

Paige Moore Tract - Lindsay Complete Streets Plans

December 2021



Prepared by:

**Tulare County Resource
Management Agency**



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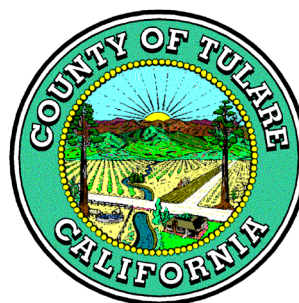


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Introduction

Complete Streets Vision

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

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

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

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

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

Complete Streets Definition

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

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

Complete Streets Attributes

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

Report Outcomes

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

- (i) *Addressed* congestion, climate change and oil dependence by shifting to lower-carbon modes;
- (ii) *Improved* safety by addressing shoulders, sidewalks, better bus placement, traffic speed reduction, treatments for travelers with disabilities;
- (iii) *Created* “livable communities” by encouraging walking and bicycling for health, and by providing a safe walking and bicycling environment as an essential part of improving transportation movement and safety within the roadways studied.

These outcomes are achieved by the following:

- (a) *Included all users* namely, pedestrians, bicyclists, transit vehicles and users, and motorists. In drafting this report, all users were invited to comment on how the County could better serve the community. The implementation of complete streets directly shifts the emphasis to lower-carbon (using) modes of transportation. The shift from the gas using automobile to pedestrian and bicycle transport is achieved through the creation of sidewalks, improving sidewalks, and including bike lanes and/or bike routes for a wider ranger of people to use. The shift to transit is included in improving policies, programs and facilities in the operations of County’s transit systems.
- (b) *Created a comprehensive integrated and connected network* that supports “livable communities” that promote a safe interwoven fabric are provide for by the Policies Section using the transportation goals in the 2030 General Plan Circulation Element and by further defining complete streets network (see Appendix C).
- (c) *Emphasized flexibility* recognizing that all streets with these communities are different, and thus, balancing user needs. No one standard was applied to all streets and the street designs were adjusted to existing conditions, differing jurisdictions and the desires of the community.

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- (d) *Considered both new and retrofit projects*, including design, planning, maintenance, and operation, for the entire right-of-way within these communities. In addition to the various sections discussed below Appendix A – D include plans that show the plans, designs, and existing and proposed maintenance plans and operations of the Complete Streets Plan.
- (e) *Used the latest and best design standards*. By using newer design standards as represented in the preliminary design plans verses the County’s Roadway Standards the County is able to provide wider sidewalks and include such amenities as traffic calming measures (bulbouts).
- (f) *Conducted extensive public outreach* to ascertain the solutions that best fit within the context of these communities. The community was consulted every two weeks throughout the 3 month window that this report was drafted. Two “walkability” audits were conducted in July. This culminated in two meeting, 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:

- SB 1 - Sustainable Communities Planning Grant – Complete Streets

Complete Street Policies

Complete Street Goals

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

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

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- Inclusion of Complete Streets design elements will improve the integration of land use and transportation, while encouraging economic revitalization through infrastructure improvements.

Complete Streets Objectives

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

Complete Streets Policies

Tulare County General Plan Policies

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

Principle 1: County-wide Collaboration

Support countywide transportation plans that provide choices in travel modes.

Principle 2: Connectivity

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

Principle 3: Community Circulation

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

Principle 4: Pedestrian and Bicycle Facilities

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

These principles are expressed mainly in following policies including:

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

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Complete Street Policy Design Criteria

1. Tulare County promotes the incorporation of Complete Streets concepts and design standards in all appropriate new and retrofit County public streets (except State highways and freeways).
2. Tulare County will seek every opportunity to provide funding for the planning, design, and implementation of Complete Streets.
3. New Class I Multi-use Paths should be a minimum of eight (8) feet wide.
4. New Class II Bike Lanes should be a minimum of five (5) feet wide.
5. New sidewalks should be a minimum of five (5) feet wide.
6. Bulb-outs should be considered in areas of higher speed (35 mph or greater) where sufficient turning radii for trucks is available or as determined by the County Engineer.
7. As determined by the County Engineer, installation of posted speed limit vehicle activated traffic calming signs (VATCS) are encouraged in instances of high speed to promote safety.
8. Transit shelters and benches are encouraged at all County transit stops if FTA grants are available.
9. Street lighting and cross walk are encouraged to promote safety if considered feasible by the County Engineer.
10. Design policies should be consistent with the Tulare County Improvement Standards; other references include existing design guides, such as those issued by Caltrans, AASHTO and the ADA Accessibility Guidelines.
11. Public streets excluded from this policy include those where:
 - Complete streets concepts are in conflict with existing laws, codes, or ordinances.
 - Compliance with this policy would conflict with goals or physical conditions related to the unique aspects of the location.
12. Exceptions from Complete Street Policies:
 - Accommodation is not necessary where non-motorized use is prohibited, such as freeways.
 - Cost of accommodation is excessively disproportionate to the need or probable use as determined by the County Engineer.
 - A documented absence of current or future need.

Complete Street Mobility Plan

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

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

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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 Paige-Moore Tract, Lindsay. Another principle that is being applied is under SB 743, requiring a change to evaluating traffic using Vehicle Miles Traveled versus Level of Service under CEQA analysis, and under AB 32 in reducing Green House Gasses.

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

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

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

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

The Community Complete Streets Network comprises four types of facilities—vehicular, pedestrian, bicycle, and public transit. This complete streets approach will enable residents to choose which travel mode best suits them. It also will ensure that streets are designed with the users in mind—accommodating for businesses, children, the elderly, bicyclists, and transit users.

Caltrans and Complete Streets

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

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 Paige-Moore Tract, Lindsay. 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.

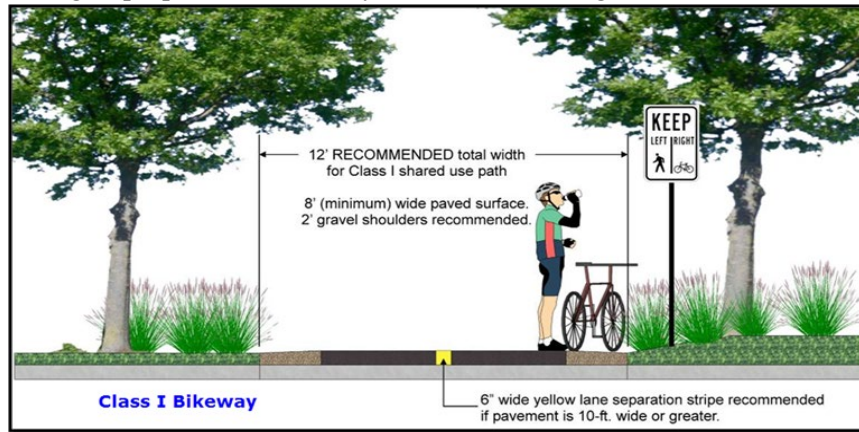
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Bicycle Facilities

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 Paige-Moore Tract, Lindsay Bicycle, Bus and Pedestrian Plan (see Appendix C).

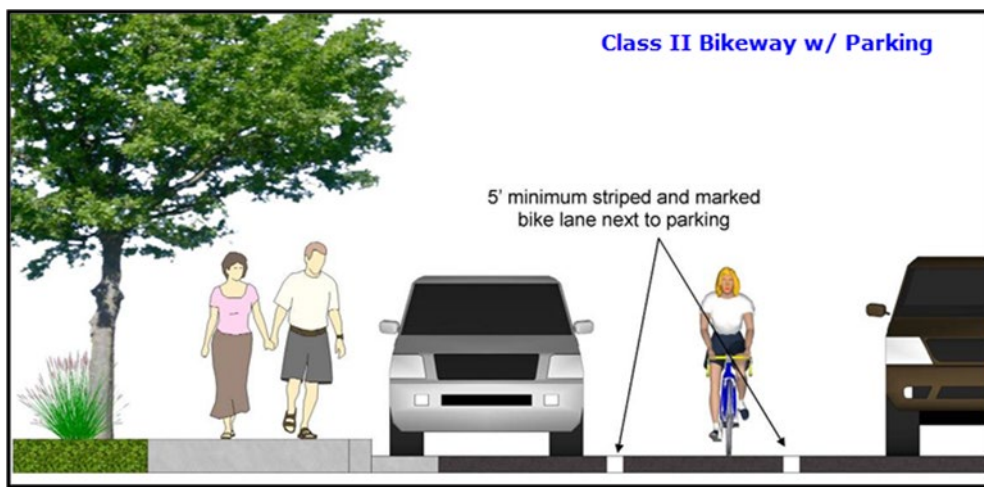
Class I

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



Class II

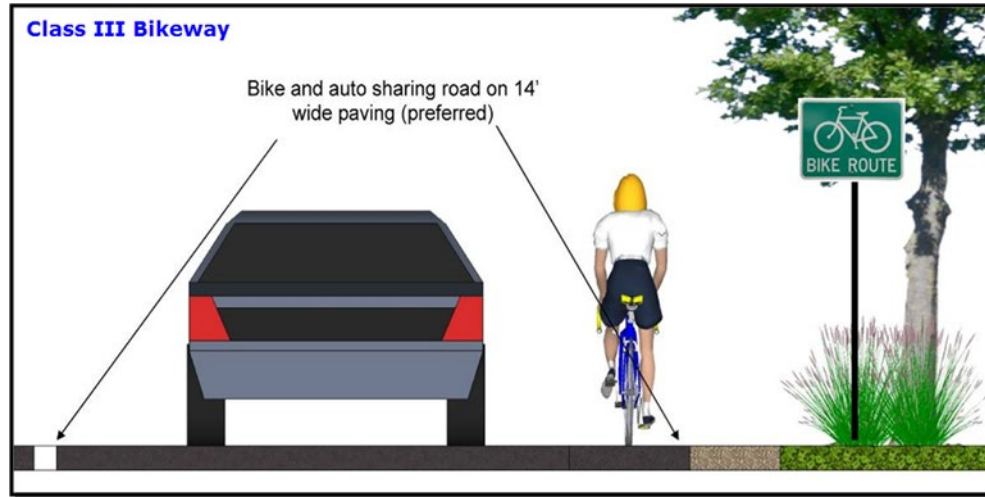
Bikeway that provides designated lanes for the use of bicycles through the use of striping on the roadway and signage designations for the facility.



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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.



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 Paige-Moore Tract, Lindsay.

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.

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Public Bus Service

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

Tulare County Area Transit (TCAT)

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

Paratransit Service

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

Park-and-Ride Lots

Park-and-ride lots provide places for people to meet up and carpool to areas outside of the Community. A Park and Ride facility could also provide a compressed natural gas refueling station. As the community's population grows and given the large number of commuters, a park-and-ride location would be best sited near the edges of the Community along Avenue 192.

Cost Benefits Analysis, Implementation, and Funding Mechanisms

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

- Increased Transportation Choices: Streets that provide travel choices can give people the option to avoid traffic congestion, and increase the overall capacity of the transportation network.
- Economic Revitalization: Complete streets can reduce transportation costs and travel time while increasing property values and job growth in communities.
- 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

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is \$23 per ton. According to the Federal Highway Administration, sidewalks reduce incidences to pedestrians over 80%. According to Caltrans, the average costs of highway incidents are stated below.

Var.	Definition	Value	Unit	Source
V	Daily volume, by vehicle type (passenger vehicle, truck), period (peak, non-peak), facility (HOV, non-HOV, weaving)	#	Trips/Day	User Input
Dist	Project length (distance traveled)	#	Miles per trip	User Input
CostFatal ^{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

Community Specific Complete Street Implementation Measures

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

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

Measure R

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

On November 7, 2006, the voters of Tulare County approved Measure R, imposing a ½ cent sales tax for transportation within the incorporated and unincorporated area of Tulare County for the next 30 years. The transportation measure will generate slightly more than \$652 million over 30 years to Tulare County's transportation needs.

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

Active Transportation Program (ATP)

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

Citizen Feedback

Public Outreach Efforts

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

Publicity for meeting times and locations generally consisted of newspaper releases, local newsletter informational items, citizens distributing fliers, handing out bi-lingual fliers to school children to be given to the student's guardian, posting fliers at local community businesses, local school board meeting agendas, area congressional office and non-profit agency assistance, local senior centers and health clinics (if applicable), email and other forms of communication. Formal public meetings were held in the various communities shown below. A summary of additional information – Tulare County Resource Management Agency Complete Streets and Community Plan Outreach (2019) – is located in Appendix G.

Paige-Moore Tract, Lindsay Public Meetings

- April 22, 2021
- May 6, 2021
- May 20, 2021

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Design Facilities

Improvement Standards

The purpose public workshops or community meetings is to engage in discussions with local residents and business owners regarding specific topics, e.g., transportation related improvements. Transportation related facilities for public use are built within existing right of way (R/W) owned by a public agency, e.g., county, city or state. Within this R/W is a standard cross section, which is a term that is used to define the configuration of existing or proposed roadways at right angles to the centerline (CL). Typical sections show the width, thickness and descriptions of the pavement section, as well as the geometrics of the graded roadbed, side improvements and side slopes.

