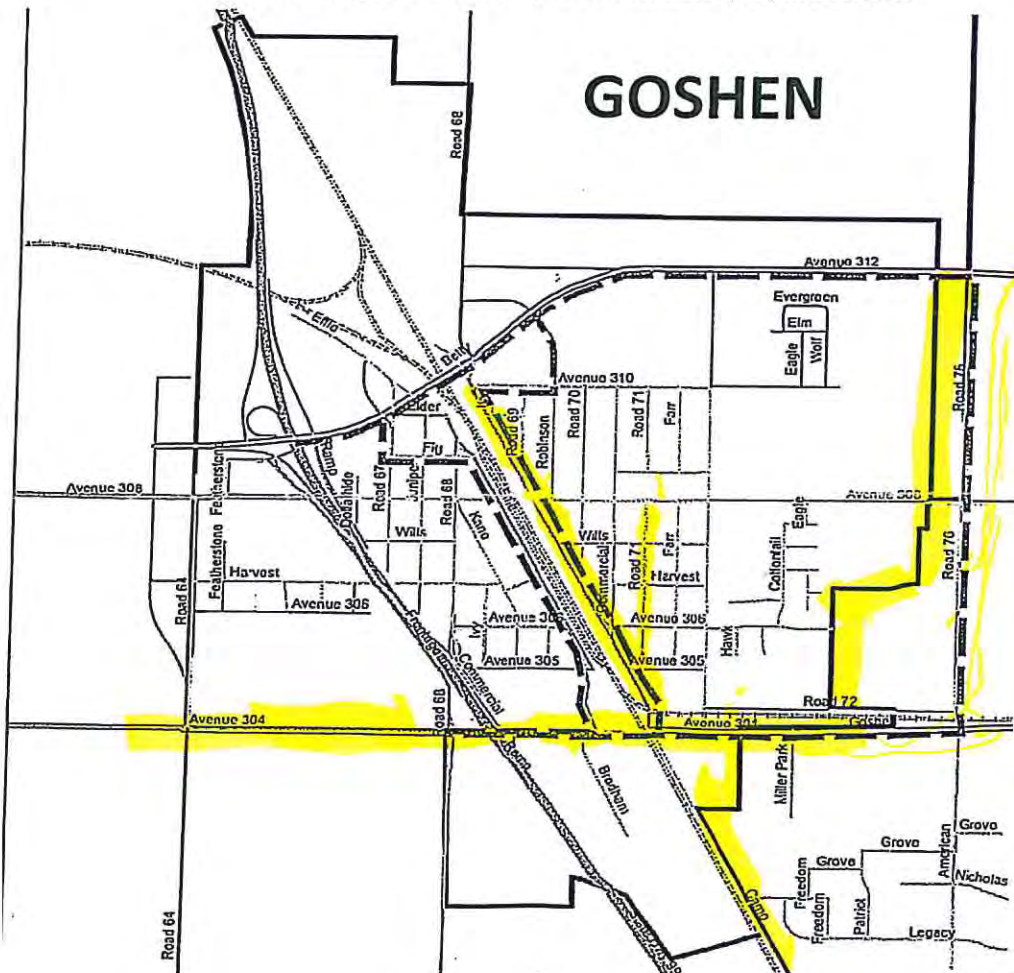


GOSHEN COMPLETE STREETS

EN EL MAPA DIBUJE UN CÍRCULO EN LA "AREA" DE PREOCUPACIÓN EN LAS CARRETERAS EN GOSHEN 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 COMMUNITARIA

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

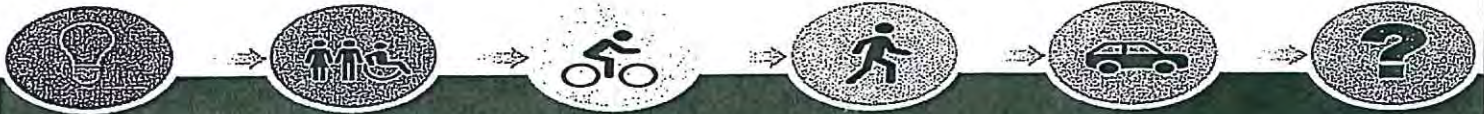
Para preguntas contactar

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



308-
305

WE WANT TO KNOW WHAT YOU THINK



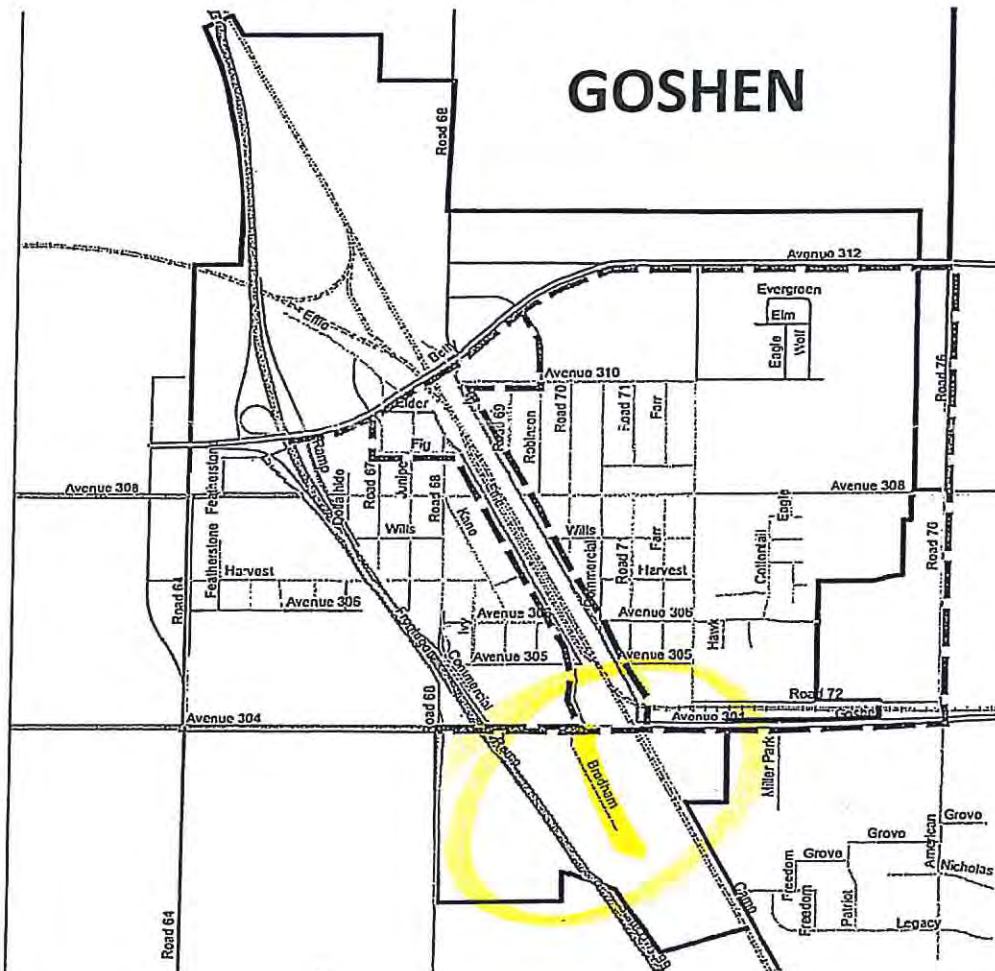
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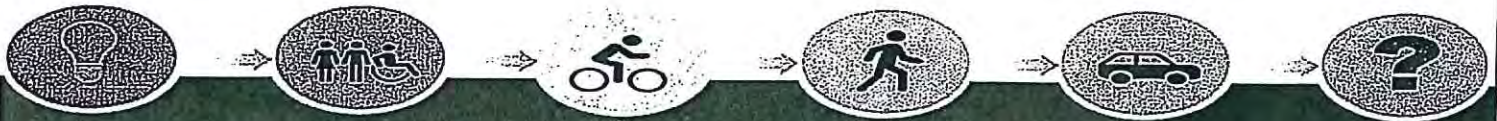
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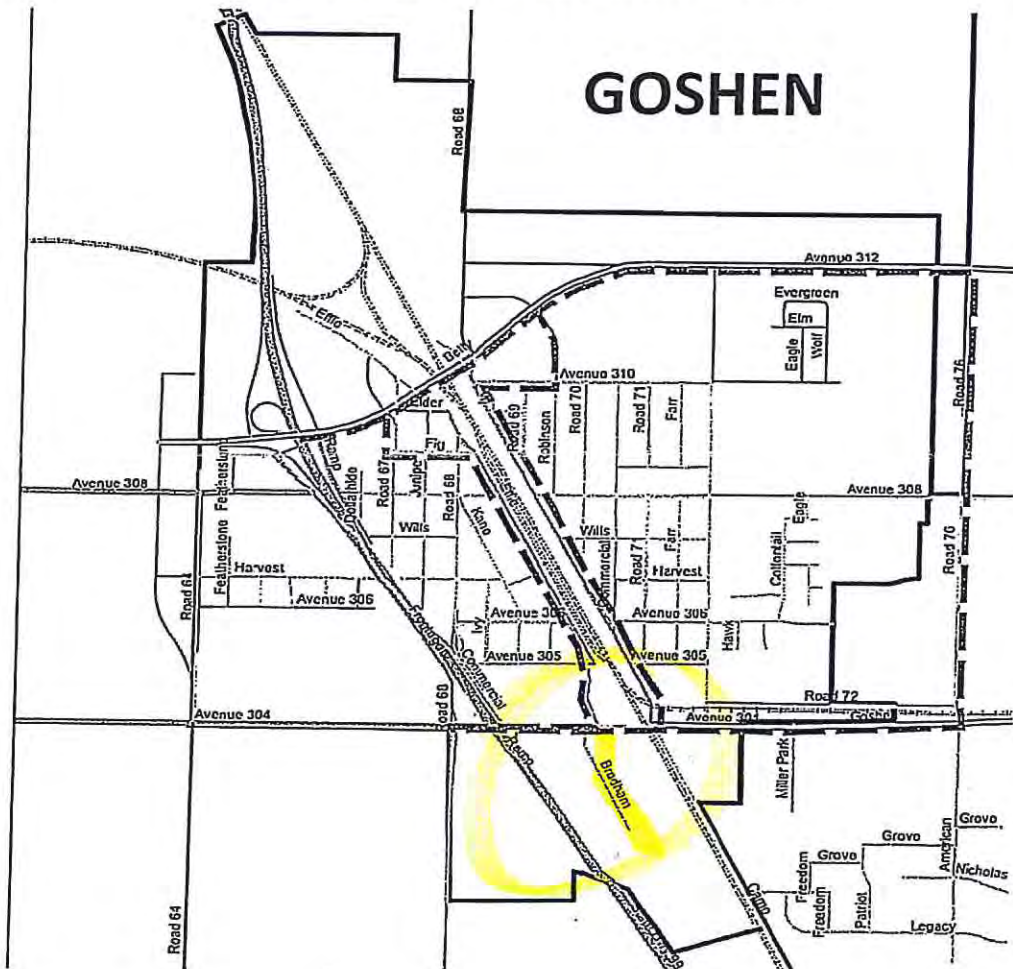