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

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

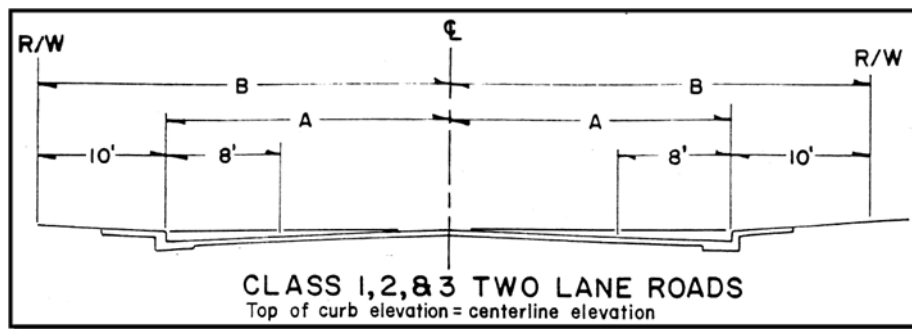
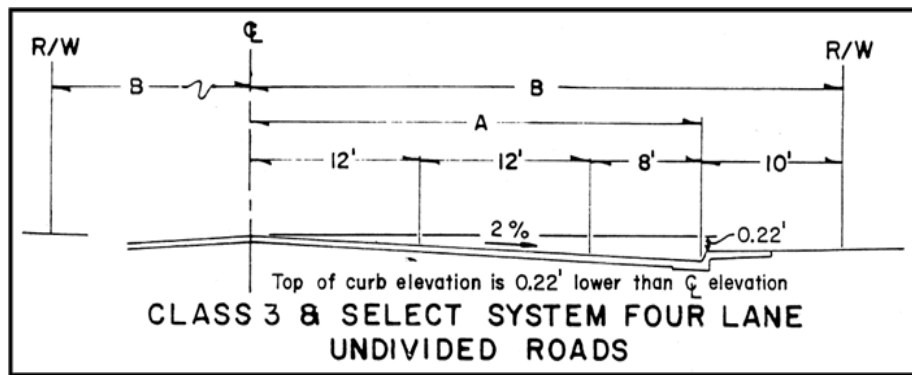


Figure 2 - Tulare County Class 3 Four-Lane Road



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Tulare County Pavement Management System

Pavement Management

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

Pavement Management System

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

Typical tasks performed by Tulare County PMS include:

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

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

The County is proposing a Road Maintenance Plan (see Appendix D) for the community of Paige-Moore Tract, Lindsay that is a result of the PMS.

Implementation

Selection of Communities

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

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

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

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

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

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.

Complete Streets Funding Opportunities

The following sections identify opinions of probable cost estimates for Complete Street transportation related improvements in Paige-Moore Tract, Lindsay. As shown in the tables, the funding sources

Paige Moore Tract-Lindsay Complete Streets Plan



include local, state and federal programs. Typically, local matches are required for acquiring state and federal funds. Measure R, a Tulare County sales tax for transportation, is available for such matches.

Cost Estimates

Detailed cost estimates are included in the Appendix.

Appendix A – Proposed Complete Streets Projects

Paige Moore Tract-Lindsay Complete Streets Plan

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Appendix B – Circulation Plan

Paige Moore Tract-Lindsay Complete Streets Plan

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Legend

- Local
- Collector (Major)
- Arterial (Minor)
- Collector (Minor)
- State Highway
- Lindsay City Limits



Community of Lindsay - Paige Moore Circulation Plan

Lindsay - Paige Moore

AVENUE 240

RANCHO VISTA

FIR

SEQUOIA

HICKORY

PARKSIDE

HILLCREST

SIERRA VIEW

SYCAMORE

LAUREL

PAGE

AVENUE 234

BOND

HAMLIN

ALAMEDA

ALAMADA

TULARE

STANFORD

LAFAYETTE

AVENUE 232

HOMASSEL

HERMOSA

OXFORD

SAMOA

FOOTHILL

VAN NESS

CENTRAL

ELWOOD

SWEETBRAR

GALE HILL

HARVARD

HONOLULU

ROUND VALLEY

ASHLAND

OLIVE

MOUNT VERNON

CAMBRIDGE

VALENCIA

MIRAGE

LINDMORE

AVENUE 224

FREMONT

65

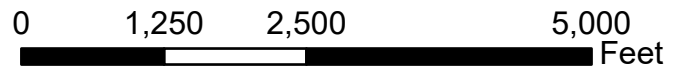
FREMONT

LINDSAY

WESTWOOD

WADDELL

AVENUE 220









Appendix C – Bicycle, Bus, and Pedestrian Plan

Paige Moore Tract-Lindsay Complete Streets Plan

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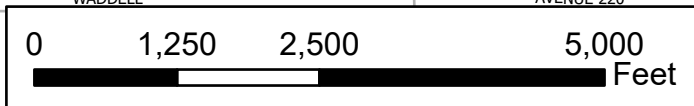
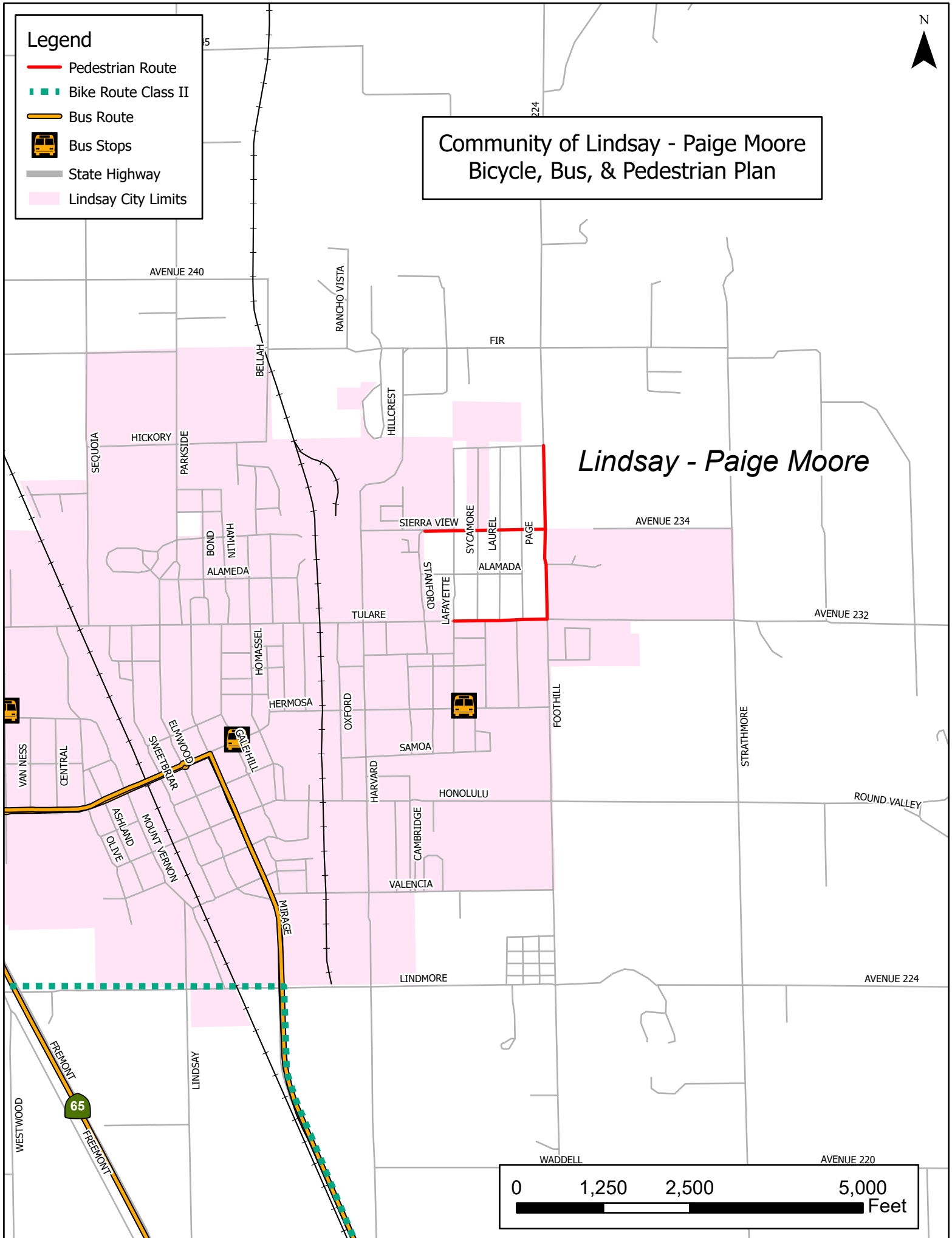
Legend

-  Pedestrian Route
-  Bike Route Class II
-  Bus Route
-  Bus Stops
-  State Highway
-  Lindsay City Limits



Community of Lindsay - Paige Moore Bicycle, Bus, & Pedestrian Plan

Lindsay - Paige Moore



Appendix D – Road Maintenance Plan

Paige Moore Tract-Lindsay Complete Streets Plan

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Legend

- State Highway
- Lindsay City Limits
- SINGLE CHIP SEAL
- THICK AC OVERLAY(2.5 INCHES)
- THIN AC OVERLAY(1.5 INCHES)



Community of Lindsay - Paige Moore
Road Maintenance '16-'21

Lindsay - Paige Moore



Appendix E – Cost Estimates for Paige-Moore Tract, Lindsay

Paige Moore Tract-Lindsay Complete Streets Plan

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Paige Moore Tract-Lindsay Complete Streets Plan

Cost Estimate for Paige Moore Tract - Lindsay

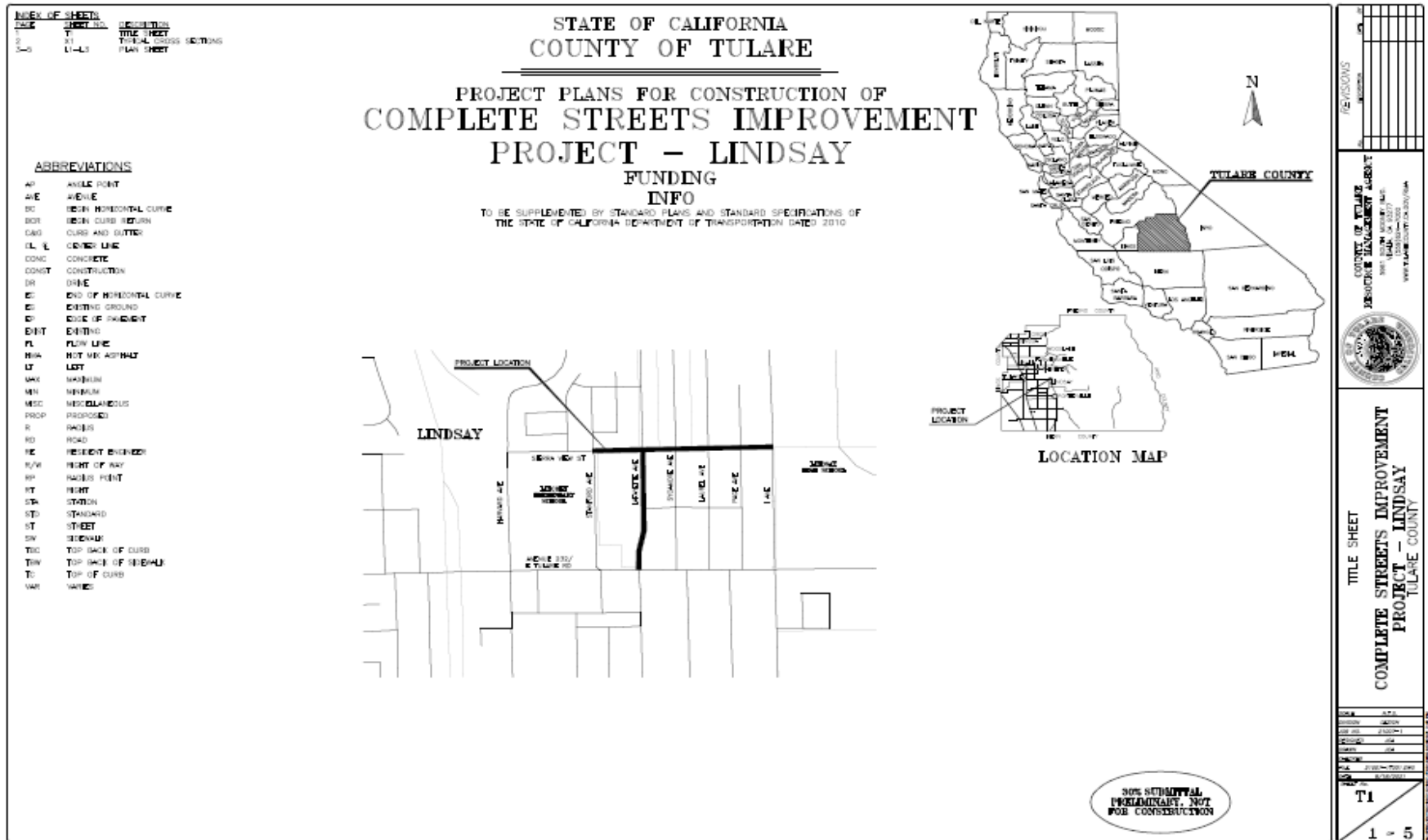
Detailed Engineer's Estimate						
Agency:		Tulare County Resource Management Agency				
Project Name:		Complete Streets- Lindsay				
Project Location:		E. Sierra View St - Stanford Ave to I Ave/Rd 224 & Lafayette Ave - E. Tulare Rd to E. Sierra View St				
Date of Estimate:		August 28, 2021				
Prepared by:		Julian Sanchez				
Construction Items						
Item No.	California Item code	Description	Units	Quantity	Unit Cost	Total
1	999990	Mobilization	LS	1	\$195,000	\$195,000
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	\$20,000	\$20,000
9(F)	190101	Roadway excavation	CY	4037	\$100	\$403,732
10(F)	250201	Class 2 Aggregate Base	CY	1919	\$100	\$191,862
11	390133	Hot Mix Asphalt (Type A)	TON	2451	\$120	\$294,144
12	731504	Minor Concrete (Curb & Gutter)	LF	6336	\$40	\$253,400
13	731521	Minor Concrete (Sidewalk)	SQFT	37700	\$8	\$301,600
14	731623	Minor Concrete (Ramp)	EA	21	\$5,000	\$105,000
15	731515	Minor Concrete (Driveway/V-gutter)	SF	8560	\$15	\$128,250
16	510502	Minor Concrete (Drainage Inlet)	EA	11	\$5,000	\$55,000
17	391006	Paving Asphalt (Binder to Geosynthetic)	TON	3	\$5	\$17
18	393004	Geosynthetic Pavement Interlayer (Fabric)	SQYD	3333	\$5	\$16,667
19	396200	Cold Plane Asphalt Concrete Pavement	SQYD	2633	\$10	\$26,333
20		Signing & Striping	LS	1	\$15,000	\$15,000
21		Misc Items	LS	1	\$35,000	\$35,000
22						
23						
					Sub-Total:	\$2,173,995
					*Contingency:	\$217,400
					TOTAL:	\$2,391,395
(F) = Final Pay Item						
* Up to 10% Contingency may be included in Engineer's Estimate						
Non-Construction Related Cost						
Item No.	California Item code	Description	Units	Quantity	Unit Cost	Total
22	-	Environmental Clearance	% of CON	5%	\$2,173,995.46	\$108,899.77
23	-	Preliminary Engineering (PE)	% of CON	10%	\$2,173,995.46	\$217,399.55
24	-	Construction Engineering (CE)	% of CON	15%	\$2,173,995.46	\$326,099.32
25	-	ROW Acquisition Admin	LS	1	\$125,000.00	\$125,000.00
26	-	Utility Relocations	LS	0	\$100,000.00	\$0.00
					Total:	\$777,198.64
Total Construction & Non-Construction Items						\$3,168,593.64

Appendix F – Paige-Moore Tract, Lindsay 30% Submittal Plan

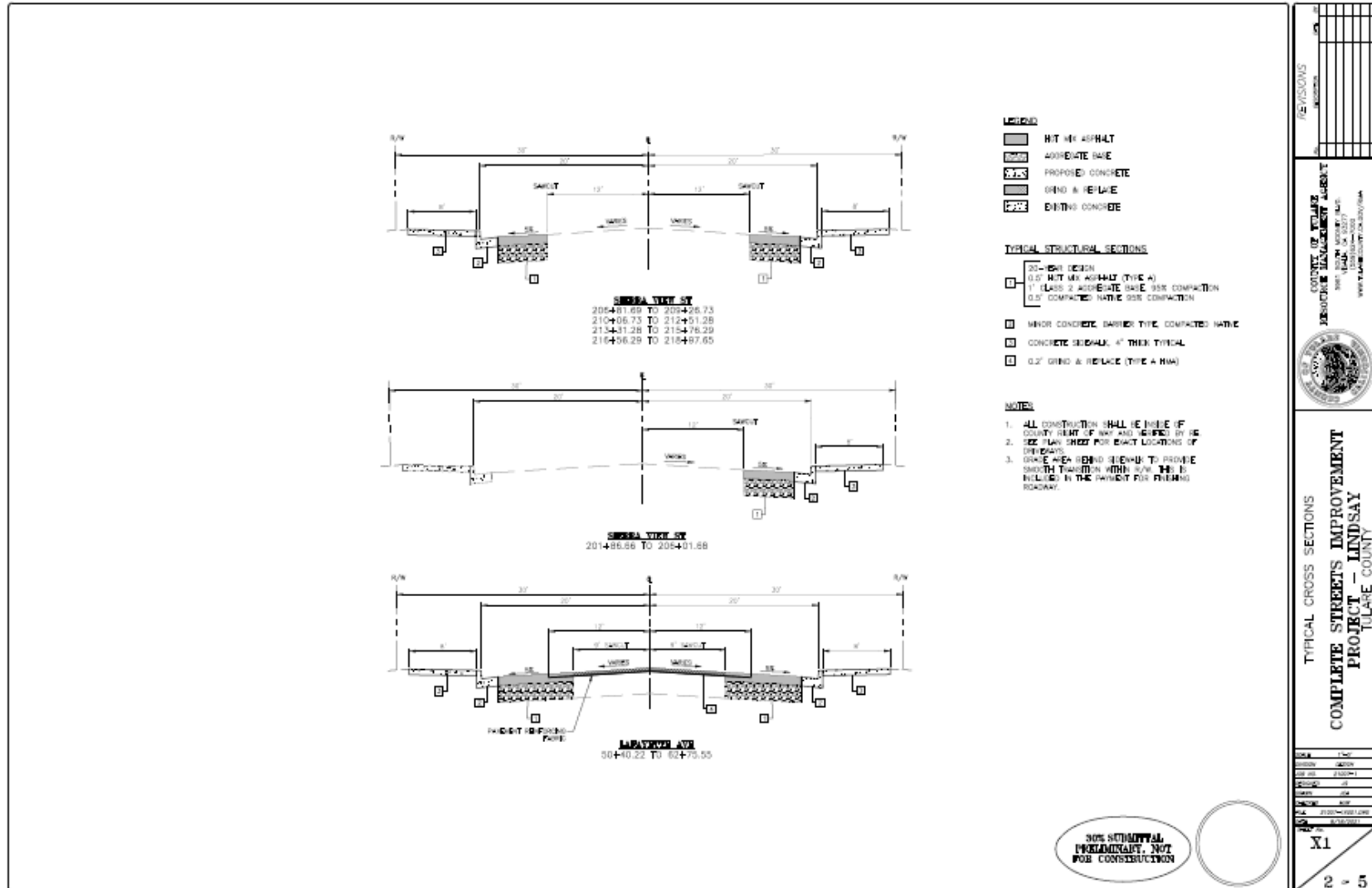
Paige Moore Tract-Lindsay Complete Streets Plan

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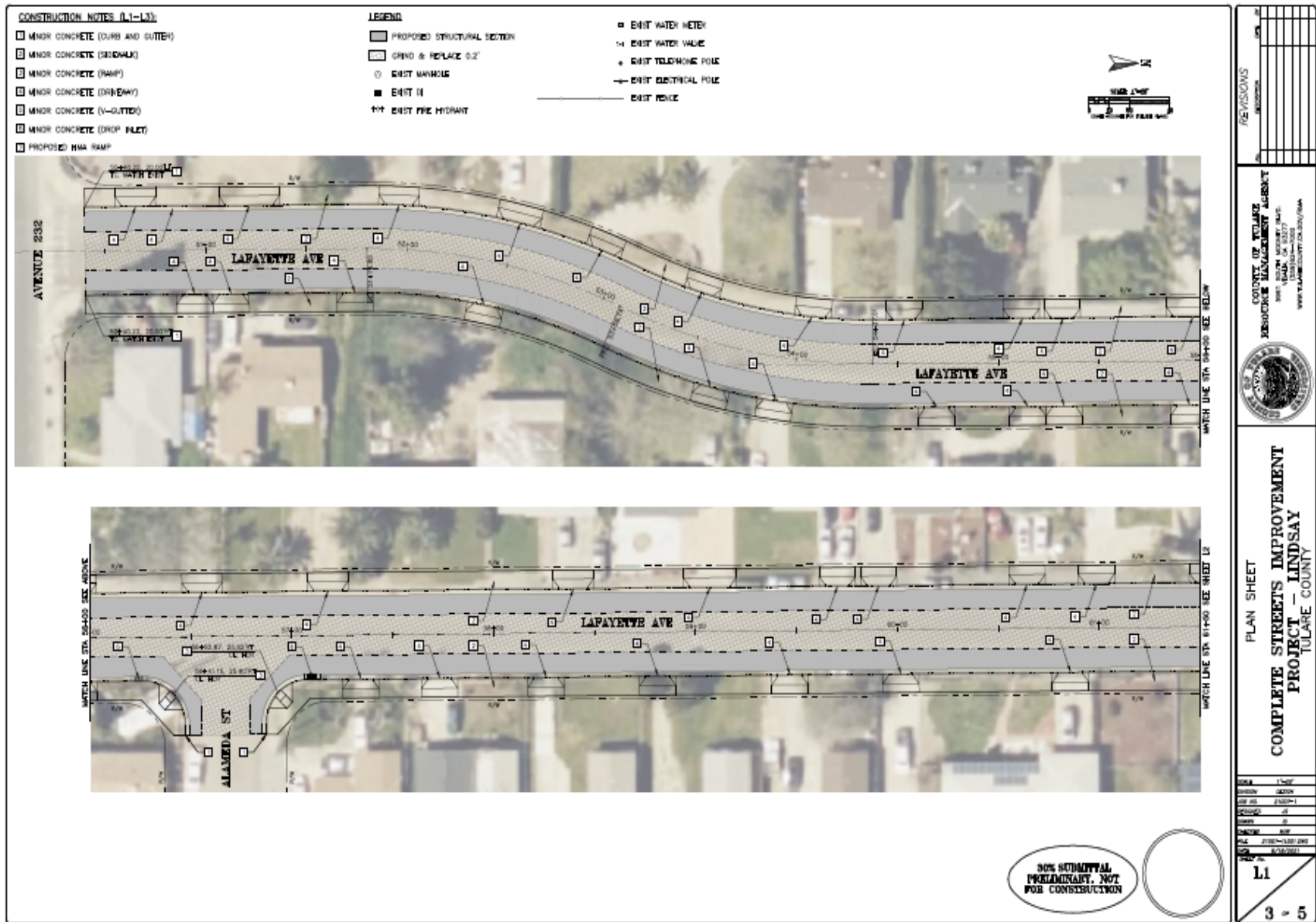
Paige Moore Tract-Lindsay Complete Streets Plan



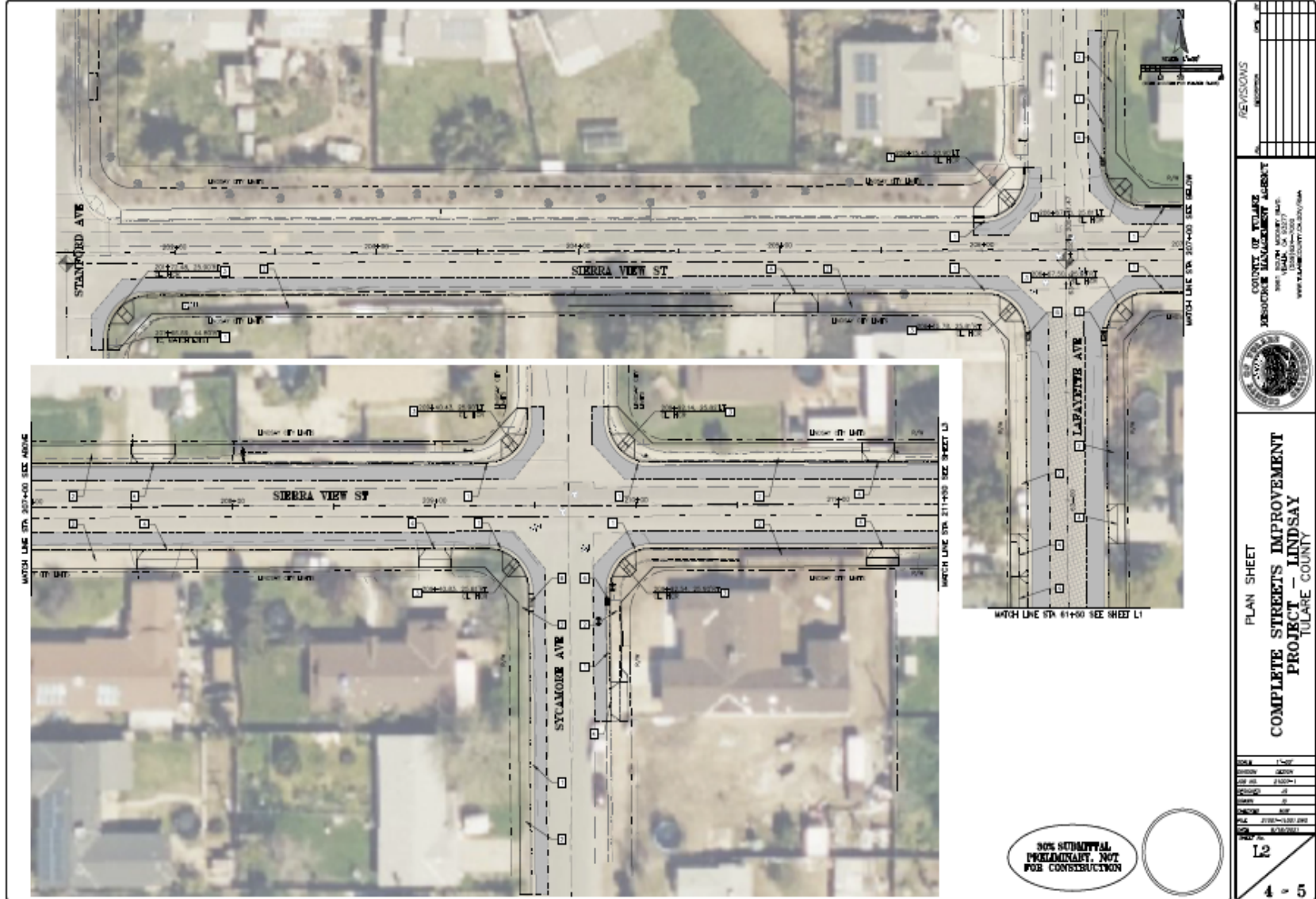
Paige Moore Tract-Lindsay Complete Streets Plan