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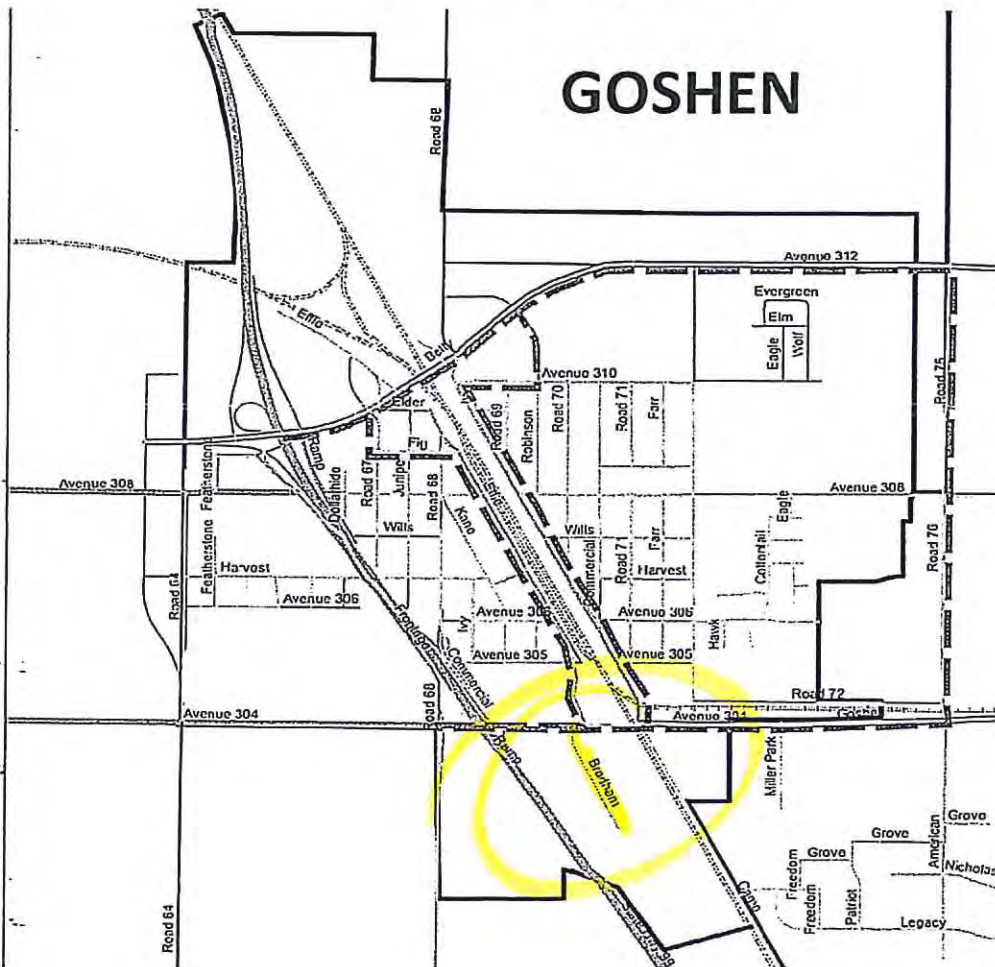
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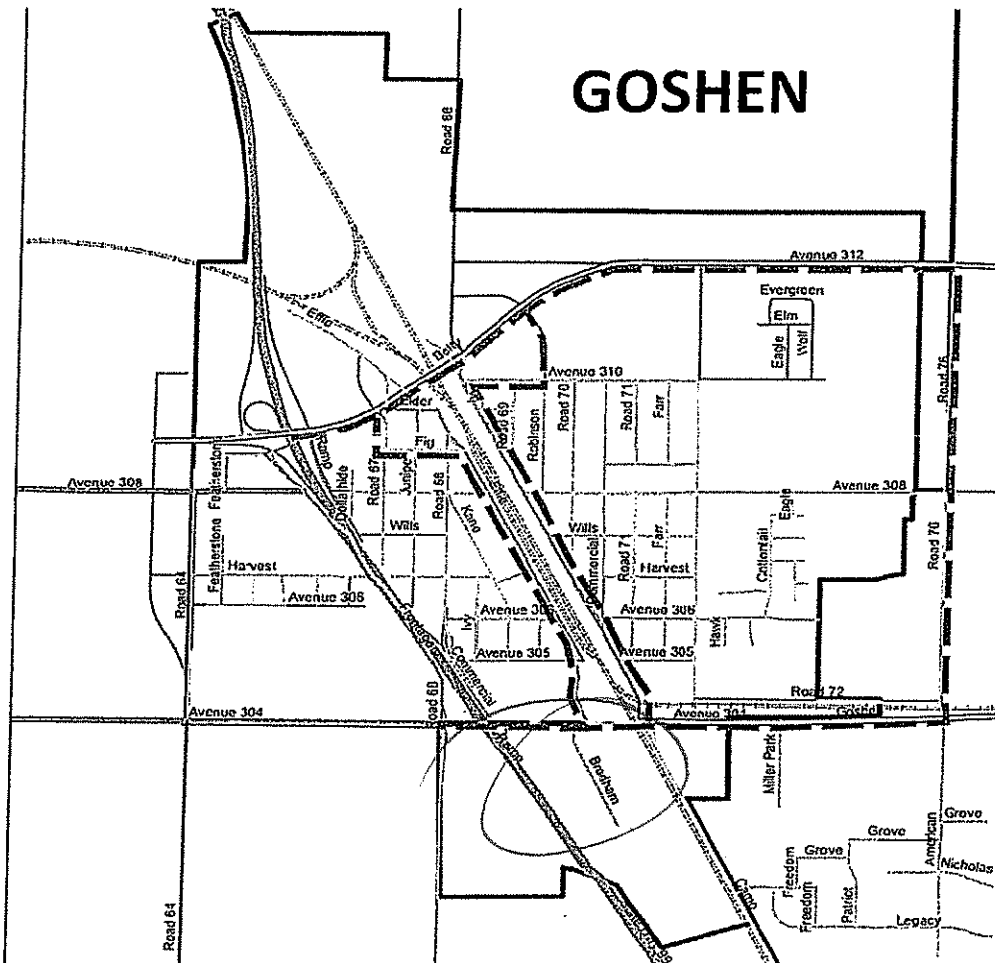


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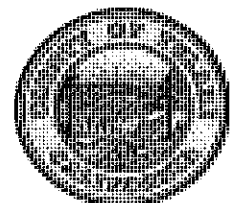
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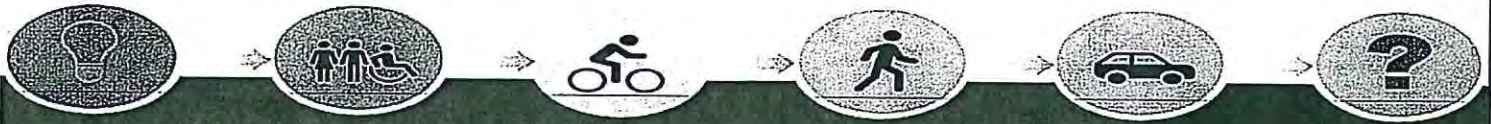
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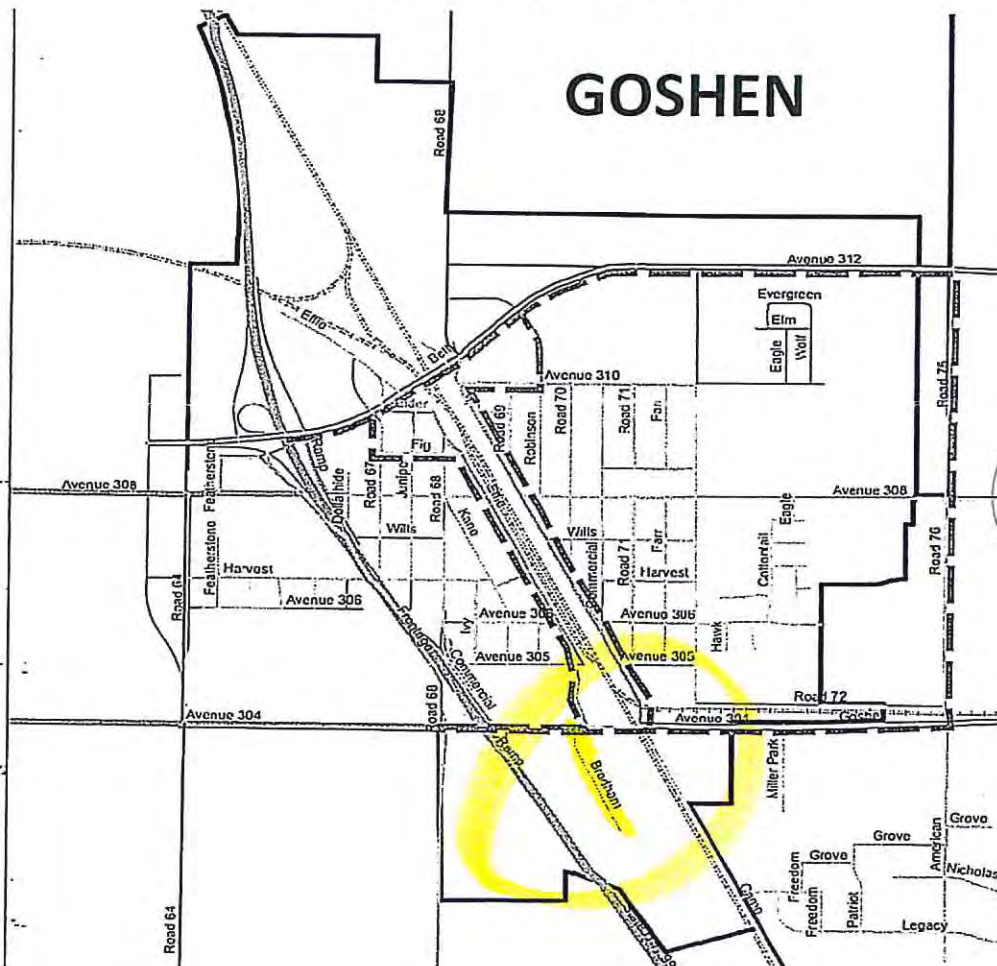
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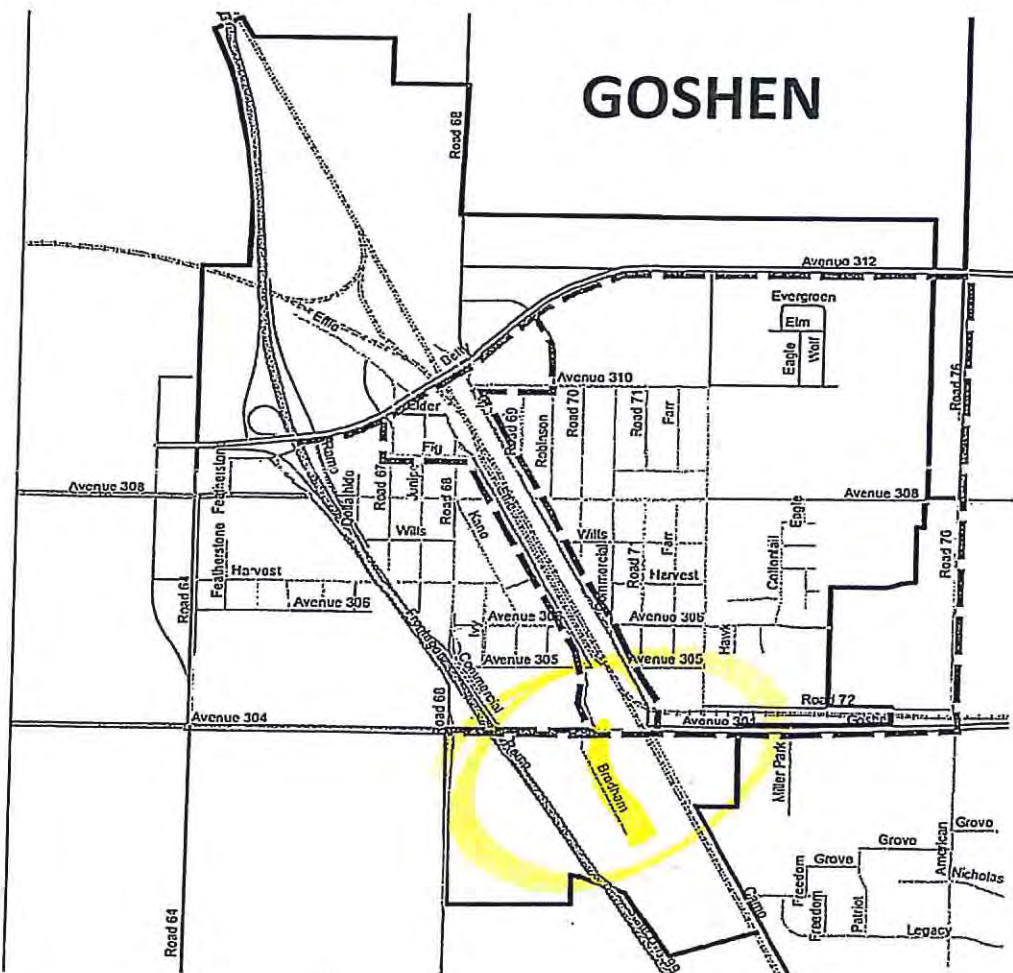


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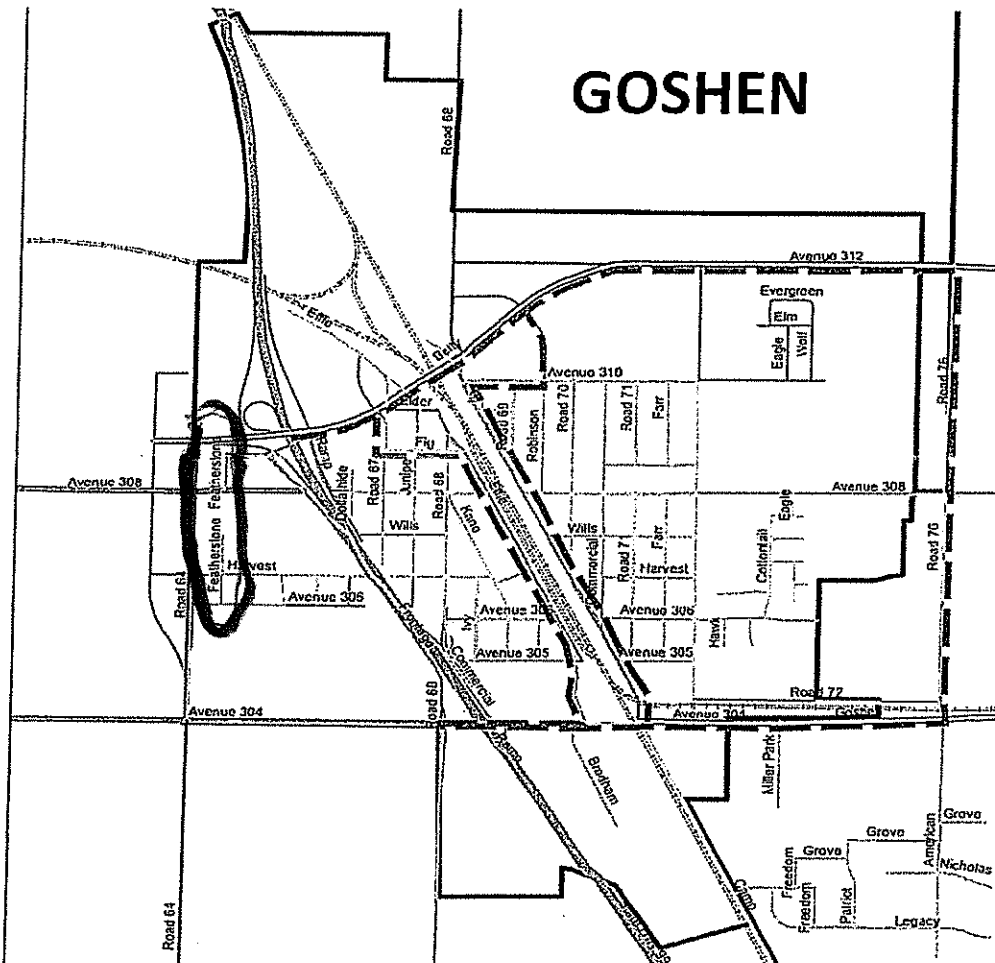


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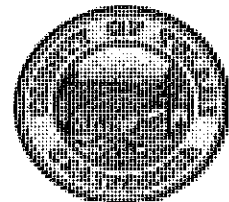
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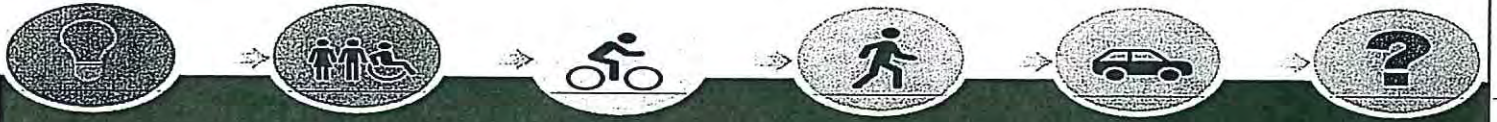
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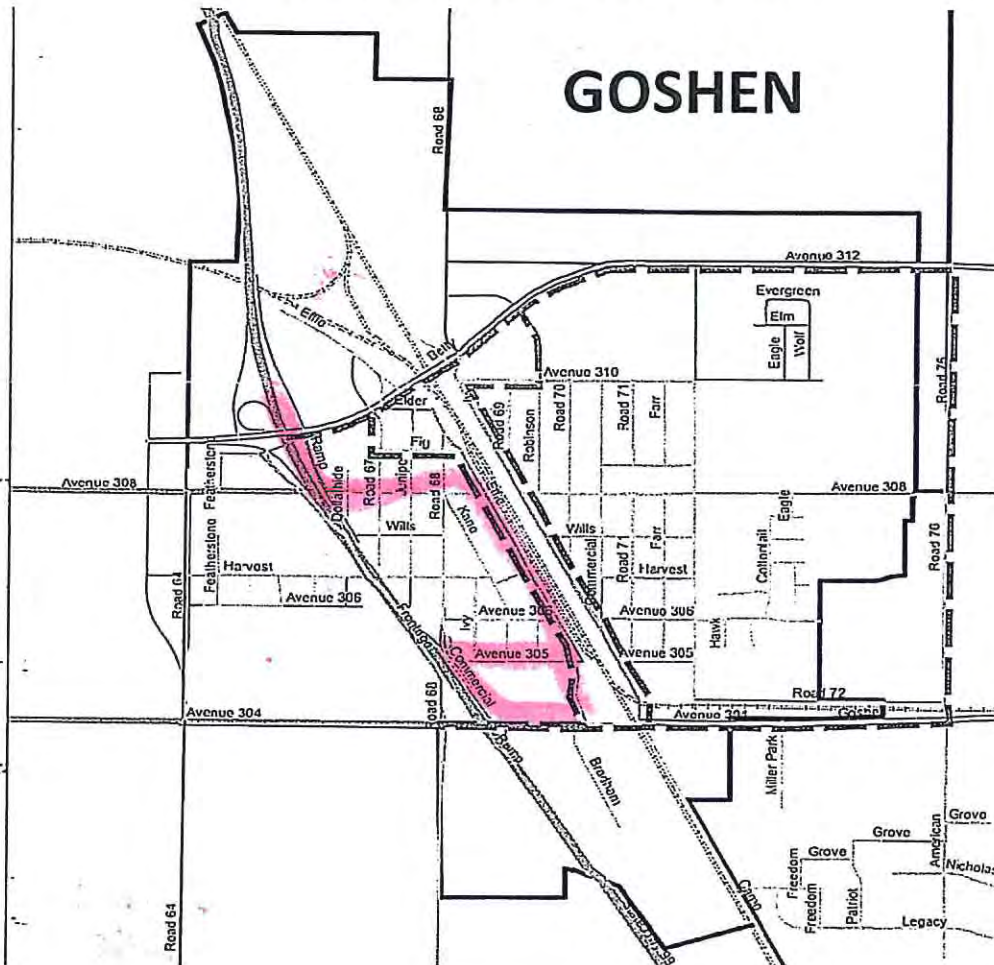


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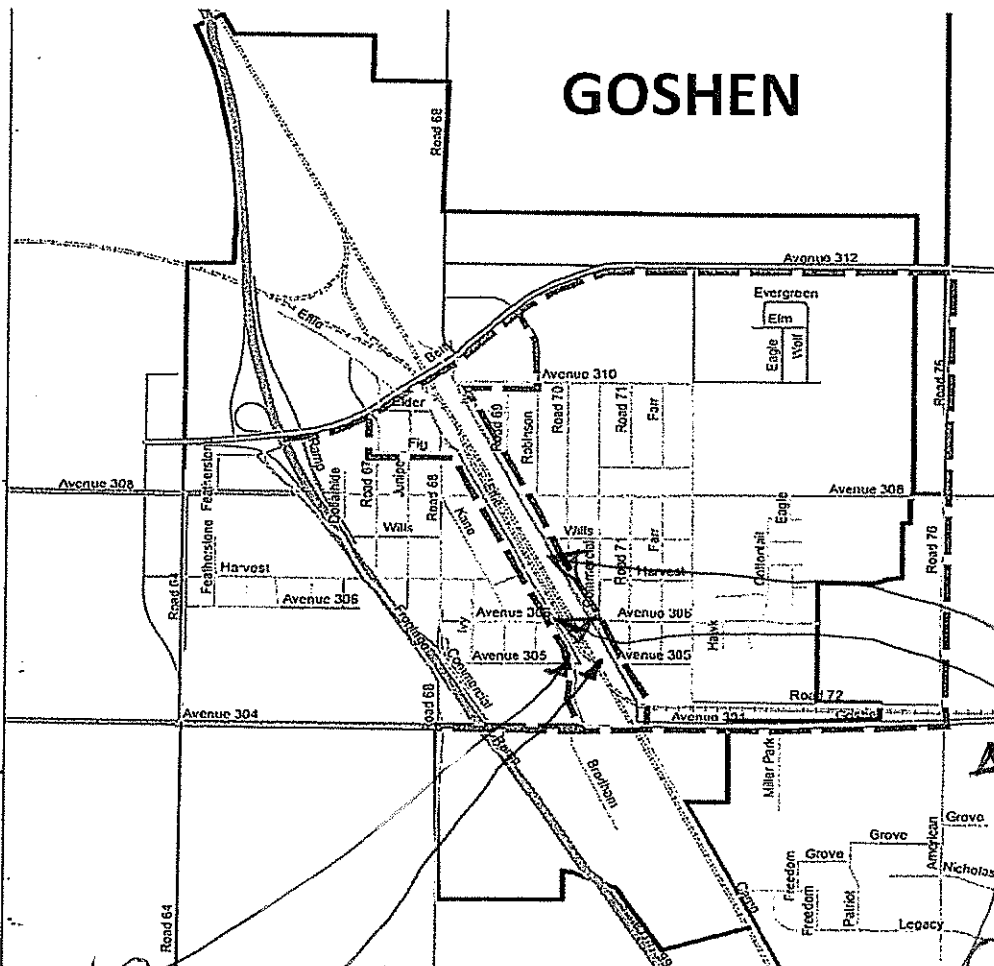
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Visalia, CA 93277

Questions Contact

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José Saenz (Spanish) 559-624-7102



3 Kind Curve of EFFIE + Ave 305 111
add walk north EFFIE

Crack down on
11.11.10
Goshen

rips/potholes on
EFFIE
Goshen
Dogs Ave
Goshen

9377



DARREL KEY 30500B, RD. 72
VISALIA, CA 93291

WE WANT TO KNOW WHAT YOU THINK



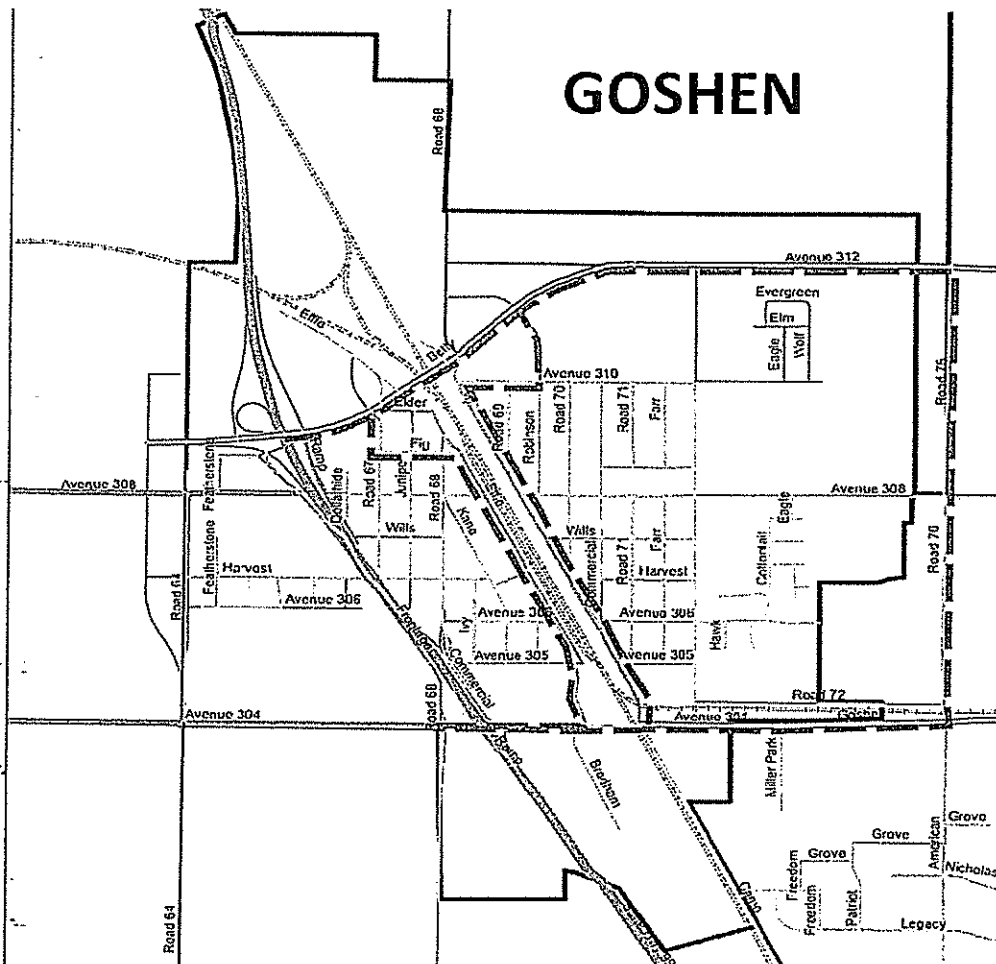
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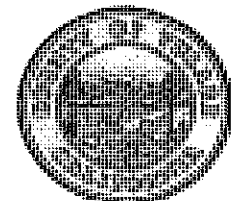
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Resource Management Agency
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Visalia, CA 93277

Questions Contact

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Jose Saenz (Spanish) 559-624-7102



Saen See

30500 Rd 72 House E
Visalia CA 93291

WE WANT TO KNOW WHAT YOU THINK

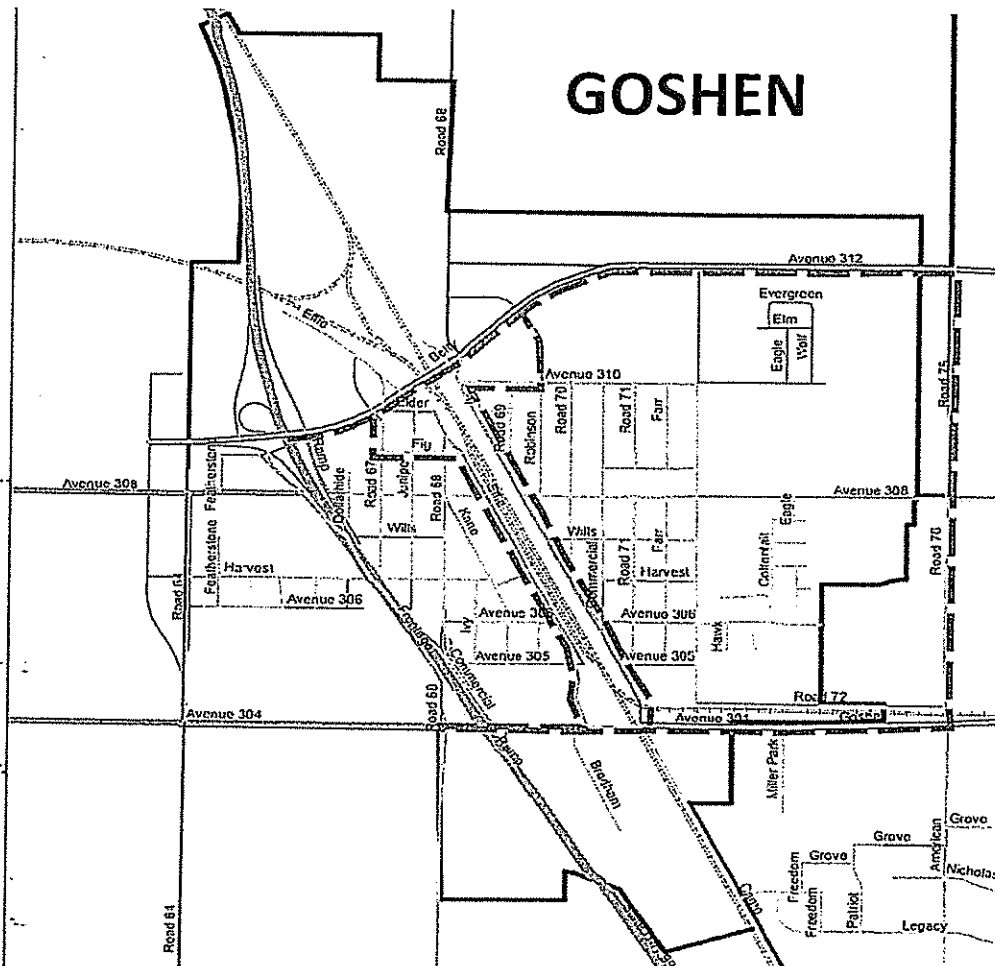


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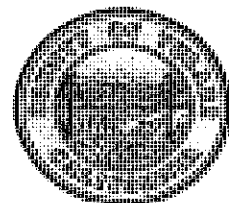
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Tulare County
Resource Management Agency
5961 S. Mooney Blvd.
Visalia, CA 93277