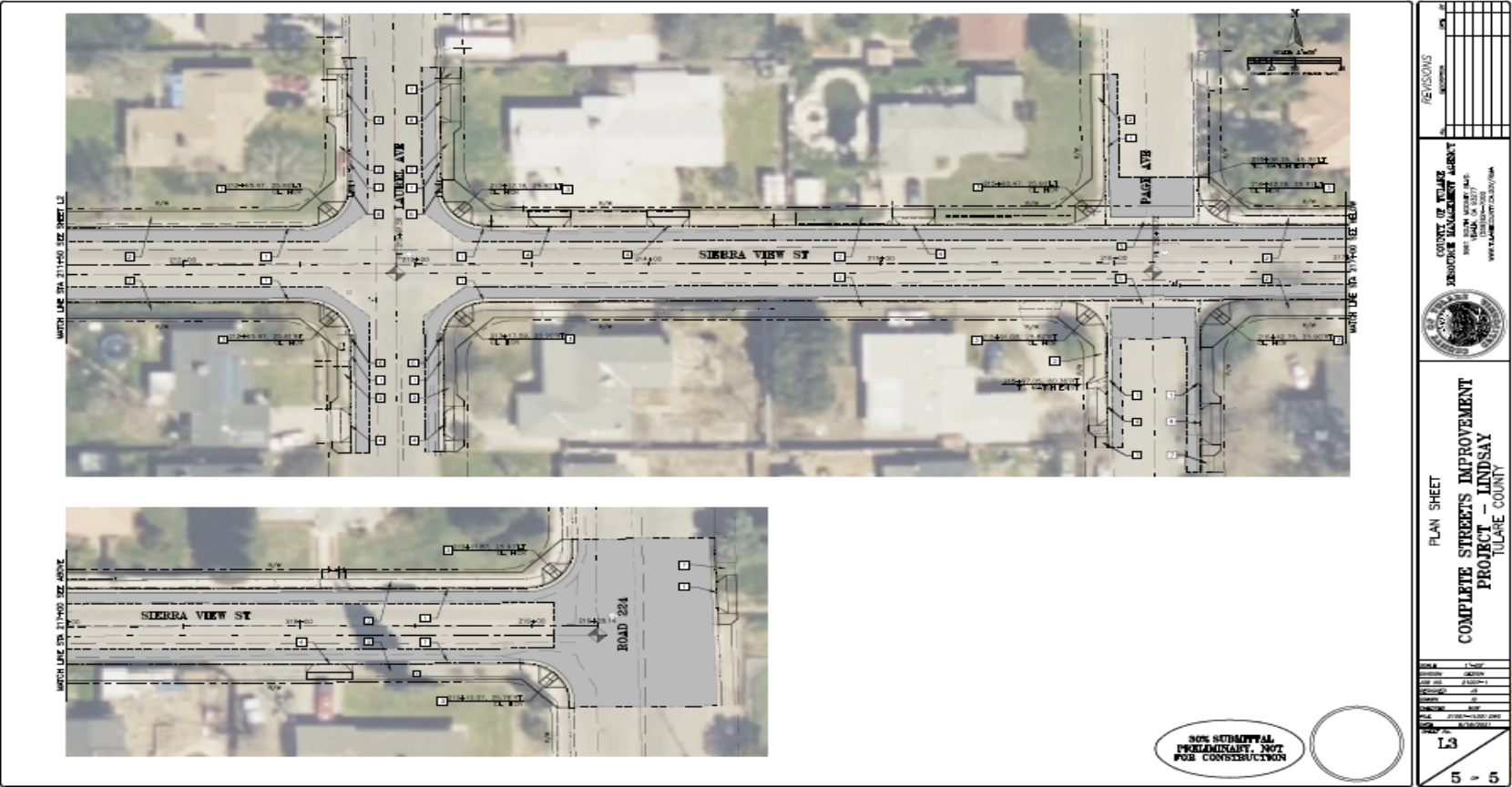
Paige Moore Tract-Lindsay Complete Streets Plan



Paige Moore Tract-Lindsay Complete Streets Plan



Paige Moore Tract-Lindsay Complete Streets Plan



Paige Moore Tract-Lindsay Complete Streets Plan

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Appendix G – Complete Streets Outreach

Paige Moore Tract-Lindsay Complete Streets Plan

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Complete Streets Staff Meeting Agenda

April 13, 2021

Where We Are:

- Lindsay flyers/surveys mailed 4/7/2021
- Goshen flyers meeting mailed 4/8/2021
- Received address labels for London and West Goshen from Mr. Vang
- Matheny Tract first public outreach Tuesday, April 13, 2021 at 6:00 pm
- East Porterville first public outreach Thursday, April 15, 2021 at 6:00 pm
- Contacted Blanca Escobedo, Leadership, she will encourage residents to join.
- Plainview topo's have been received
- East Tulare Villa topo's ordered
- Comment Spreadsheets for the following communities:
 - Goshen
 - East Tulare Villa
 - Matheny Tract

Reports:

- Susan Simon
- Johnson Vang
- Michael Winton

Next Steps

- Goshen last public outreach meeting, Tuesday, April 20, 2021 at 6:00 pm
- East Porterville – April 15th, April 29th, and May 13th
- Matheny Tract – April 13th, April 27th and May 11th
- Paige Moore (Lindsay) – April 22nd, May 6th and May 20th
- West Goshen – May 27th, June 10th, and June 24th
- London - June 3rd, June 17th, and July 8th
- Mr. Winton working on 30% design plan and estimate for Plainview

Adjourn

Minutes Complete Streets staff meeting

April 13, 2021

Attendees:

Aaron Bock	Assistant Director
Hernan Beltran	Chief Engineer
Johnson Vang	Engineer III
Mike Winton	Engineer IV
Eliza Gonzalez	Administrative Aide
Chuck Przybylski	Planner IV
Susan Simon	Planner III
Julian Sanchez	Engineer I

Where we are:

- Mr. Winton has received topo's for Plainview
- Mr. Winton working on 30% plans and estimate for Plainview
- East Tulare Villa public outreach completed April 8, 2021
- Mr. Winton ordered topo's for East Tulare Villa (\$10,000)
- Budget information has been obtained from Fiscal. Caltran's budget is under grant and TCAG is considered under budget line Roads.
- Matheny Tract held first zoom meeting 4/13/2021 Blanca Escobedo, Leadership, participated and five (5) community members attended (translation required)
- East Porterville first zoom meeting 4/15/2021, one community member attended.
- Mr. Vang completed maps for West Goshen and London

Next Steps:

- Goshen last Zoom outreach 4/20/2021
 - Spreadsheet for Goshen outreach
- Lindsay First Zoom outreach 4/22/2021
 - Sierra View
 - Questions regarding Rule 28 (utility credit) in exchange?

Wrap-up

Next staff meeting, April 27, 2021, at 2:30 to 3:30 pm



Complete Streets Staff Meeting Agenda

April 20, 2021

Where We Are:

- Received maps for London and West Goshen from Mr. Vang
- Goshen final public outreach Tuesday, April 20, 2021 at 6:00 pm
- Paige Moore (Lindsay) public outreach Thursday, April 22, 2021 at 6:00 pm (need Translation)
- Mr. Winton has received Plainview topo's.
- Mr. Winton ordered East Tulare Villa topo's (approximately \$10,000)
- Comment Spreadsheets for Goshen (see attached)

Reports:

- Susan Simon
- Johnson Vang
- Michael Winton

Next Steps

- East Porterville – April 29th, and May 13th
- Matheny Tract – April 27th, and May 11th
- Paige Moore (Lindsay) – April, 29, May 6th and May 20th
- West Goshen – May 27th, June 10th, and June 24th
- London - June 3rd, June 17th, and July 8th
- Mr. Winton working on 30% design plan and estimate for Plainview
- Next Staff meeting, April 27th at 2:30 – 3:30 pm
- **Adjourn**

Minutes Complete Streets staff meeting

April 20, 2021

Attendees:

Hernan Beltran Herrera	Chief Engineer
Johnson Vang	Engineer III
Mike Winton	Engineer IV
Chuck Przybylski	Planner IV
Susan Simon	Planner III

Where we are:

- Mr. Winton has received topo's for Plainview
- Mr. Winton working on 30% plans and estimate for Plainview
- Mr. Przybylski to discuss East Tulare Villa budget with Mr. Bock (approximately \$10,000 for topo's)
- Goshen fourth zoom meeting held 4/20/2021, fourteen people attended.
- Lindsay first zoom meeting held 4/22/2021 need translator.
- East Porterville (side meeting with Mr. Beltran Herrera, Mr. Vang, Mr. Przybylski, and Ms Simon)
- Matheny Tract design layouts and cost estimates completed

Next Steps:

- East Porterville second zoom outreach meeting 4/29/2021.
- Matheny Tract second zoom outreach 4/27/2021
-

Wrap-up

Next staff meeting, May 4, 2021, at 2:30 to 3:30 pm



Complete Streets Staff Meeting Agenda

April 27, 2021

Where We Are:

- Goshen public outreach completed.
- Matheny Tract second public outreach Tuesday, April 27, 2021 at 6:00 pm
- East Porterville third public outreach Thursday, April 29, 2021 at 6:00 pm
- Paige Moore (Lindsay) second public outreach Thursday, May 6, 2021 at 6:00 pm
- Mr. Winton has received Plainview topo's.
- Mr. Przybylski to check with Mr. Bock regarding budget for East Tulare Villa topo's (approximately \$10,000)

Reports:

- Johnson Vang
- Michael Winton

Next Steps

- East Porterville –April 29th, and May 13th
- Matheny Tract –April 27th, and May 11th
- Paige Moore (Lindsay) – May 6th and May 20th
- West Goshen – May 27th, June 10th, and June 24th
- London - June 3rd, June 17th, and July 8th
- Mr. Winton working on 30% design plan and estimate for Plainview
- Next Staff meeting, May 4th, at 2:30 – 3:30 pm
- **Adjourn**



Complete Streets Staff Meeting Agenda

May 4, 2021

Where We Are:

- Goshen public outreach completed.
- East Tulare Villa public outreach completed.
- Matheny Tract last public outreach Tuesday, May 11, 2021 at 6:00 pm
- East Porterville last public outreach Thursday, May 13, 2021 at 6:00 pm
- Paige Moore (Lindsay) second public outreach Thursday, May 6, 2021 at 6:00 pm
- Mr. Winton has received Plainview topo's.

Reports:

- Susan Simon (preparing mailing West Goshen and London public outreach)
- Johnson Vang
- Michael Winton

Next Steps

- East Porterville – May 13th
- Matheny Tract – May 11th
- Paige Moore (Lindsay) – May 6th and May 20th
- West Goshen – May 27th, June 10th, and June 24th
- London - June 3rd, June 17th, and July 8th
- Mr. Winton working on 30% design plan and estimate for Plainview
- Next Staff meeting, May 11th, at 2:30 – 3:30 pm
- **Adjourn**

Minutes Complete Streets staff meeting

May 5, 2021

Attendees:

Aaron Bock	Assistant Director
Johnson Vang	Engineer III
Mike Winton	Engineer IV
Chuck Przybylski	Planner IV
Susan Simon	Planner III
Eliza Gonzalez	Administrative Aide

Where we are:

- Lindsay second zoom meeting held Thursday, May 6, 2021.
- Matheny Tract final zoom outreach 5/11/2021
 - Ms. Simon and Mr. Przybylski out of office
 - Caltrans will be attending.
 - Presentation to include information from Matheny Tract Adaptation Plan
 - Beautification with trees along Beacon, Addie, Matheny, Prine.
 - Choose two roadways for complete streets design.
 - Mr. Vang and Mr. Przybylski to visit Matheny Tract and take pictures.
- East Porterville third zoom meeting Thursday, May 13, 2021 at 6:00 pm.
 - Ms Simon out of office and Mr. Saenz will be opening meeting and translating.

Next Steps:

- Sending out flyers to West Goshen and London communities.

Wrap-up

Next staff meeting, May 11, 2021, at 2:30 to 3:30 pm



Complete Streets Staff Meeting Agenda

May 18, 2021

Where We Are:

- This week's public outreach meeting with Lindsay on Thursday, May 20, 2021 at 6:00 pm
- TCAG's public outreach completed (Plainview and East Porterville).
- Caltrans public outreach completed (Goshen, East Tulare Villa and Matheny Tract).
- West Goshen public outreach flyers mailed May 18, 2021.
- London public outreach flyers mailed May 18, 2021.
- Plainview topo's received.
- East Tulare Villa topo's ordered.
- Matheny Tract topo's completed.