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



Anissa NoonKester

30500 Apt. C Rd. 7E
Visalia 93291

WE WANT TO KNOW WHAT YOU THINK



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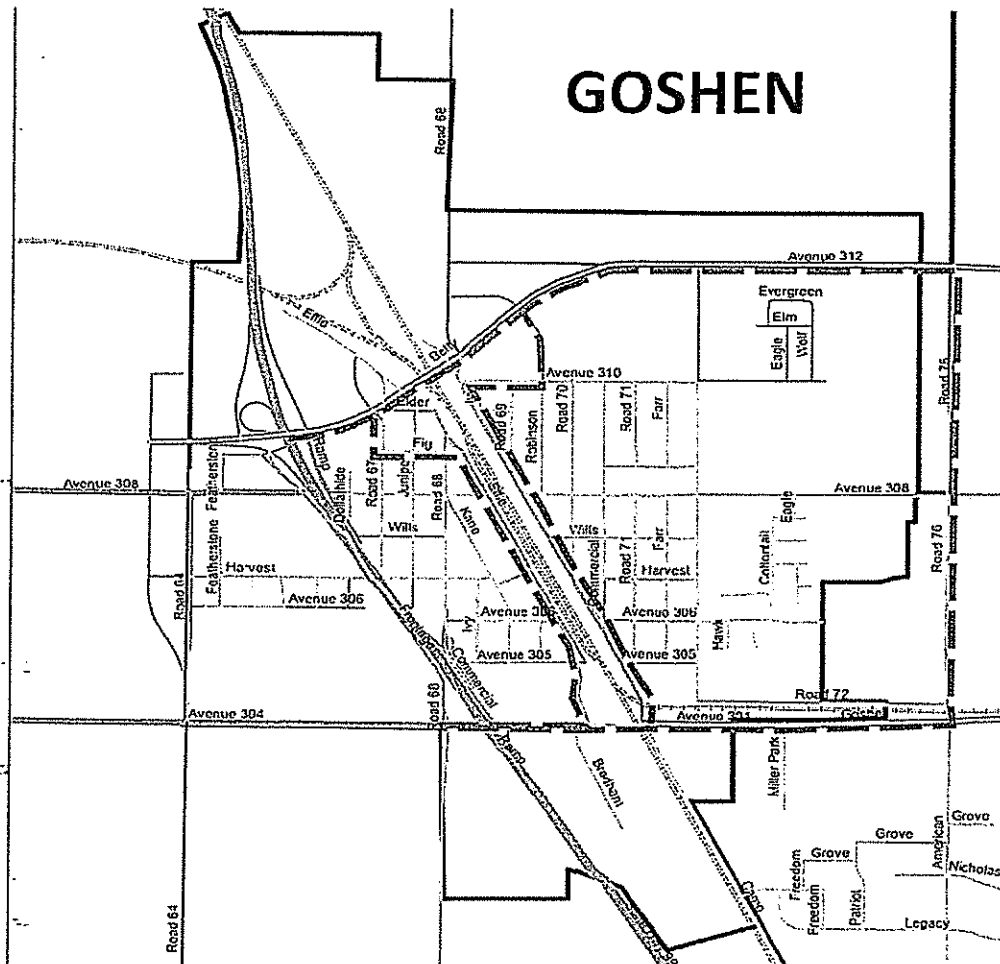
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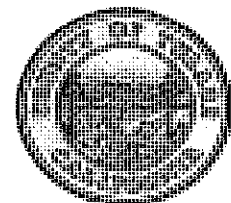
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Questions Contact

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Shirley M. K. 30500 Rd 72 #F
 VISALIA 93291

WE WANT TO KNOW WHAT YOU THINK



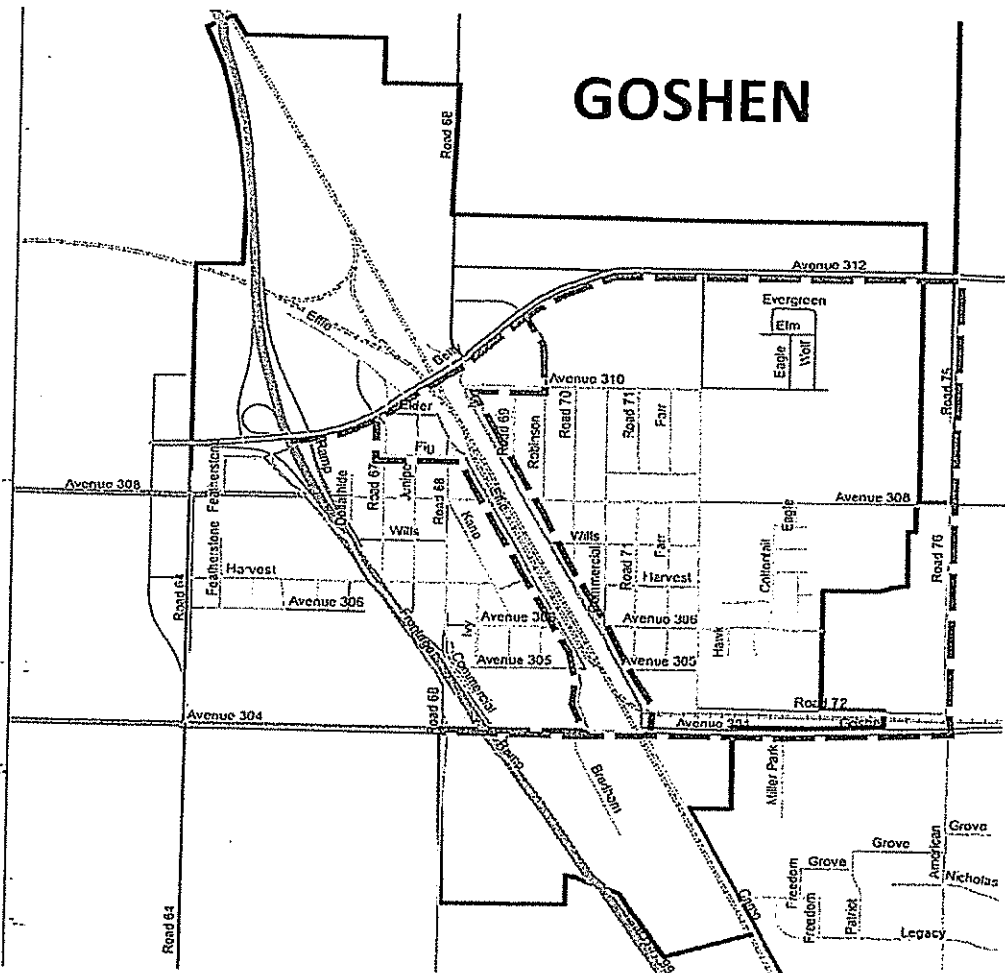
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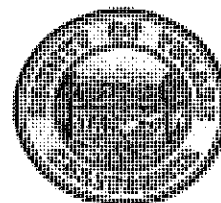
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Alexandra Isoué 30500 Rd 72 D
Visalia, CA 93291

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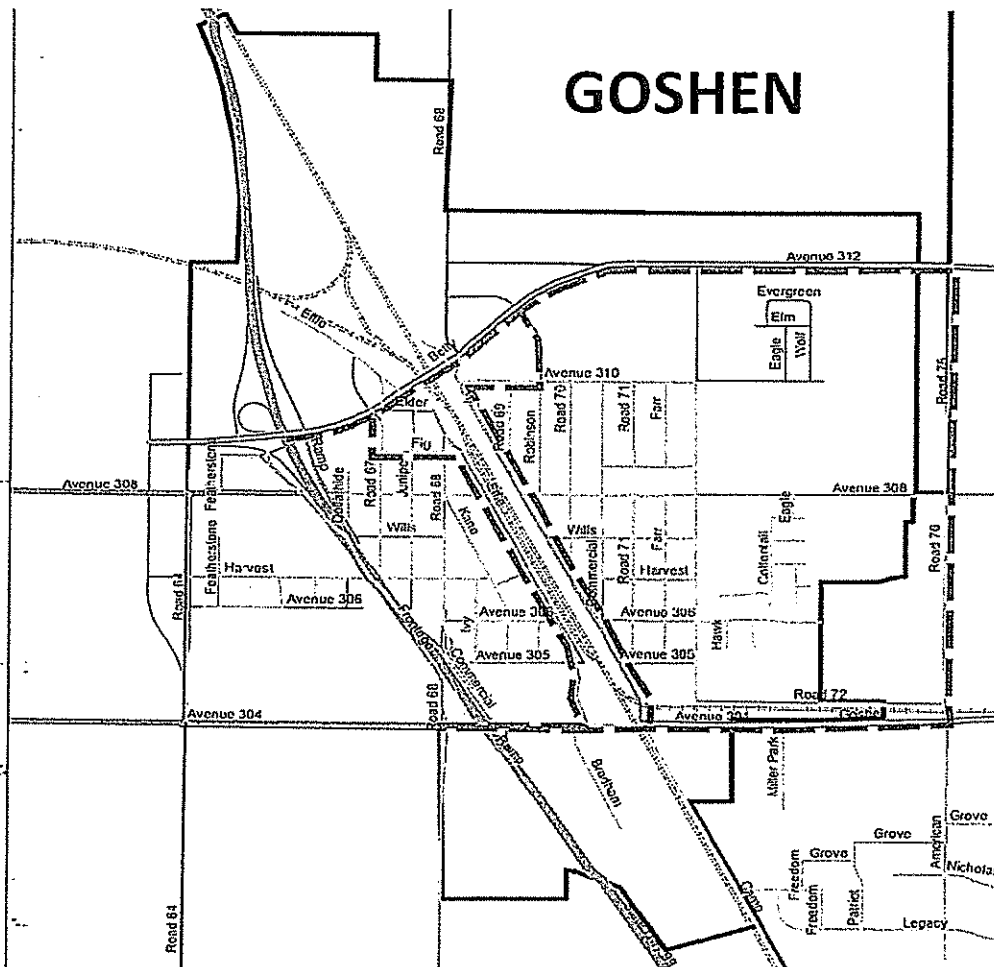


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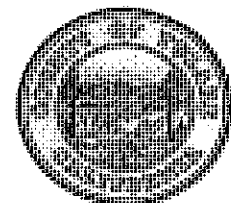
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7130 Ave 365 Visalia
CA 93291

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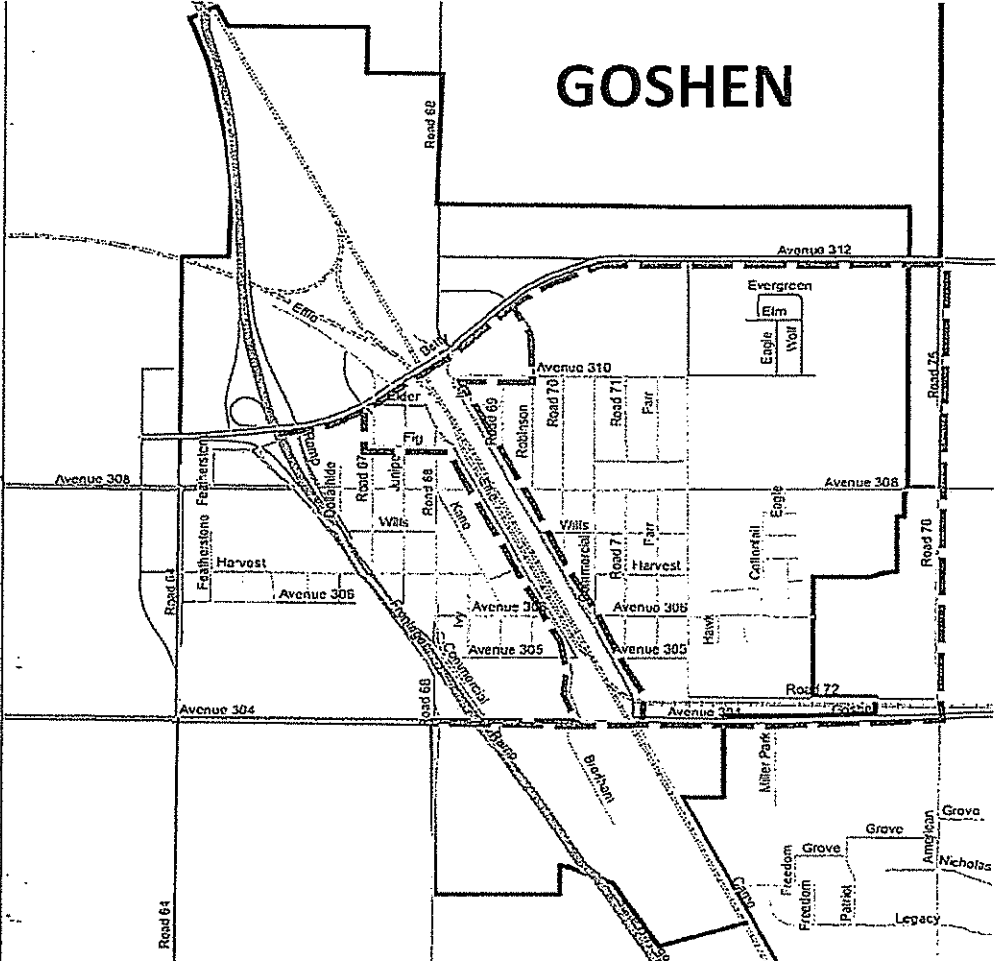


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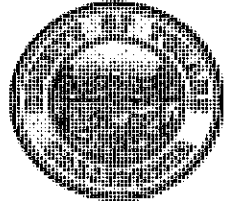
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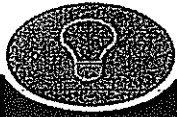
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J RMA ALVAREZ
30500 Rd 72 APT. A Visalia ca 93291
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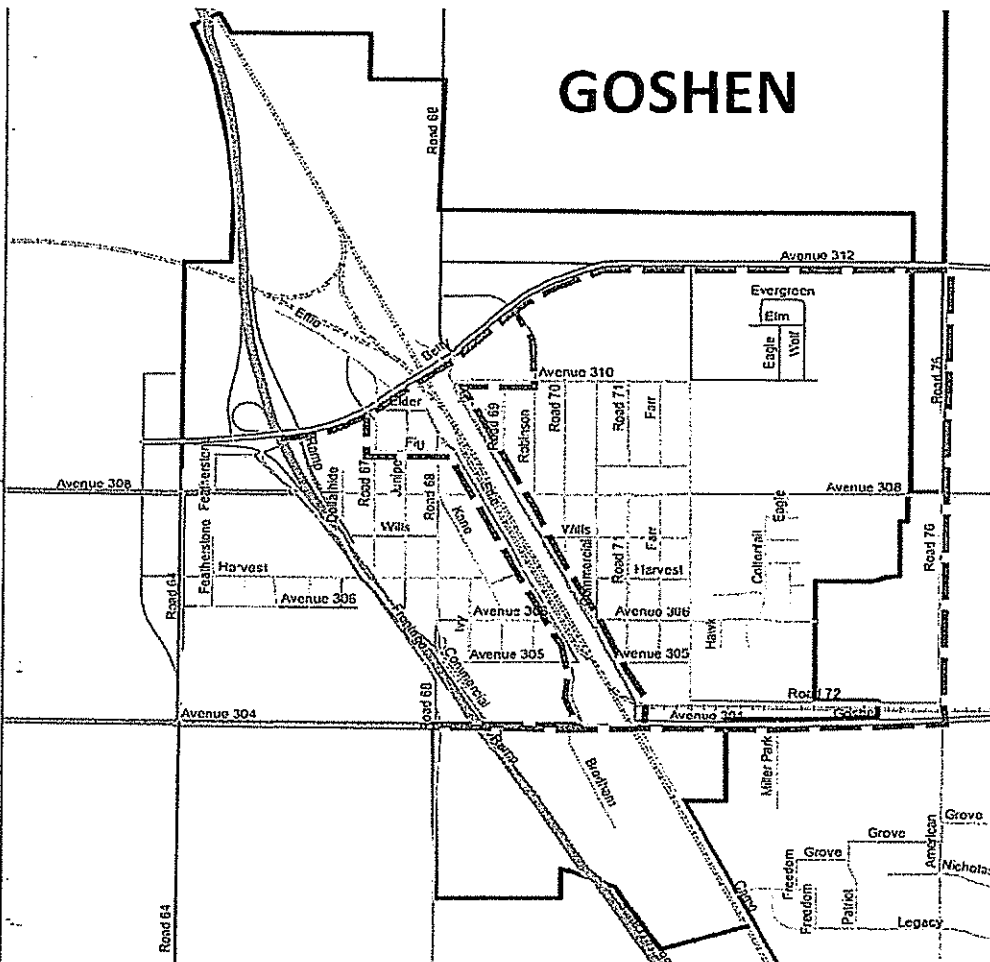
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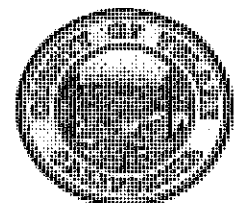
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7151 AVE 306
Visalia, CA 93291

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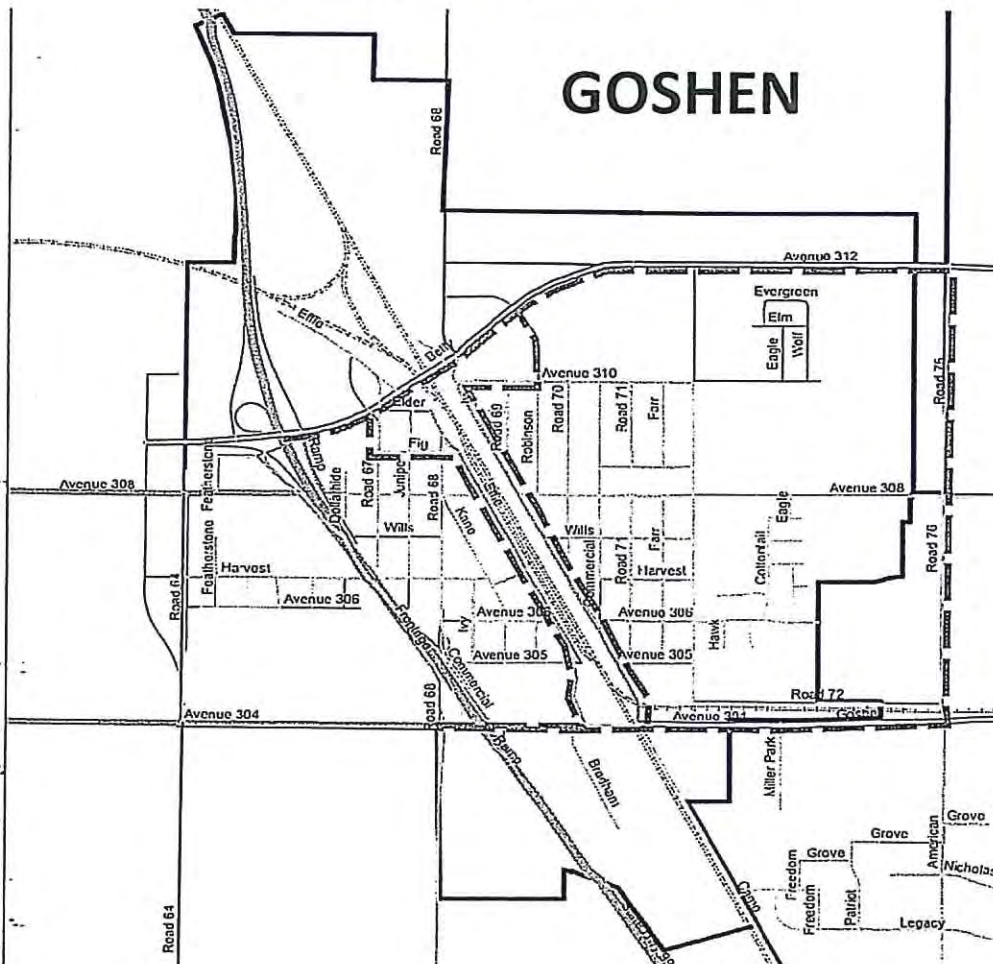
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for us
7110 Ave 306 Visalia Ca 93291

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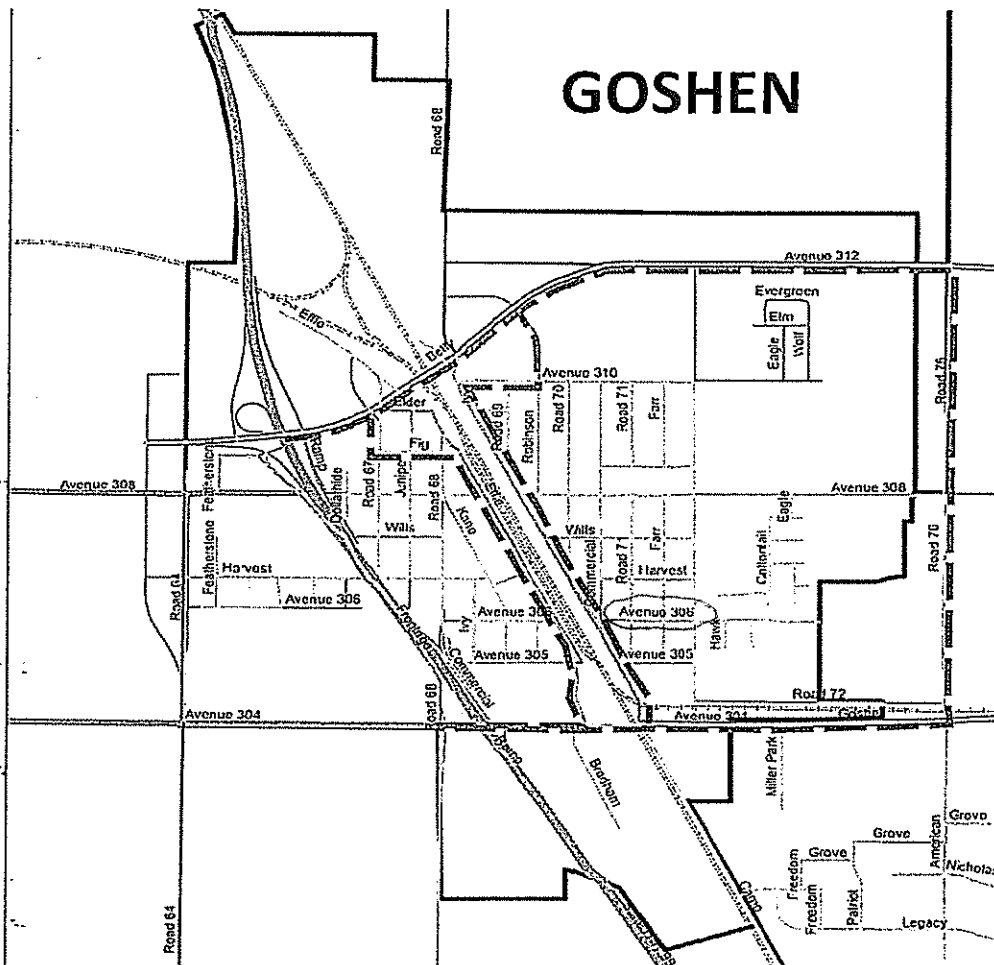


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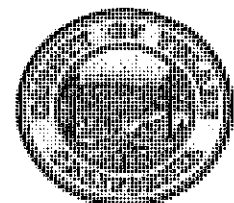
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7160 Ave 306 Visalia Ca. 93291
WE WANT TO KNOW WHAT YOU THINK



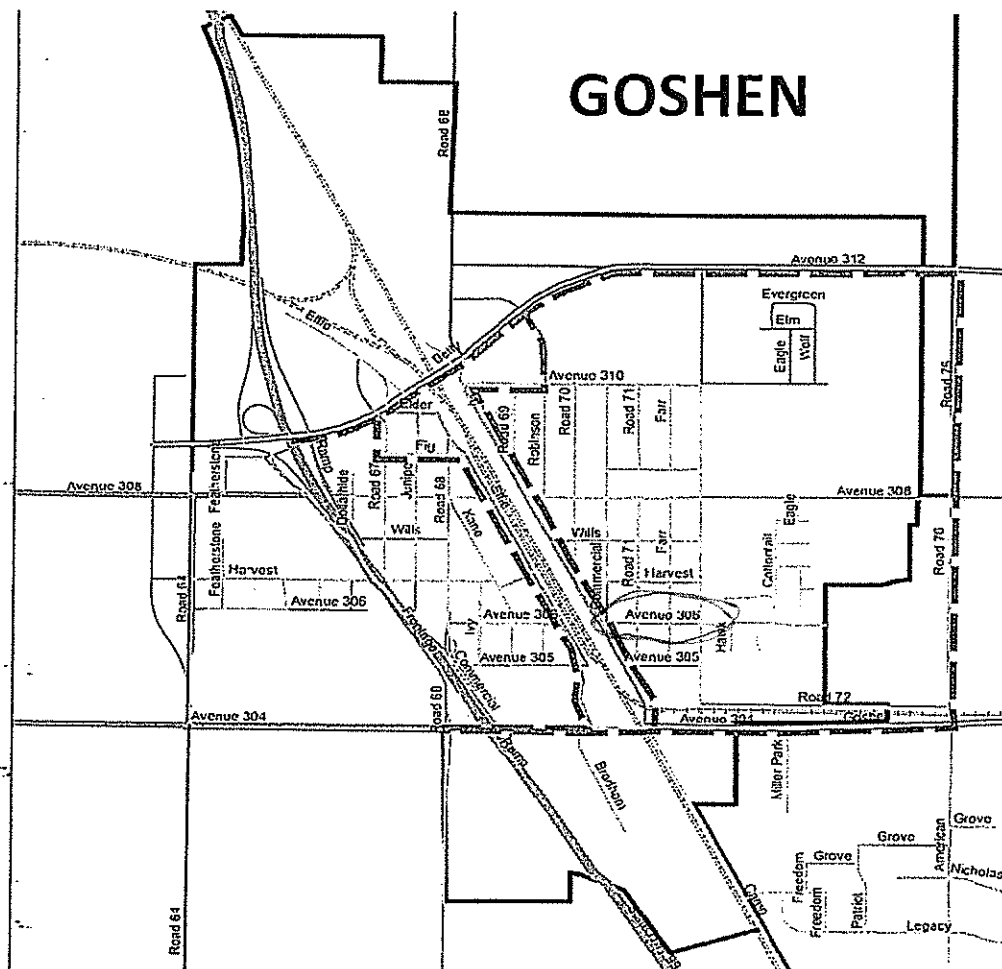
GOSHEN COMPLETE STREETS

CIRCLE YOUR "AREA" OF ROAD CONCERNS FOR GOSHEN 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.

We also appreciate any notes you can make!