Reports:

- Susan Simon
- Johnson Vang
- Michael Winton

Next Steps

- Paige Moore (Lindsay) –May 20th
- West Goshen – May 27th, June 10th, and June 24th
- London - June 3rd, June 17th, and July 8th
- Mr. Winton working on 30% design plan and estimate for Plainview
- Next Staff meeting, May 24th, at 2:30 – 3:30 pm
- **Adjourn**

Minutes Complete Streets staff meeting

May 18, 2021

Attendees:

Johnson Vang	Engineer III
Mike Winton	Engineer IV
Chuck Przybylski	Planner IV
Susan Simon	Planner III
Eliza Gonzalez	Administrative Aide
Elisabeth Ramirez	EH Office Assistant II

Where we are:

- Lindsay last zoom meeting Thursday, May 20, 2021.
- Public Outreach completed:
 - Plainview
 - East Porterville
 - Matheny Tract
 - Goshen
 - East Tulare Villa
- West Goshen flyers/Surveys mailed.
- London flyers/surveys mailed.
- Topo's received:
 - Plainview
 - East Tulare Villa
- Design completed (I need copies of this)
 - Matheny Tract

Next Steps:

- West Goshen – May 27th, June 19th, and June 24th.
- London – June 3rd, June 17th, and July 8th.

Wrap-up

Next staff meeting, May 25, 2021, from 2:30 to 3:30 pm



Complete Streets Staff Meeting Agenda

May 25, 2021

Where We Are:

- This week's public outreach meeting with West Goshen on Thursday, May 27, 2021 at 6:00 pm
- TCAG's public outreach completed (Plainview, East Porterville, and Lindsay).
- Caltrans public outreach completed (Goshen, East Tulare Villa and Matheny Tract).
- West Goshen public outreach flyers mailed May 18, 2021.
- London public outreach flyers mailed May 18, 2021.
- Topo's received.
 - Plainview
 - East Tulare Villa
- Complete design
 - Matheny Tract

Reports:

- Susan Simon
- Johnson Vang (last week)
- Michael Winton

Next Steps

- West Goshen – May 27th, June 10th, and June 24th
- London - June 3rd, June 17th, and July 8th
- Next Staff meeting, June 1st from 2:30 – 3:30 pm
- **Adjourn**

Minutes Complete Streets staff meeting

May 25, 2021

Attendees:

Johnson Vang	Engineer III
Chuck Przybylski	Planner IV
Susan Simon	Planner III
Eliza Gonzalez	Administrative Aide
Elizabeth Ramirez	EH Office Assistant II

Where we are:

- West Goshen Thursday 27th 2021 at 6:00pm.
- Public Outreach completed:
 - Plainview
 - East Porterville
 - Matheny Tract
 - Goshen
 - East Tulare Villa
- Topos received.
 - Plainview
 - East Tulare Villa
- Design completed.
 - Matheny Tract
- London Kate/Ave 378
- Update on schedule to stay on track.

Next Steps:

- Matheny Tract
 - Mike to turn in
- West Goshen – May 27th, June 19th, and June 24th.
- London – June 3rd, June 17th, and July 8th.

Wrap-up

Next staff meeting, June 8, 2021, from 2:30 to 3:30 pm



Complete Streets Staff Meeting Agenda

June 8, 2021

Where We Are:

- This week's public outreach meeting with West Goshen on Thursday, June 10, 2021 at 6:00 pm
- TCAG's public outreach completed (Plainview, East Porterville, and Lindsay).
- Caltrans public outreach completed (Goshen, East Tulare Villa and Matheny Tract).
- Topo's received.
 - Plainview
 - East Tulare Villa
- Complete design
 - Matheny Tract
- Designs (30%) for TCAG (Plainview, Lindsay, East Porterville, and London) will be completed by July 31, 2021.
- TCAG Complete Streets Project will go to BOS on consent calendar in August.

Reports:

- Johnson Vang (welcome back)
- Michael Winton

Next Steps

- West Goshen – June 10th, and June 24th
- London - June 17th, and July 8th
- Next Staff meeting, June 15th from 2:30 – 3:30 pm
- **Adjourn**

Minutes Complete Streets Staff Meeting

June 8, 2021

Charles Przybylski	Planner IV
Susan Simon	Planner III
Eliza Gonzalez	Administrative Aide
Elizabeth Ramirez	EH Office Assistant II
Michael Winton	Engineer IV
Johnson Vang	Engineer III

Start time: 2:30 pm

Where we are:

- West Goshen Thursday, June 10, 2021, at 6pm
- Goshen attendee received more flyers and surveys
- London meeting last week no attendees
- Porterville, Plainview and Lindsay are all complete
- Topos received
 - Plainview
 - East Tulare Villa
- Complete design for Matheny
- Still waiting on the 30% for Plainview, Lindsay, East Porterville and London.
 - Due date of July 31,2021
- TCAG Complete Streets project to be presented in August to the Board.
 - Plainview
 - Porterville
 - Lindsay
 - London

Reports:

- Mike Winton-
- Johnson Vang-Follow up on food donations

Next step:

- Plans to be completed by end of July
- West Goshen June 10th and June 24th
- London June 17th and July 8th
- Next staff meeting, June 15th from 2:30pm – 3:30 pm

Adjourned: 3:45 pm



Complete Streets Staff Meeting Agenda

June 15, 2021

Where We Are:

- This week's public outreach meeting with London on Thursday, June 10, 2021 at 6:00 pm
- TCAG's public outreach completed (Plainview, East Porterville, and Lindsay).
- Caltrans public outreach completed (Goshen, East Tulare Villa and Matheny Tract).
- Planning received 30% design.
 - Plainview
- Engineering received Topo's.
 - East Tulare Villa
- Complete design
 - Matheny Tract
- Designs (30%) for TCAG (Plainview, Lindsay, East Porterville, and London) will be completed by July 31, 2021.
- TCAG Complete Streets Project will go to BOS on consent calendar in August.

Reports:

- Michael Winton

Next Steps

- West Goshen – June 24th
- London - June 17th, and July 8th
- Next Staff meeting, June 29th from 2:30 – 3:30 pm
- **Adjourn**



Complete Streets Staff Meeting Agenda

June 29, 2021

Where We Are:

- Last public outreach meeting with London on Thursday, July 8, 2021 at 6:00 pm
- TCAG's public outreach completed (Plainview, East Porterville, and Lindsay).
- Caltrans public outreach completed (Goshen, East Tulare Villa, Matheny Tract, and West Goshen).
- Planning received 30% design.
 - Plainview
- Engineering received Topo's.
 - East Tulare Villa
- Complete design
 - Matheny Tract
- Designs (30%) for TCAG (Plainview, Lindsay, East Porterville, and London) will be completed by July 31, 2021.
- TCAG Complete Streets Project will go to BOS on consent calendar in August.

Reports:

- Michael Winton

Next Steps

- London - July 8th
- Next Staff meeting, July 13th from 2:30 – 3:30 pm
- **Adjourn**

Minutes Complete Streets Staff Meeting

June 29, 2021

Charles Przybylski	Planner IV
Hernan Beltran Herrera	Chief Engineer
Eliza Gonzalez	Administrative Aide
Elizabeth Ramirez	EH Office Assistant II
Michael Winton	Engineer IV
Juliana Sanchez	Engineer I

Start time: 2:30 pm

Where we are:

- London meeting last week no attendees
- London Topo's sent off before July 8th
- Porterville, Plainview and Lindsay are all complete
- Caltrans public outreach (Goshen, East Tulare Villa, Matheny Tract, and West Goshen no changes
- August depending on Topo's should have 6 of 8 communities complete
- Topos received
 - East Tulare Villa
 - Planning received 30% design for Plainview
- Complete design for Matheny
- Still waiting on the 30% for Lindsay, East Porterville and London.
 - Due date of July 31,2021
- TCAG Complete Streets project to be presented in August to the Board.
 - Plainview
 - Porterville
 - Lindsay
 - London

Reports:

- Mike Winton Tulare Villa 30% complete Engineers received Topo's

Next step:

- Plans to be completed by end of July
- London June July 8th Last meeting
- All 8 of the communities to be completed by November
- Topo's East Porterville Late July and Lindsay late August
- Next staff meeting, July 13th from 2:30 pm-3:30 pm

Adjourned: 3:30 pm



Complete Streets Staff Meeting Agenda

July 13, 2021

Where We Are:

- London Complete Streets in person held at the Hodges Community Center in London on July 22nd at 6:00 pm.
- London Flyers for in person public outreach mailed July 12, 2021.
- TCAG's public outreach completed (Plainview, East Porterville, and Lindsay).
- Caltrans public outreach completed.
- Planning received 30% design.
 - Plainview
- Engineering received Topo's.
 - East Tulare Villa
- Complete design
 - Matheny Tract
- Designs (30%) for TCAG (Plainview, Lindsay, East Porterville, and London) will be completed by July 31, 2021.
- TCAG Complete Streets Project will go to BOS on consent calendar in August.

Reports:

- Eliza Gonzalez
- Michael Winton

Next Steps

- London - July 22nd to be held in person at the Hodges Community Center in London located at 5750 Avenue 378, Dinuba at 6:00 pm.
- **Adjourn**

Minutes Complete Streets Staff Meeting

July 13, 2021

Charles Przybylski	Planner IV
Joe Cordova	Planner III
Eliza Gonzalez	Administrative Aide
Elizabeth Ramirez	EH Office Assistant II

Start time: 2:30 pm

Where we are:

- London meeting last week no attendees
- London Topo's sent off before July 27th
- Porterville, Plainview and Lindsay are all complete
- Caltrans public outreach (Goshen, East Tulare Villa, Matheny Tract, and West Goshen no changes
- August depending on Topo's should have 6 of 8 communities complete
- Topos received
 - East Tulare Villa
 - Planning received 30% design for Plainview
- Complete design for Matheny
- Still waiting on the 30% for Lindsay, East Porterville and London.
 - Due date of September 31,2021
- TCAG Complete Streets project to be presented in August to the Board.
 - Plainview
 - Porterville
 - Lindsay
 - London

Reports:

- Eliza Gonzales Tulare Villa 30% complete Engineers received Topo's and Matheny Track is complete.

Next step:

- Plans to be completed by end of September
- London meeting at the community center in person Last meeting
- All 8 of the communities to be completed by November
- Topo's East Porterville Late July and Lindsay late August
- Next staff meeting, July 20 from 2:30 pm-3:30 pm For review of in person meeting at London Community Center

Adjourned: 2:45pm



Complete Streets Staff Meeting Agenda

July 20, 2021

Where We Are:

London Complete Streets in person held at the Hodges Community Center in London on July 22nd at 6:00 pm.

- London Flyers for in person public outreach mailed July 12, 2021.
- Flyers placed at Community Center and two stores within London.
- Review of presentation
- Equipment required for presentation:
 - Projector
 - Electric cord
 - Computer
 - screen
- Water
- Pencils
- Maps
- Surveys

Adjourn

Minutes Complete Streets Staff Meeting

July 13, 2021

Charles Przybylski	Planner IV
Joe Cordova	Planner III
Eliza Gonzalez	Administrative Aide
Elizabeth Ramirez	EH Office Assistant II

Start time: 2:30 pm

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 - London

Reports:

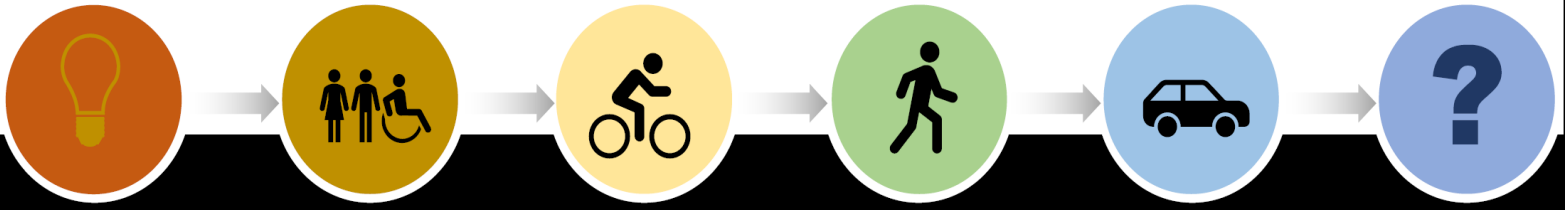
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Adjourned: 2:45pm

PAIGE MOORE (LINDSAY) COMPLETA CALLES



INFORMACIÓN DEL PROGRAMA DE DIVULGACIÓN PÚBLICA

Estar informado. Estar involucrado. Ser Escuchado.

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

HORARIO DE REUNIONES PÚBLICAS

Iniciación: Jueves, Abril 22 at 6:00 p.m.

Sesión de Estudio 1: Jueves, Mayo 6 at 6:00 p.m.

Sesión de Estudio 2: Jueves, Mayo 20 at 6:00 p.m.