GOSHEN



COMMUNITY VISIONING

**COMPLETE STREETS
PLANNING**

PUBLIC MEETING

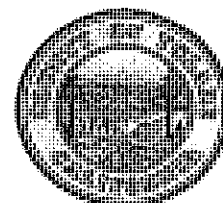
**COMMUNITY INPUT
NEEDED**

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



Eliezer Galindo

QUEREMOS SABER LO QUE PIENSA

7137 AV. 306 VISALIA CA 93291

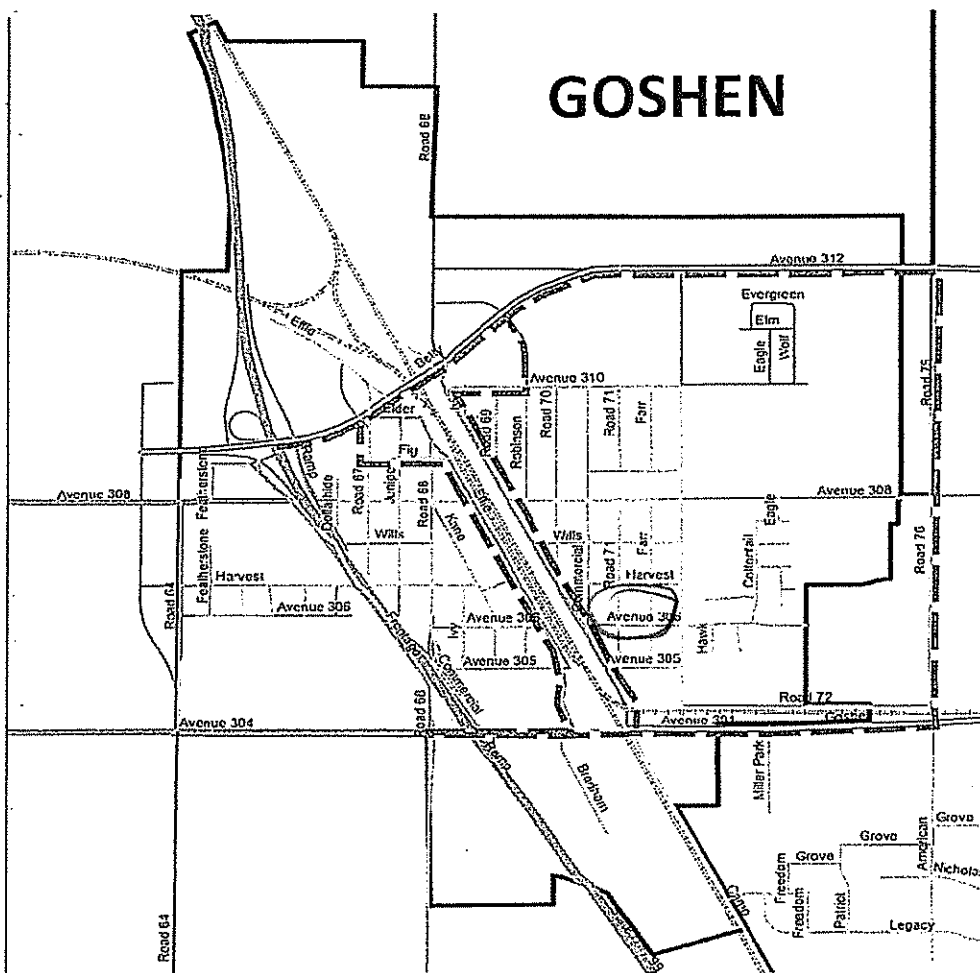


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¡También apreciamos cualquier comentario que pueda hacer!



VISIÓN COMMUNITARIA

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



WE WANT TO KNOW WHAT YOU THINK

GOSHEN COMPLETE STREETS

BELOW MAP AND YOUR CONCERNS ON THE BELOW LIST

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COMMUNITY VISIONING

COMPLETE STREETS PLANNING

PUBLIC MEETING

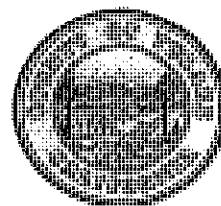
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KEY ~~RUSSELL~~ KUSSELL
7079 AVE 306

WE WANT TO KNOW WHAT YOU THINK



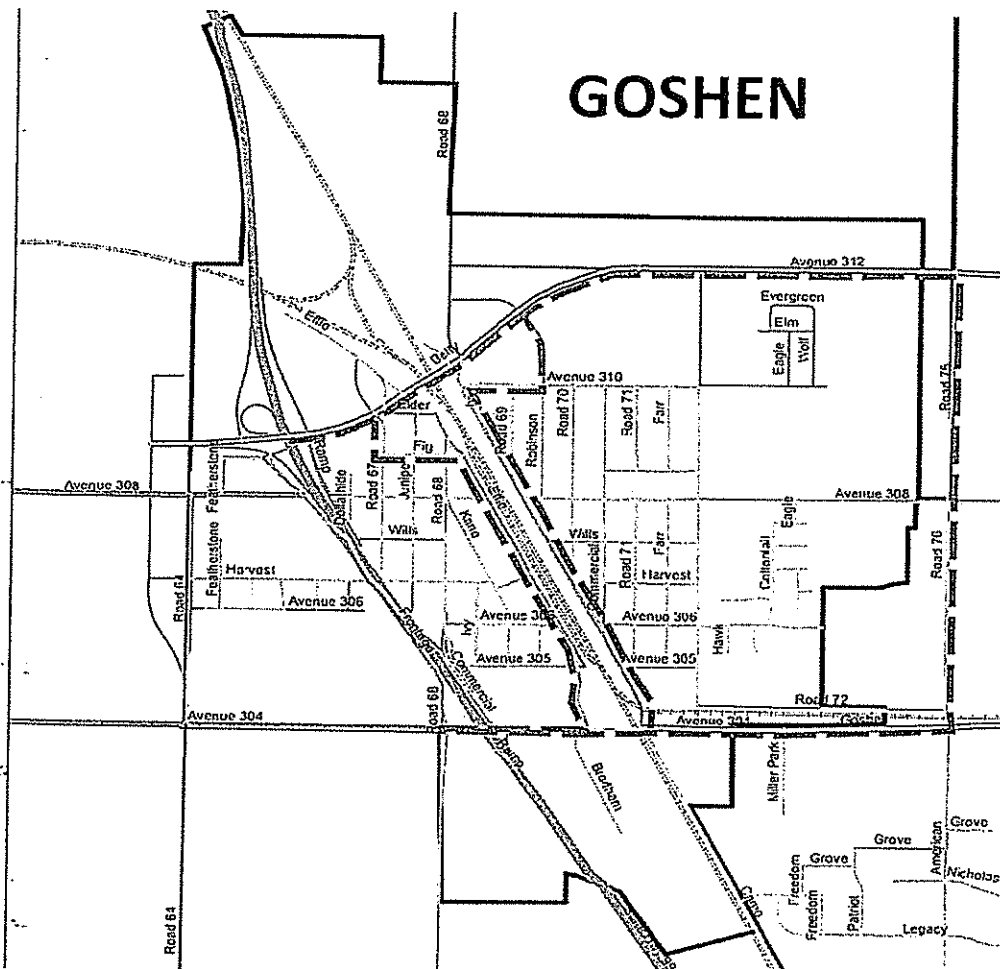
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GOSHEN



COMMUNITY VISIONING

COMPLETE STREETS PLANNING

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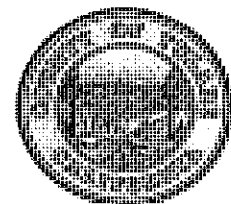
COMMUNITY INPUT NEEDED

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

Questions Contact

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Jose Saenz (Spanish) 559-624-7102



TOM PETERSON
30538 FAIR RD.
VISALIA, CA 93291

WE WANT TO KNOW WHAT YOU THINK

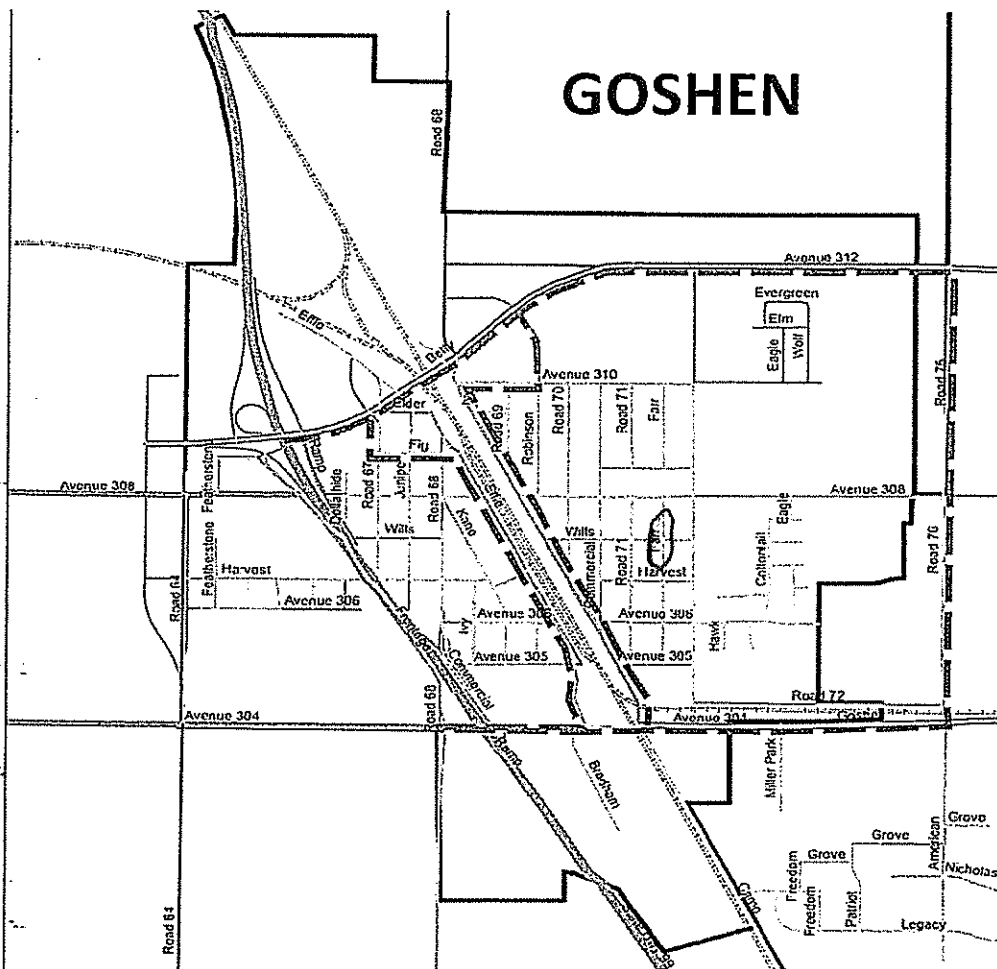


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GOSHEN

COMMUNITY VISIONING

**COMPLETE STREETS
PLANNING**

PUBLIC MEETING

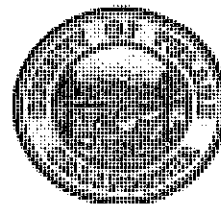
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NEEDED**

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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