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

ENLACE PARA LA PARTICIPACION, INICIO Y SESIONES DE ESTUDIO

<https://tularecounty-ca.zoom.us/j/94909973879?pwd=b3NmZ3ZGMl0NFRuY2pMVzFVd2tGdz09>

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

Reunión ID: 94909973879

Contraseña: 127179

Teléfono: 1 669-900-9128

Contacto Para Preguntas

Susan Simon 559-624-7126

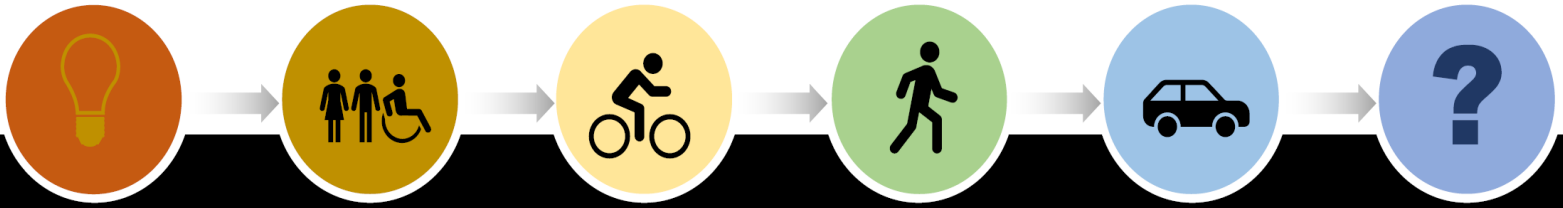
Jose Saenz (Español) 559-624-7102



¿CUALES SON SUS PREOCUPACIONES DE CARRETERA?

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

PAIGE MOORE (LINDSAY) COMPLETE STREETS



PUBLIC OUTREACH SCHEDULE INFORMATION

Be informed. Be involved. Be heard

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

MARK YOUR CALENDAR

PUBLIC MEETING SCHEDULE

Kick-off Session: Thursday, April 22th at 6:00 p.m.

Study Session 1: Thursday, May 6th at 6:00 p.m.

Study Session 2: Thursday, May 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://tularecounty-ca.zoom.us/j/94909973879?pwd=b3NmZ3ZGMl0NFRuY2pMVzFVd2tGdz09>

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

Meeting ID: 94909973879

Passcode: 127179

Phone: 1 669-900-9128

Questions Contact

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



WHAT ARE YOUR ROAD CONCERN?

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

QUEREMOS SABER LO QUE PIENSA

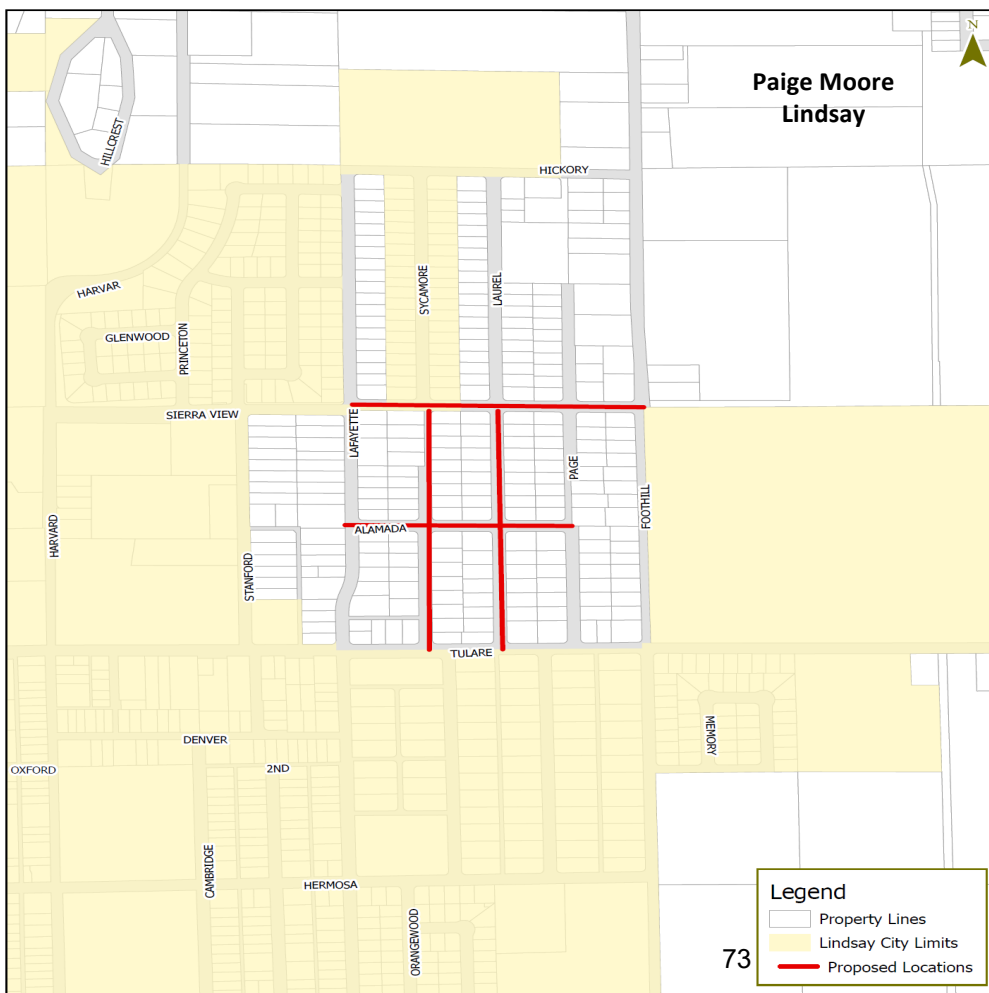


Paige Moore - Lindsay Completa Calles

EN EL MAPA DIBUJE UN CÍRCULO EN LA “AREA” DE PREOCUPACIÓN EN LAS CARRETERAS EN PAIGE MOORE (LINDSAY) 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

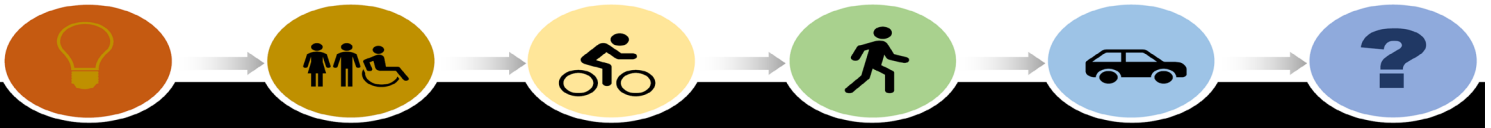
Tulare County
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Visalia, CA 93277

Para preguntas contactar

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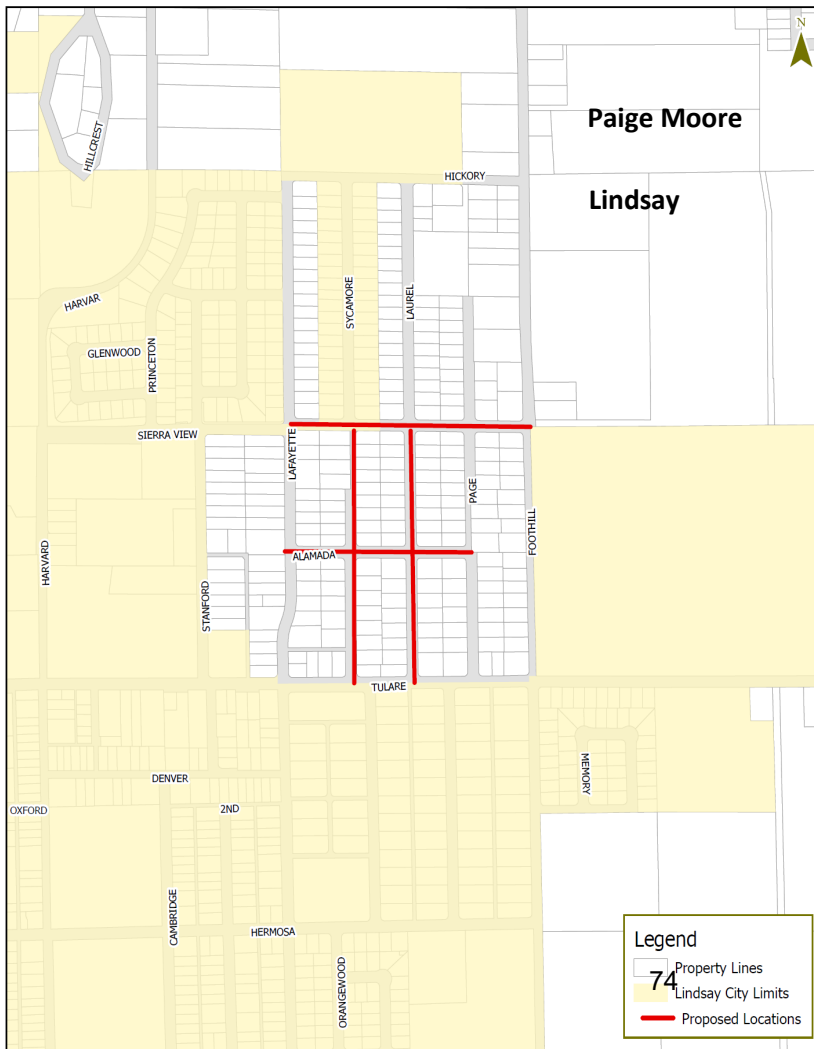
WE WANT TO KNOW WHAT YOU THINK



Paige Moore (Lindsay) Complete Streets Project

CIRCLE YOUR “AREA” OF ROAD CONCERNS FOR PAIGE MOORE (LINDSAY) 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.



COMMUNITY VISIONING

COMPLETE STREETS PLANNING

PUBLIC MEETING

COMMUNITY INPUT NEEDED

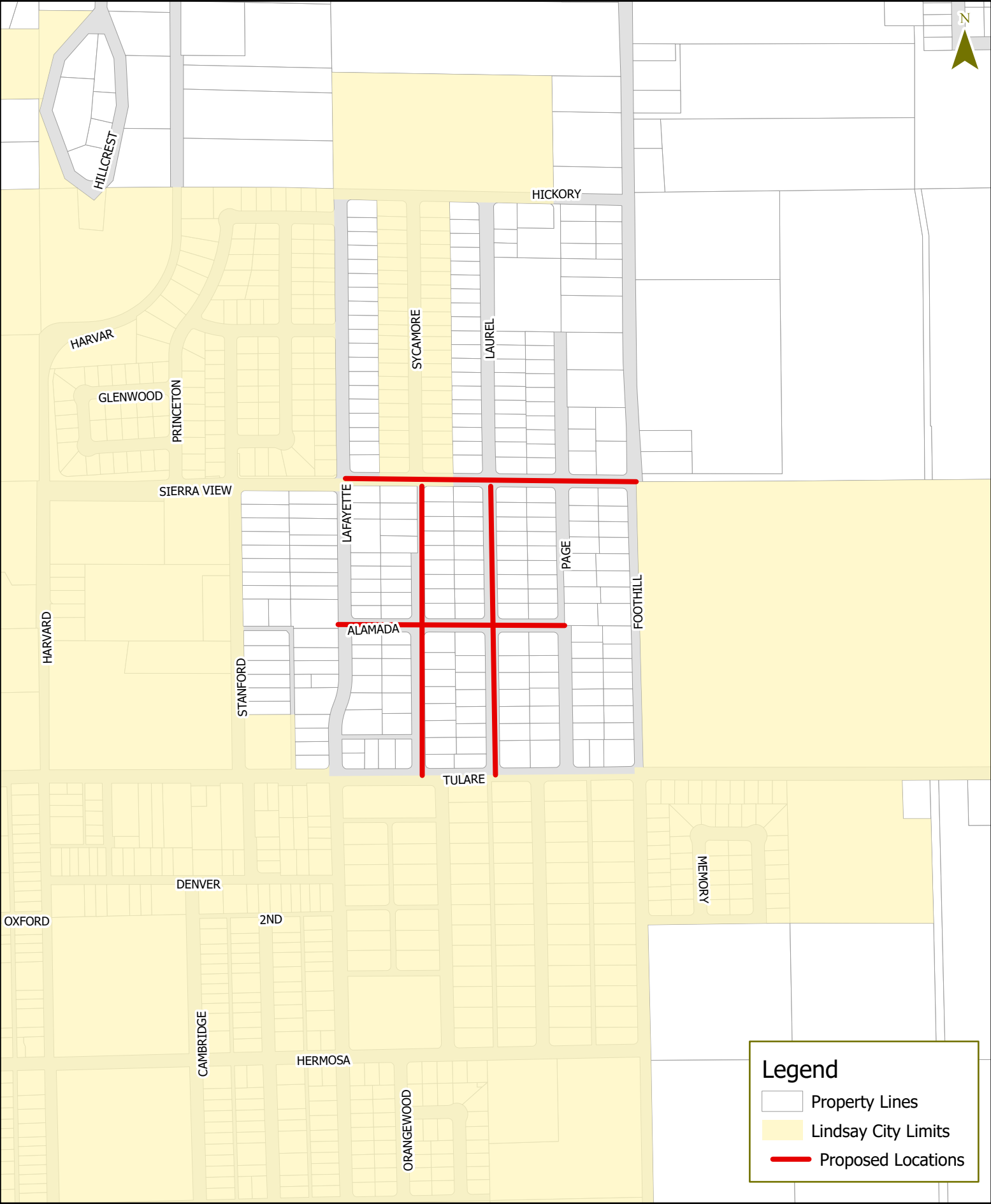
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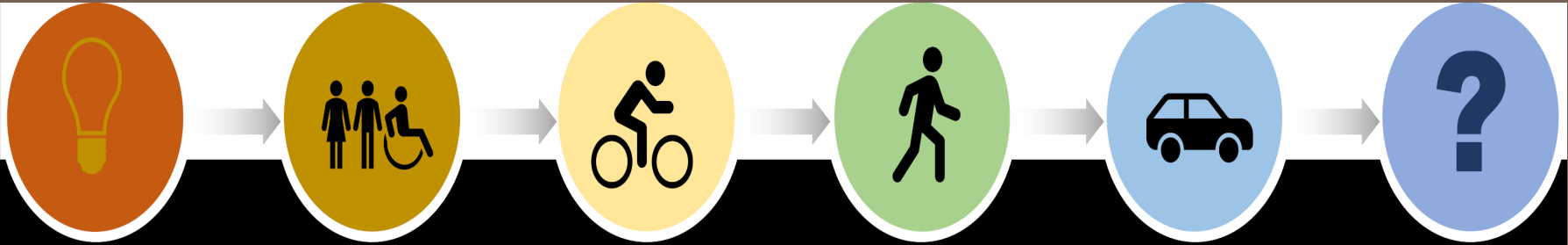
Tulare County
Resource Management Agency
5961 S. Mooney Blvd.
Visalia, CA 93277

Questions Contact

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







Paige Moore (Lindsay) Complete Streets 2021

Presented By:

Aaron Bock, Assistant Director

Chuck Przybyski, Planner IV

Resource Management Agency



April 22, 2021

Paige Moore (Lindsay) Complete Streets 2021

2

Project Funding

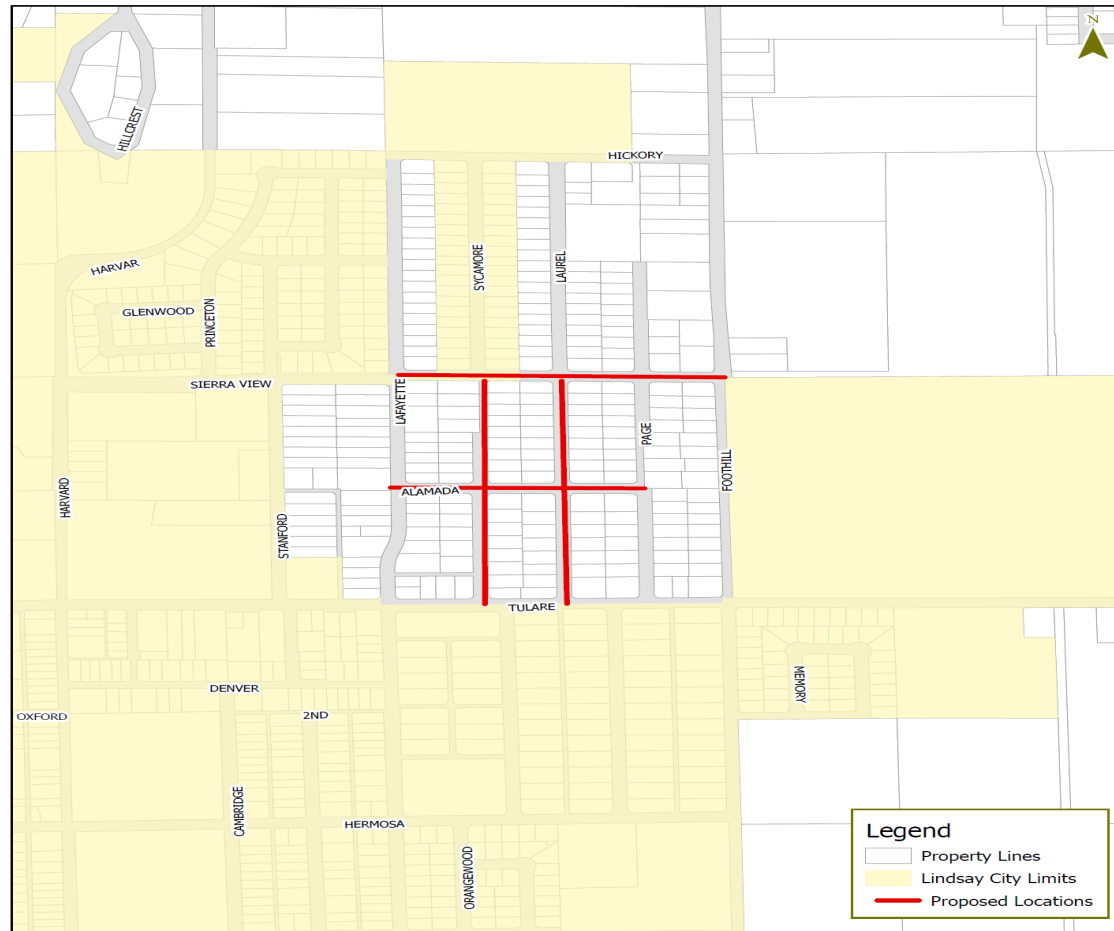
- 2020/2021 Tulare County Association of Governments Sustainable Communities Planning Grant Complete Streets \$140,708.

Project Communities include: Plainview, East Porterville, Paige Moore Tract (Lindsay), and London.

Paige Moore (Lindsay) Complete Streets 2021

3

Paige Moore
Lindsay



Paige Moore (Lindsay) Complete Streets 2021

4

Tulare County Transit
Agency TCaG

Pass Sales Outlets

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

60 Lindsay Route



LINDSAY			
SAVEMART/ McDONALDS	WELLNESS CENTER	E. TULARE ROAD / LAFAYETTE AVE.	CITY HALL
9:00	9:07	9:14	9:21
9:30	9:37	9:44	9:51
10:00	10:07	10:14	10:21
10:30	10:37	10:44	10:51
—	—	—	—
1:30	1:37	1:42	1:49
2:00	2:07	2:14	2:21
2:30	2:37	2:42	2:49
2:55	—	—	—



1-877-40 GO GREEN
Your Bus Info Help Line. 1-877-404-6473
www.co.tulare.ca.us

Light type = AM **Bold type = PM**

Paige Moore (Lindsay) Complete Streets 2021

5

Next
Public
Outreach

- Study Session 1: Thursday, May 6, 2021 at 6:00 pm
- Study Session 2: Thursday, May 20, 2021 at 6:00 pm

6

Questions



Aaron Bock

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

Johnny Wong

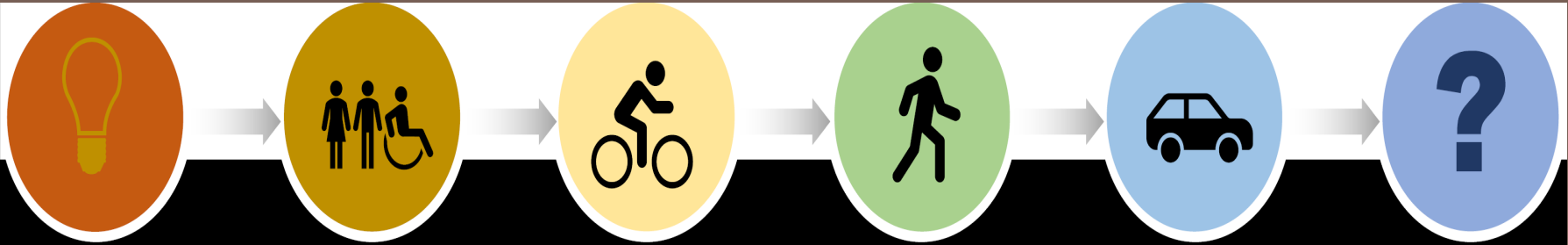
Tulare County RMA, Chief Engineer
(559) 624-7170
jwong@tularecounty.ca.gov
(Pot hole questions)

Chuck Przybyski

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

Susan Simon

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



Paige Moore (Lindsay) Complete Streets 2021

Presented By:

Aaron Bock, Assistant Director

Chuck Przybyski, Planner IV

Resource Management Agency



May 6, 2021

Paige Moore (Lindsay) Complete Streets 2021

2

Project Funding

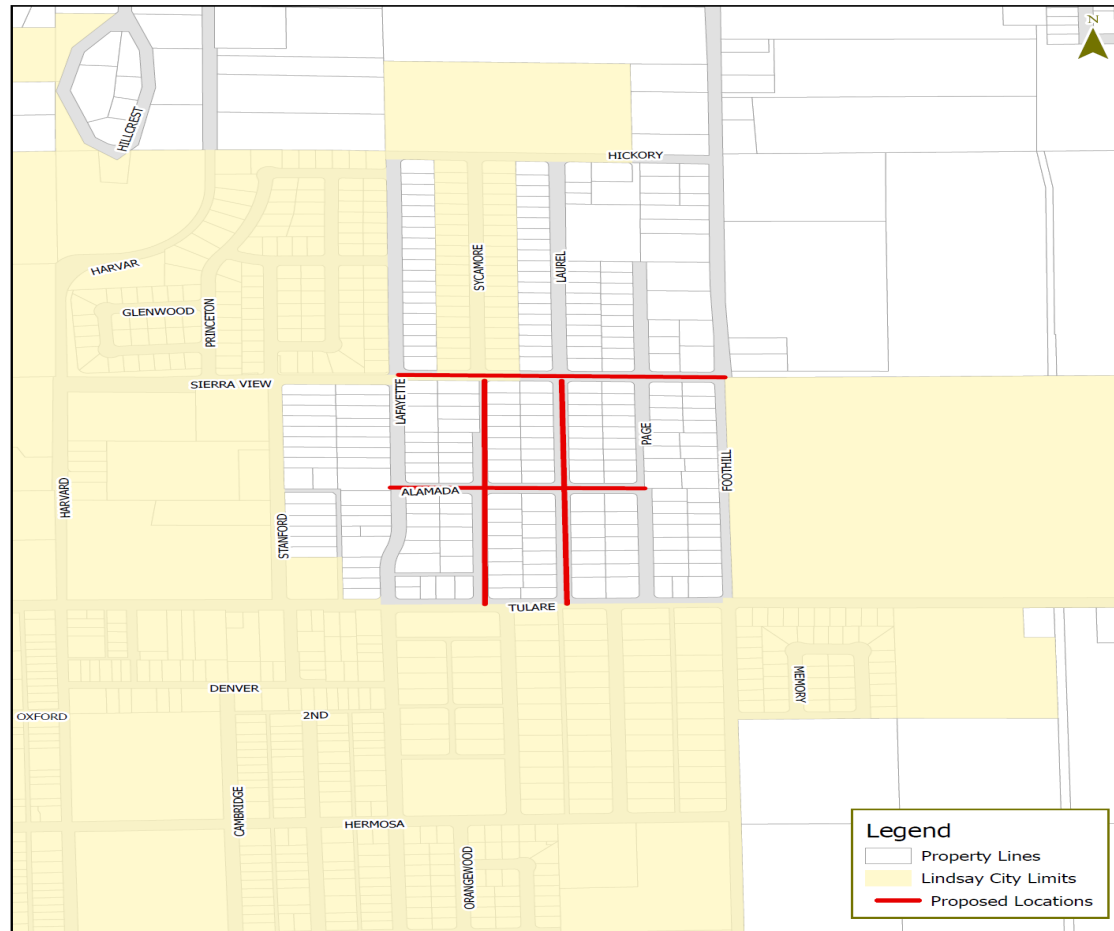
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Paige Moore (Lindsay) Complete Streets 2021

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Paige Moore
Lindsay



Paige Moore (Lindsay) Complete Streets 2021

4

Tulare County Transit
Agency TCaG

Pass Sales Outlets

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Paige Moore (Lindsay) Complete Streets 2021