Victor Sanchez

30544

QUEREMOS SABER LO QUE PIENSA

CAPM DR

Visalia CA 93277

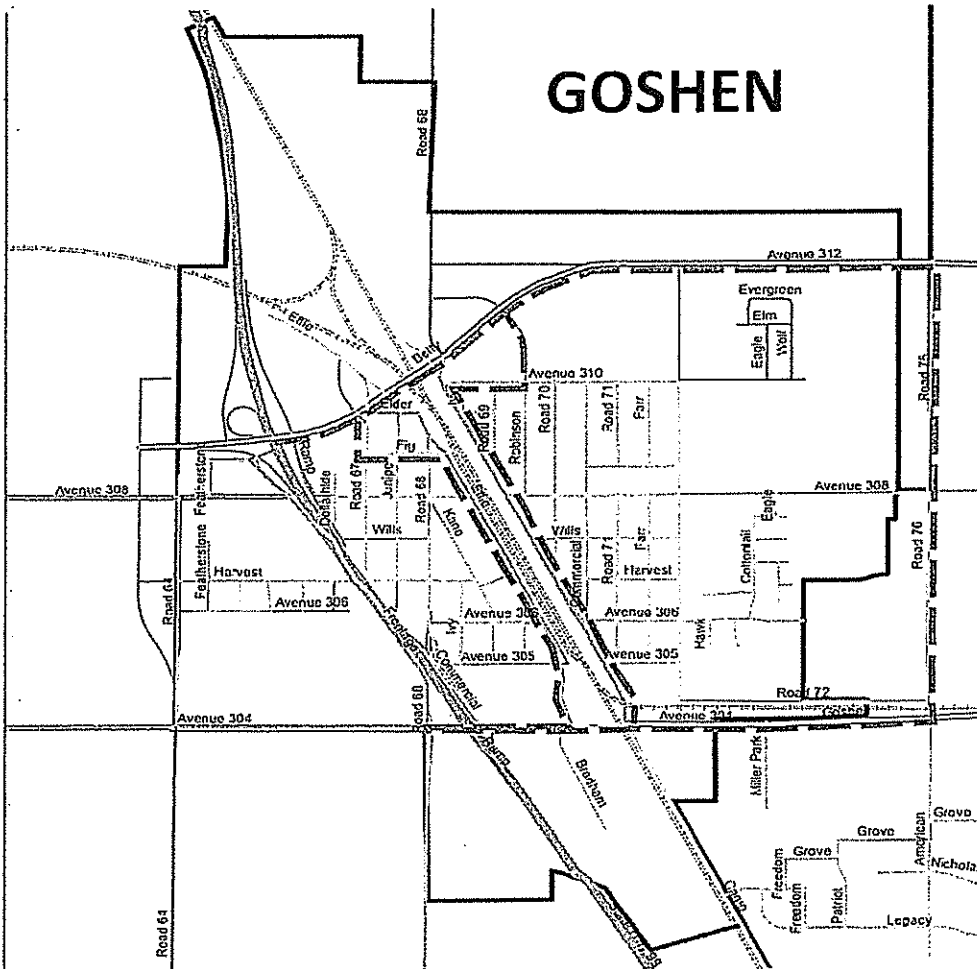


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VISIÓN COMMUNITARIA

PLANIFICACIÓN COMPLETA DE LA CALLE

REUNIÓN PÚBLICA

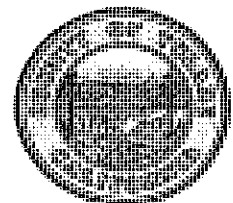
APORTE DE COMUNIDAD

Volver a la dirección

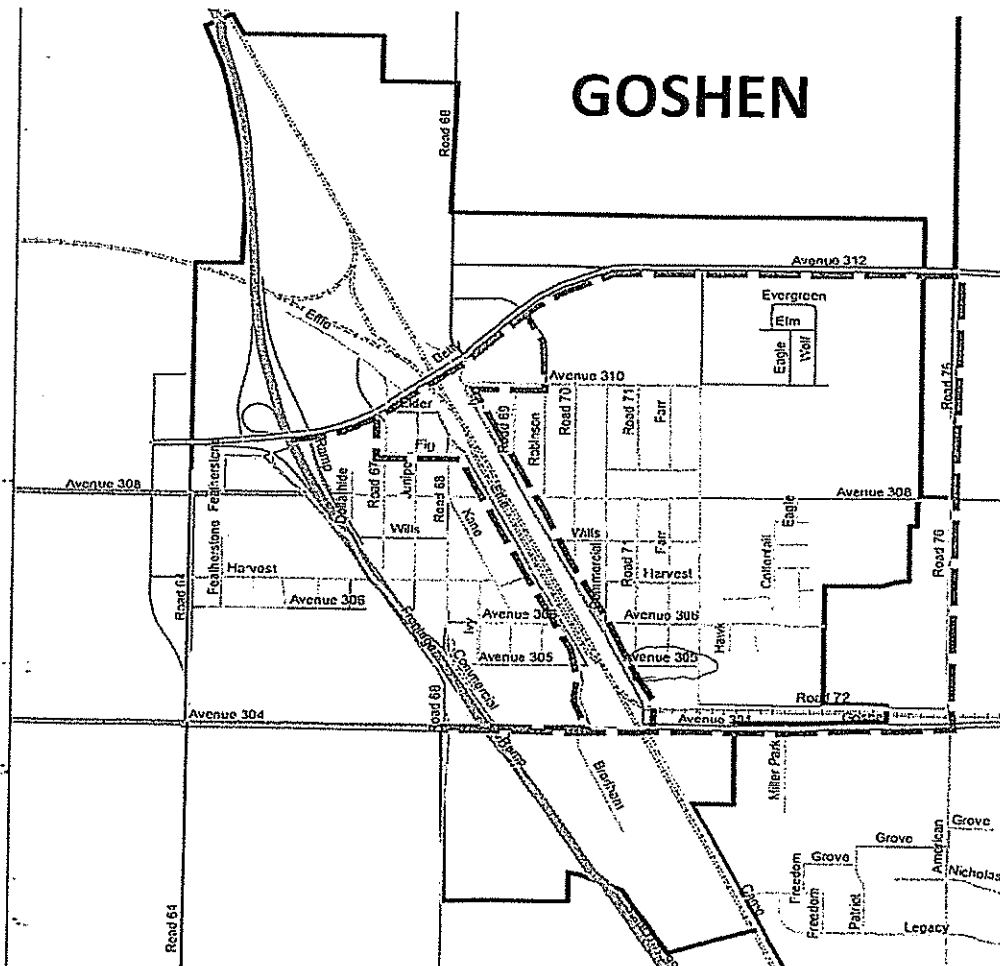

Tulare County
Resource Management Agency
5961 S. Mooney Blvd.
Visalia, CA 93277

Para preguntas contactar

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



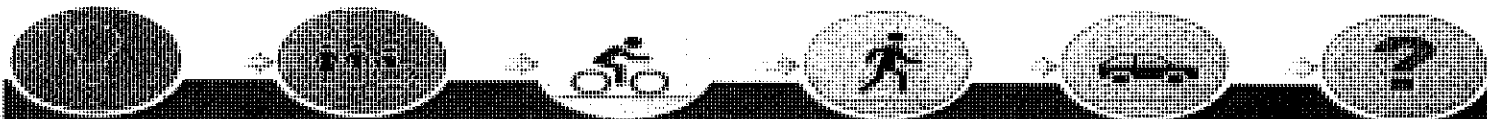
7152 Dve 308 Visalia CA 93291



Grace Darr

7122 Ave 306
Visalia, CA 93291

WE WANT TO KNOW WHAT YOU THINK



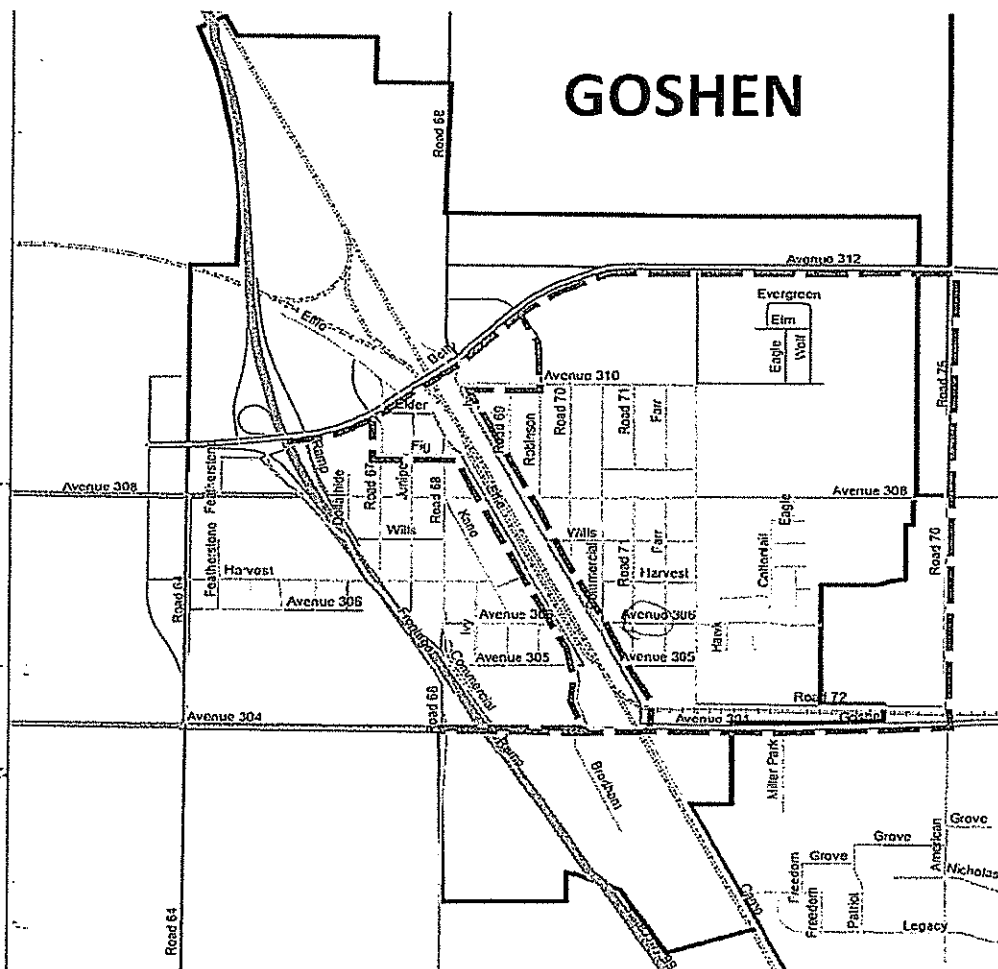
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COMPLETE STREETS
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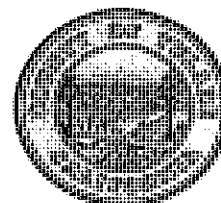
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Pedro Serrano

QUEREMOS SABER LO QUE PIENSA

7138 Ave 306 U.S. 91 93291

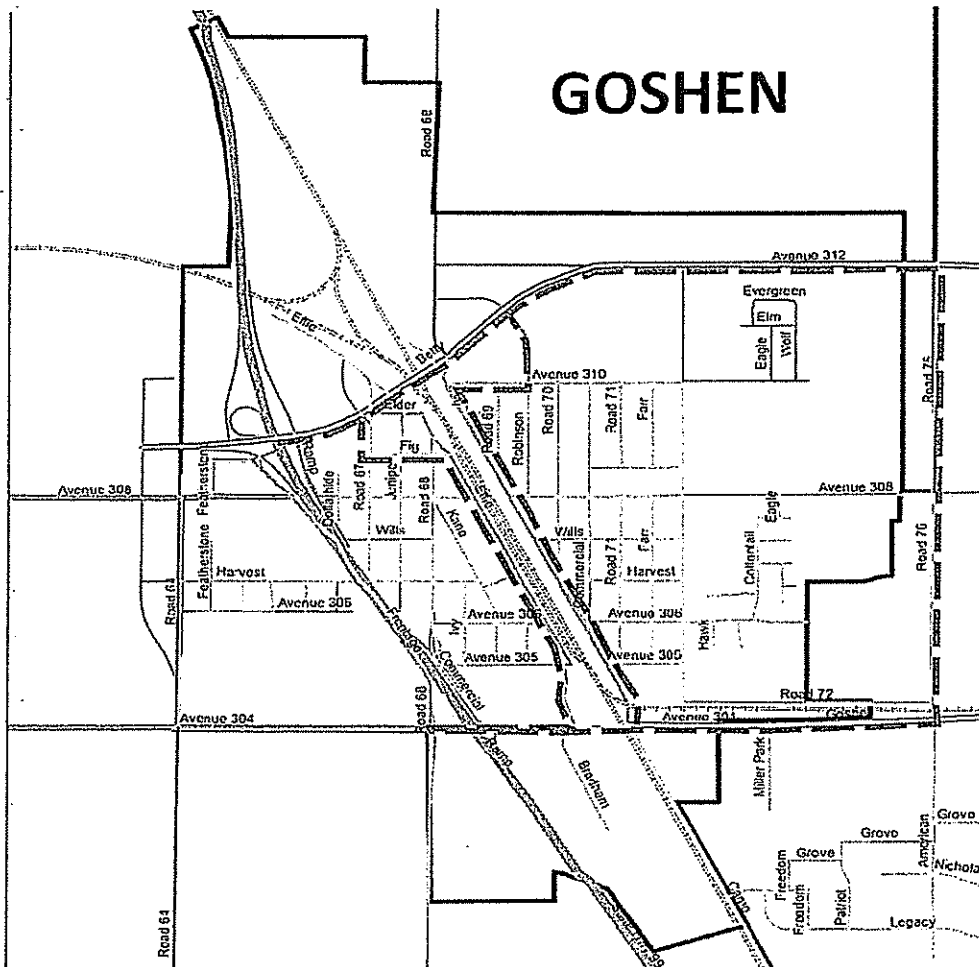


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Resource Management Agency
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Visalia, CA 93277

Para preguntas contactar

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



3-25-21

Re: Goshen Complete Streets

Hello, I live on road 69 - directly in front of the Goshen Post office to the North, it is a small dirt road from Ave. 305 to Ave. 306... Apparently it doesn't show up on GPS but I have lived here 40 years. This dirt road is highly used by most citizens here going to the Post Office, and now there is a lot of truck traffic going through (Sometimes too fast) it is VERY dusty and full of holes so that causes much noise and vibration here. I can't sit outside.

There are NO Stop Signs either direction, the locals mostly know to stop but truckers and folks that are not from here blast on through to Ave 305 - going to the North is far worse as there is a cross road of same Ave and 306.. NO STOPS for anyone.

I would like for you to consider PAVING our street, it is much needed due to increased traffic from the new truck stop and other business that have recently come to our town.

Sometimes I go to leave out on Ave 305 and I cannot do so as there are trucks backing and parked on 305... the other end is a big mud hole most time which I don't use (306).

Another spot is going west on 305 (Post office) to road 69 by Premier Trailers is no stop sign. Effie dr. from ^{Ave} 306 south to ^{Ave} 304 is full of holes!