5

Next
Public
Outreach

- Study Session 2: Thursday, May 20, 2021 at 6:00 pm

6

Questions

**Aaron Bock**

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Johnny Wong

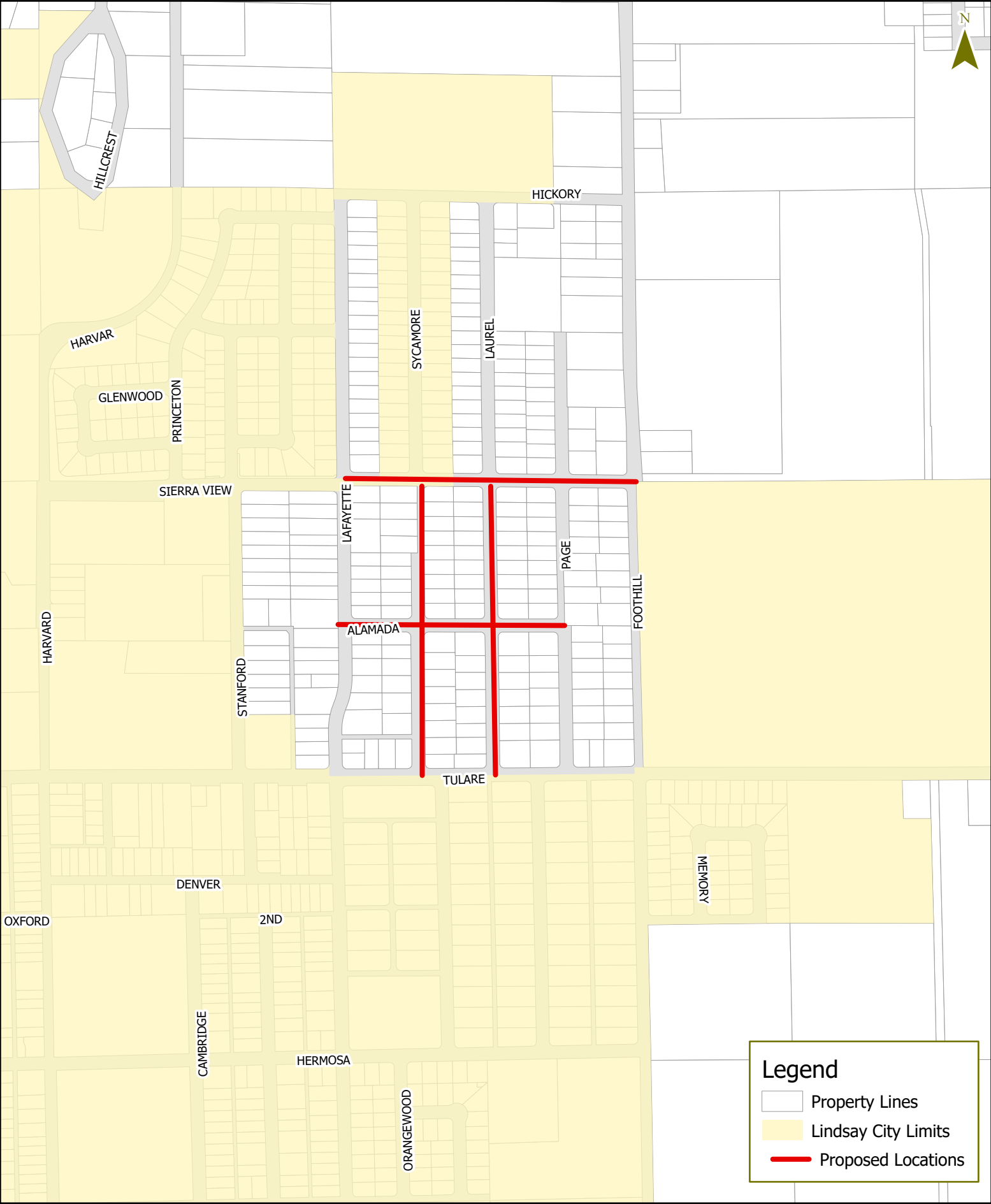
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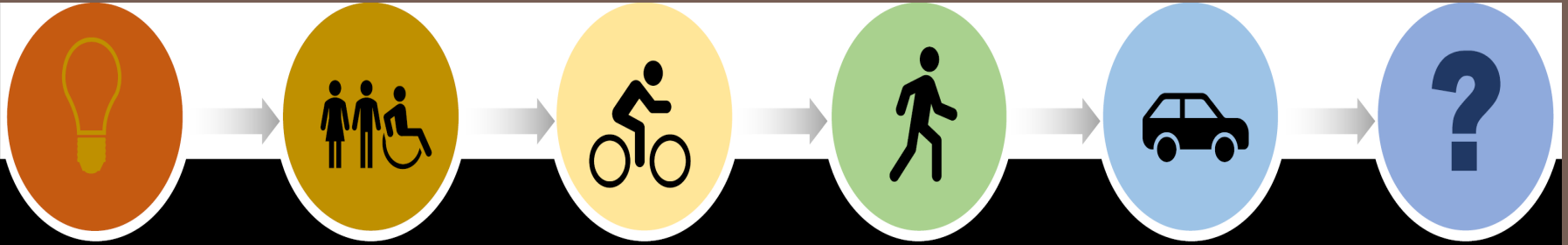
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Paige Moore (Lindsay) Complete Streets 2021

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Aaron Bock, Assistant Director

Chuck Przybyski, Planner IV

Resource Management Agency



May 20, 2021

Paige Moore (Lindsay) Complete Streets 2021

2

Project Funding

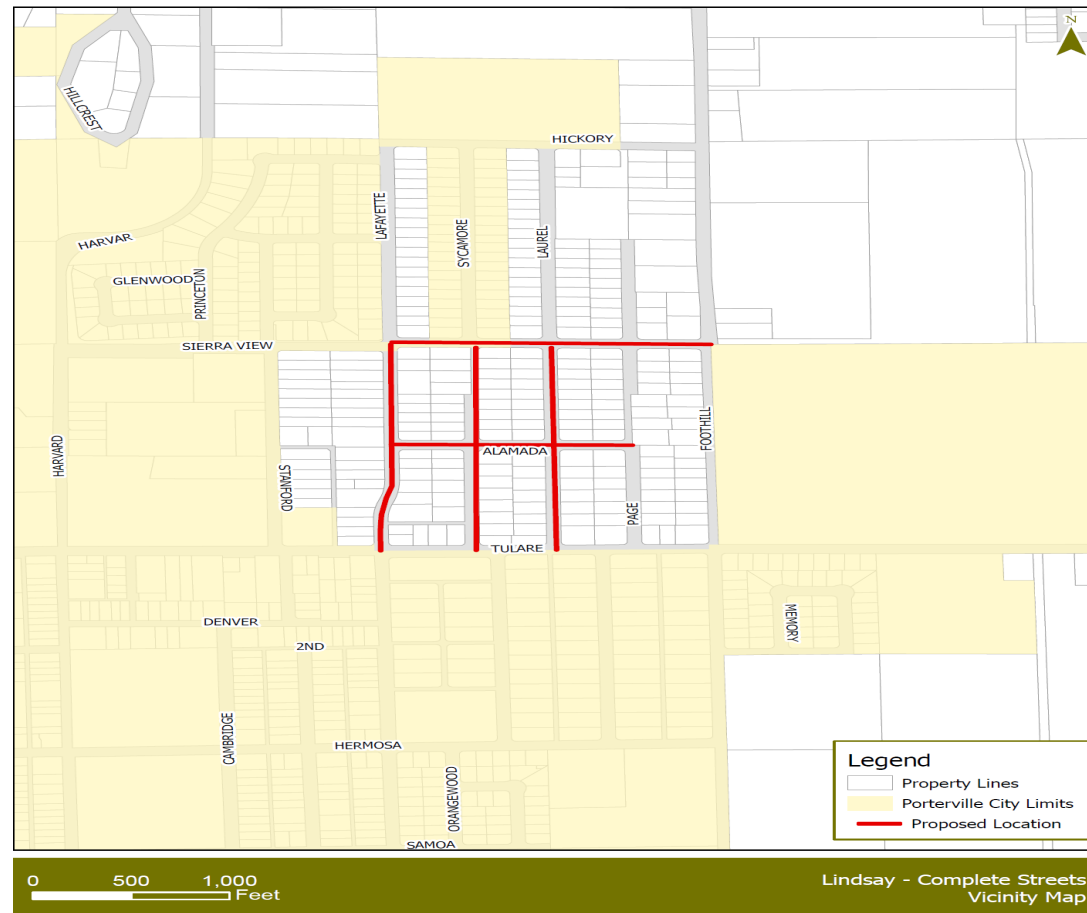
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6

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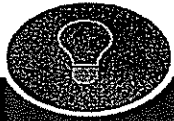
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WE WANT TO KNOW WHAT YOU THINK



Paige Moore (Lindsay) Complete Streets Project

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COMMUNITY VISIONING

COMPLETE STREETS PLANNING

PUBLIC MEETING

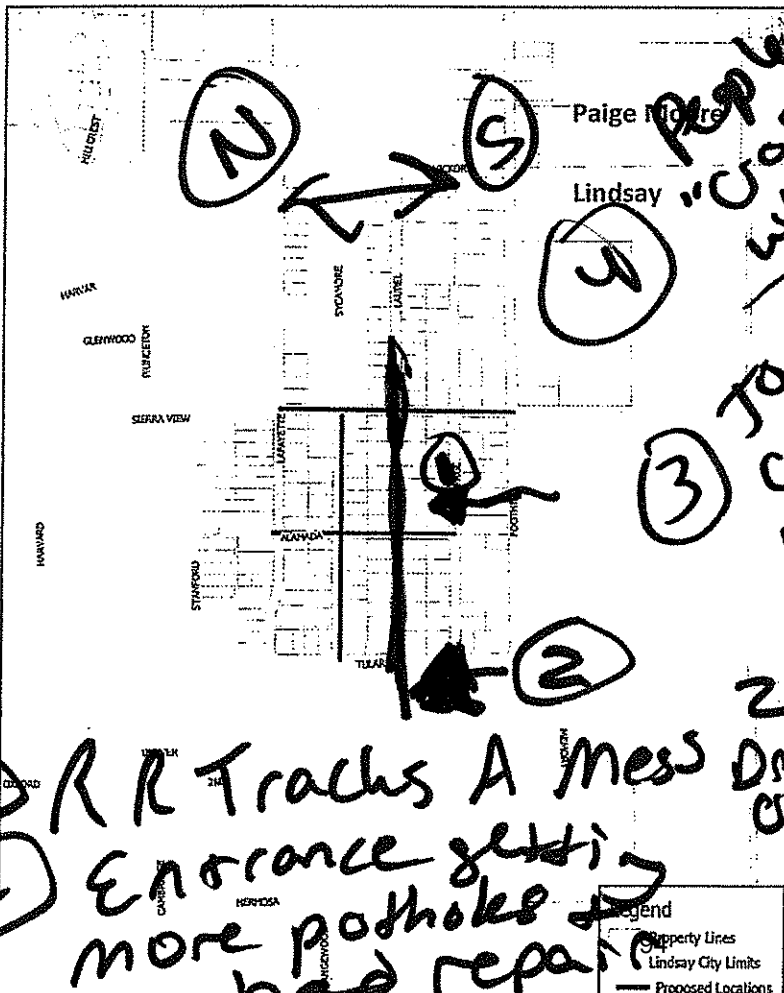
COMMUNITY INPUT NEEDED

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



(1) RR Tracks A mess
(2) Entrance getting more potholes had repair
(3) People are illegally crossing
(4) Too many charging lanes while speeding
(5) Driver over

QUEREMOS SABER LO QUE PIENSA



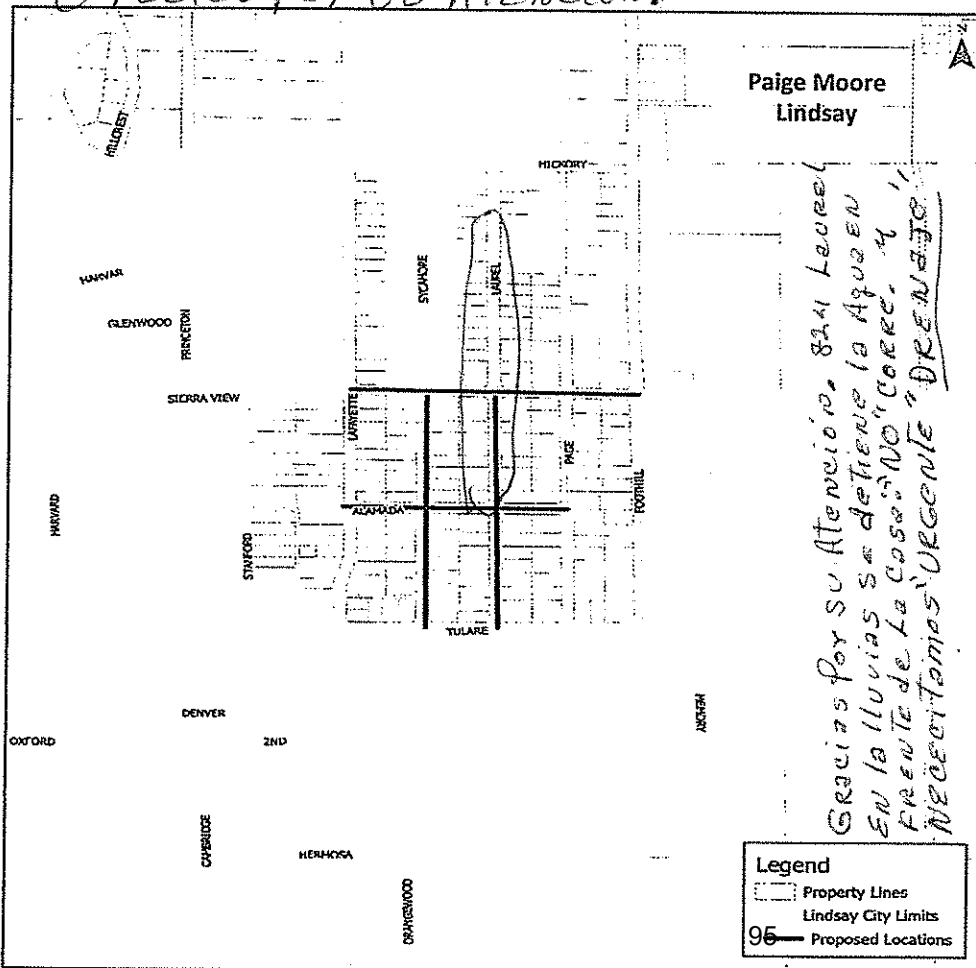
Paige Moore - Lindsay Completa Calles

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- Bordillo, alcantarilla, acera, rampas de bordillo.
- Paradas de tránsito y de autobús escolar, carriles de bicicletas.

¡También apreciamos cualquier comentario que pueda hacer!

Gracias por su Atención.



VISIÓN COMMUNITARIA

PLANIFICACIÓN COMPLETA DE LA CALLE

REUNIÓN PÚBLICA

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