Thank You

559-679-1343

Rhonda Zerns
13B0540 RD. 69 - Goshen

QUEREMOS SABER LO QUE PIENSA

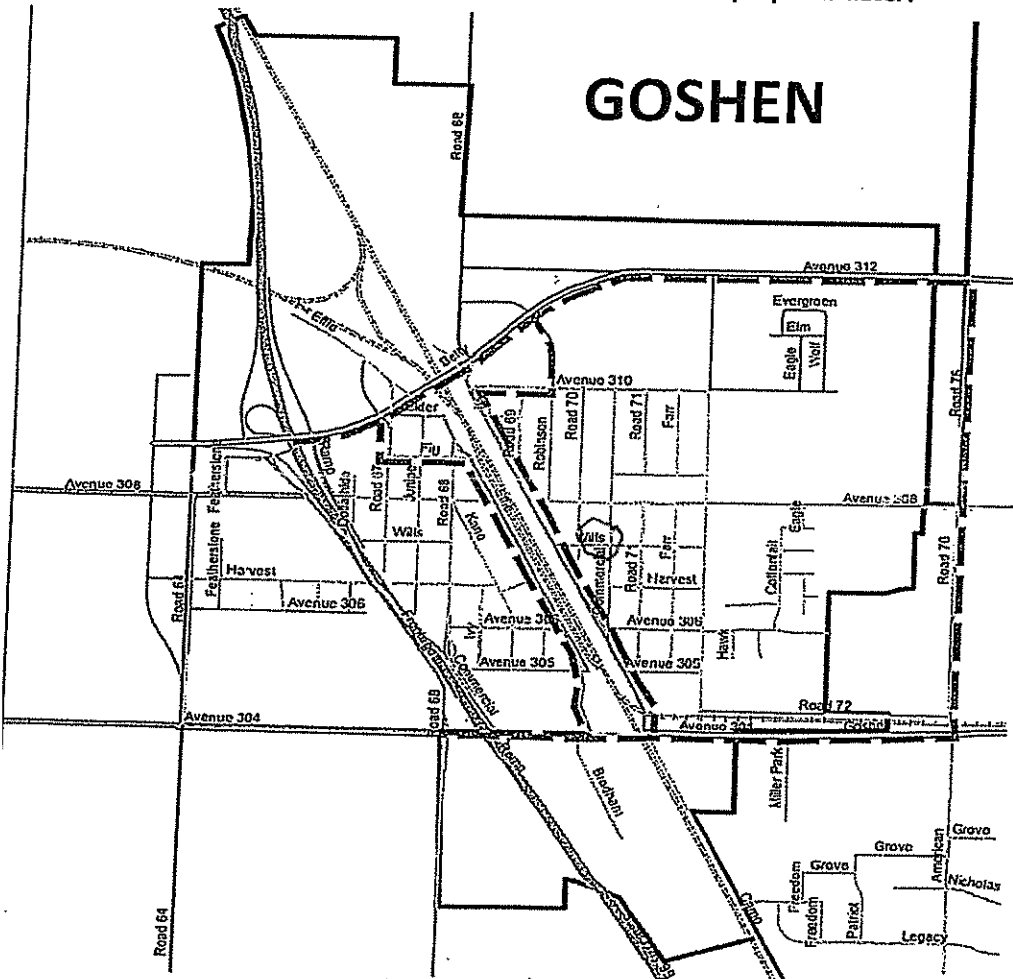


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VISION COMMUNITARIA

PLANIFICACION
COMPLETA DE LA CALLE

REUNION PÚBLICA

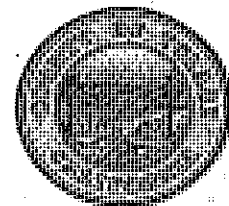
APORTE DE COMUNIDAD

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

Para preguntas contactar

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



Hello, our house is located in the
corner of Wilb and Commercial rd
our adress is 30725 Commercial rd
Vista CA 93791, every raining season
our street gets really Flooded!! there
is no street drains or gutter so the
water gets to our yard, we will really
appreciate if you can do something about
the flooding, Thank you very much.

Maria Vallejo.

March 5, 21

Dear Susan:

Here is a list: I'm only on the West
side of 99 in Goshen, but I'm all over
this County:

Goshen: ① Rd 66 South of Harvest Ave.
② Featherstone North of Harvest Ave.
③ Rd 56 South off 198.

Woodhake: ① Ave 324 EAST of Rd 196.
② Rd 204 BETWEEN Ave 322 & Ave 328.
③ Ave 328 EAST of Rd 204 & Ave 212.
(THESE ALL NEED WIDENED for A modern Vehicle)

Pixley: ① Ave 120 EAST of Hwy 99 & Rd 152.

DON'T patch them, Fix them.

Thanks for your efforts
Geneva Gray

PS: Thanks for fixing Harvest Ave
I've been asking since 1971.

To Whom It May Concern:

We have owned and operated an Ag Business in Goshen for 35 years and have seen many changes. But the most recent changes to the Avenue 304 and HWY 99 make no sense.

1. Removing the Ave 304 off-ramp/on-ramp has only created more semi-trucks to drive thru the residential homes where kids must walk to school. And I have witnessed several trucks getting lost within the homes.
2. Trucks and vehicles continue to speed through Ave 304 to the frontage road
3. Potholes have not been addressed on any roads west of the railroads. It is as if the homes west of the rail tracks mean nothing to the city or county.
4. Can't believe a 24hr truck stop built directly across the street from houses. Bright lights on throughout the night!
5. Semi-trucks should not be allowed to use residential streets as through way. Very poor regard to the people that live west of the rail tracks.

We understand the truck stop brings in much needed revenue but the trucks need to be stopped from using the residential streets as their highway. And all the streets need much needed repairs!

San Jose Saenz:

presento.
Los puntos que le Hago referencia:

Son:

- ① Prohibir circulacion de trailers de 18 ruedas y vehiculos pesados dentro de la comunidad.
- ② Luz publica. en nuestra comunidad. hacia al sur.
- ③ Senales de transito
Ejemplo: Stop, Limite de velocidad, vigilancia de velocidad en toda comunidad.
- ④ Limpieza de los ~~at~~ callejones que son utilizados como Bodegas y parques
- ⑤ Cunetas para circulacion de aguas lluvias

Quedo Engracias

por la atencion a la

presente.

Mario Artagabal 30643 rd 71 (tel. 559-730 66 85)

Rasmussen & Road 72
needs repair. All of Goshen
Community travels this
Road. with all the potholes,
uneven pavement, right at
the curb of turning there
is always flooding there
and a large pothole...
Very dangerous.

Effie Dr. is used for the trucks,
that Road is really bad,
needs repair.

One other situation were having
South Camp Dr. everyone is
leaving their trash there.
What can we do about this??

Thanks
J.

From: [Jose A Saenz](#)
To: [Susan L Simon](#)
Cc: [Aaron R Bock](#); [Johnson X Vang](#); [Jason J Garcia-LoBue](#); [Zone-Information](#)
Subject: Goshen Complete Streets - Letter from Mario - 30643 Road 71 - March 2021
Date: Wednesday, March 3, 2021 3:40:42 PM
Attachments: [Goshen Complete Streets - Mario - 30643 Road 71 - March 2021.pdf](#)

Good Afternoon Susan,

Please see the attached PDF that contains a response and letter from a Goshen citizen in regards to feedback and comments for Goshen Complete Streets. We received this document and letter today and was received in Spanish. He indicated five (5) areas of concern and are transcribed/translated here:

1. Prohibit 18-wheeler truck to travel or go through the residential neighborhoods
2. Would like to see more street lighting throughout the neighborhoods (Road 71)
3. Would help to have more street signs like stop signs and speed limit signs
4. Alleys need to be cleaned since there are people who use the alleys for storage of equipment, junk and for parking
5. More curb and gutter for better rain and storm water circulation

The original documents will be placed in your inbox. Please let me know if you have any questions regarding this letter. Thank you and have a great afternoon and evening!

Jose Saenz, Planner II

Tulare County RMA – Permit Center
5961 S. Mooney Blvd.
Visalia, CA 93277
Phone: (559) 624-7102
E-Mail: jsaenz@tularecounty.ca.gov

Please note our new email address!

QUEREMOS SABER LO QUE PIENSA

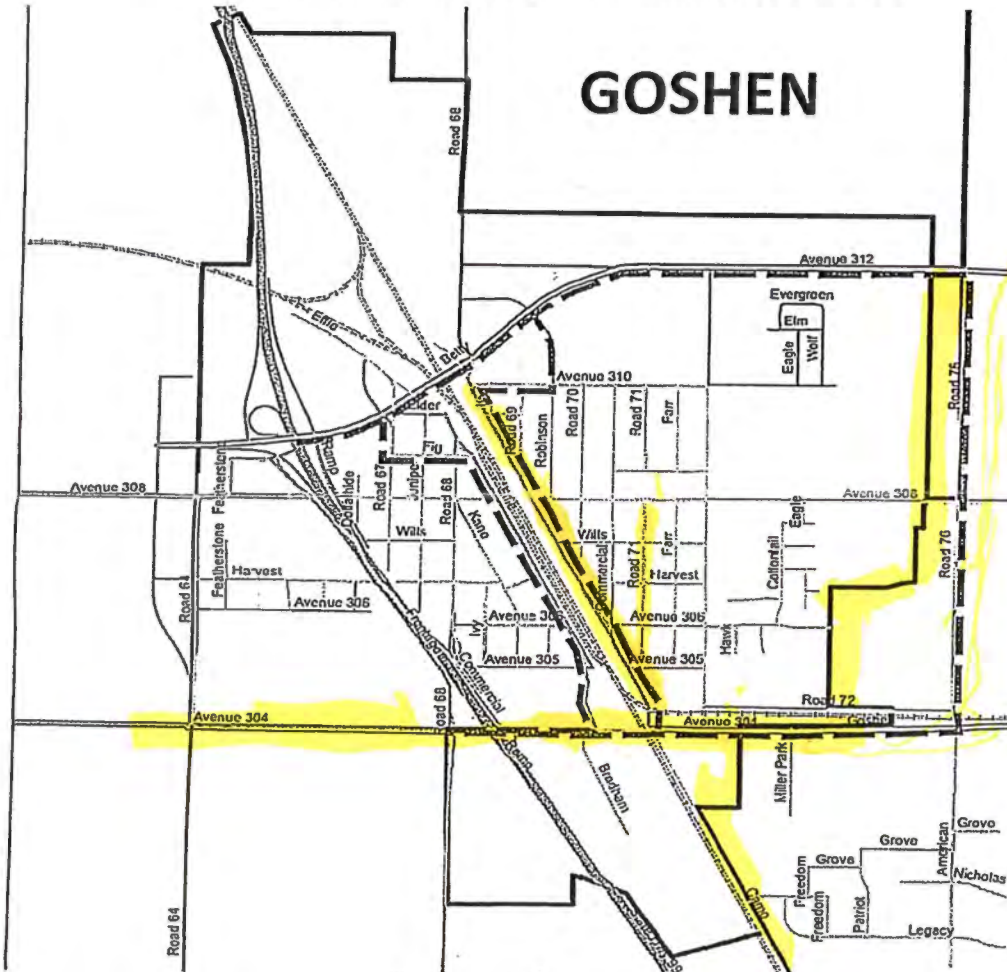


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VISIÓN COMMUNITARIA

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



300-
305

tel 559-730 6685



Gr. Jose Saenz:

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- ⑤ Conetas para circulacion de aguas lluvias

Render Gracias

por la atencion a la

marco Artagabal 30643 rd 71 (tel. 559-730 6685) Presente.

[illegible]

Clean California Grant Goshen Transportation Corridor Beautification Project

Clean California Grant Program Overview

The Clean California Local Grant Program (CCLGP) is a competitive statewide program created to beautify and clean up local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces.

Application Due: April 28, 2023

Award Notifications: August 2023

The Goshen Transportation Corridor Beautification Project will improve the areas immediately around the Pedestrian Bridge walkway and the Betty Drive Interchange.

Project Overview

West Side of the Pedestrian Bridge

1: Trash Can (Cement)

3: Cement Benches

Stamped Concrete

East Side of the Pedestrian Bridge:

1: Street light

1: Trash Can (cement)

1: Cement Bench

Stamped Concrete

Betty Drive Overpass

Low maintenance, drought resistant
landscaping

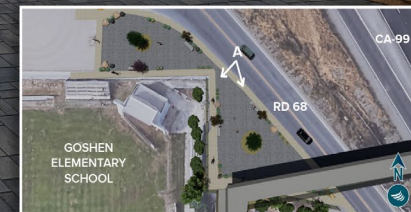
West Side

Existing Conditions





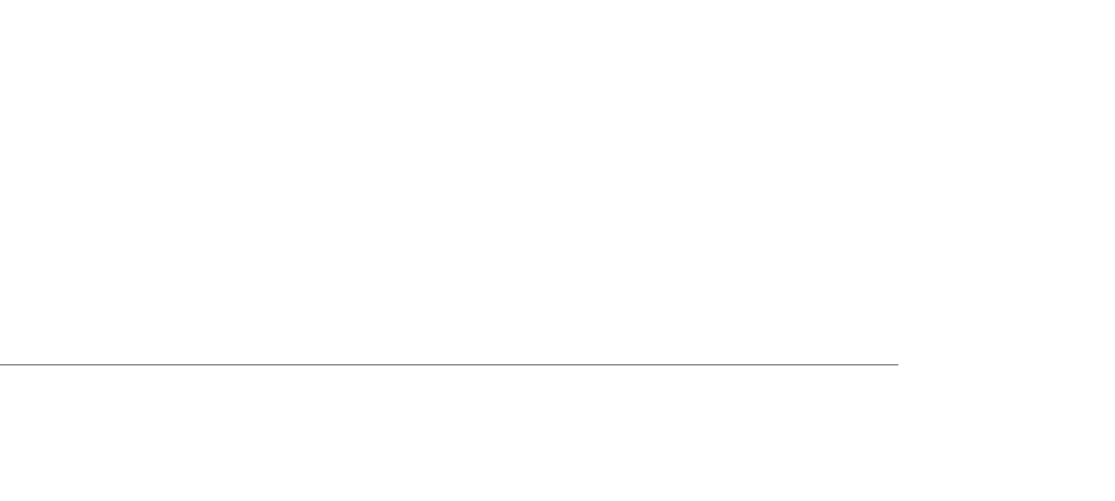
Proposed Design



East Side

Existing Conditions





Proposed Design

Betty Drive Overpass

Existing Conditions



Betty Drive Interchange
Landscaping Project
Conceptual Design
Goshen, CA

2' Rock Wall

CA-99

Woodchips

Betty Drive

Landscape Rocks

CA-99

California Goldenrod



California Fescue



Coast Live Oak



Western Red Bud



Toyon



Proposed
Design



Fiscal Impact

If awarded, there is no initial cost to the CSD.

- Upon project completion the CSD would be responsible for maintenance and upkeep to include:
 - Weed control
 - Graffiti removal
 - Emptying trash receptacles

Comments

