

Matheny Tract

Complete Streets Plan

Prepared By:

**Tulare County Resource
Management Agency**



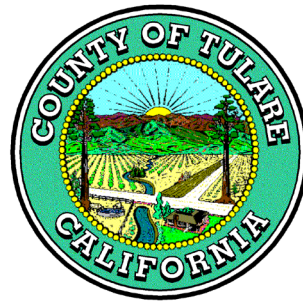
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Tulare County Complete Streets – Matheny Tract



Tulare County Resource Management Agency
Economic Development and Planning Branch
5961 S Mooney Boulevard
Visalia, CA 93277-9394
(559) 624-7000

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Johnson Vang, Engineer III
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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 Street Framework

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

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

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

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

Complete Streets Definition

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

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

Complete Streets Attributes

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

Report Outcomes

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

- (i) *Addressed* congestion, climate change and oil dependence by shifting to lower-carbon modes;
- (ii) *Improved* safety by addressing shoulders, sidewalks, better bus placement, traffic speed reduction, treatments for travelers with disabilities;

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- (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:

- **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 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, thirteen roadway segments in the community were selected to be evaluated for implementation of Complete Street standards (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 Matheny Tract. The project proposes to install minor curb, gutter, sidewalk. Land uses along this corridor include agricultural, 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:

- Tulare County's transportation network will be supported through a variety of feasible transportation choices, which allows for sustainable growth.

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

Complete Streets Objectives

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

Tulare County General Plan Policies

The Tulare County General Plan Update (2030) in complying with AB 1358 calls for 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

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

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Principle 4: Pedestrian and Bicycle Facilities

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

These principles are expressed mainly in following policies including:

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

Complete Street Policy Design Criteria

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

Complete Street Mobility Plan

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

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

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

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

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

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

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

Caltrans and Complete Streets

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

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

TCAG in 2014 updated a Regional Bicycle Plan that does not include any bicycle facilities through the Community of Matheny Tract. 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)

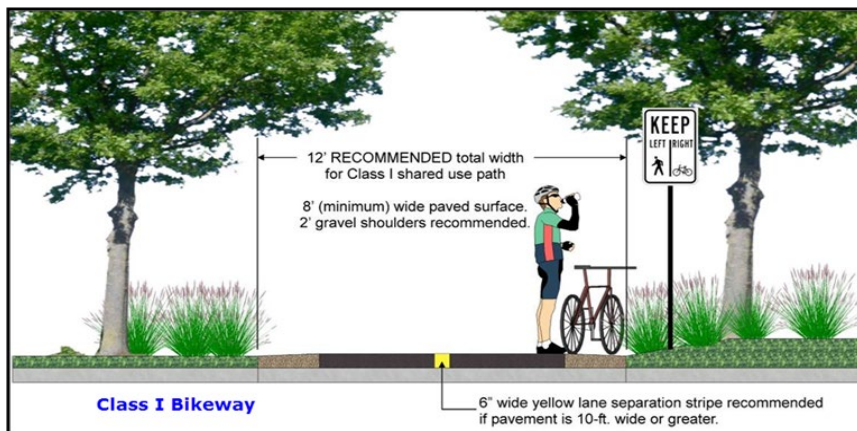
The Tulare County CAP calls for a reduction on a project (over 50 vehicles) by project basis of 6% through a mixture of measures that are spelled out in Appendix J of the CAP. Utilization of alternative means of transportation will reduce GHG emissions and will help projects and the region meet their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

Class I

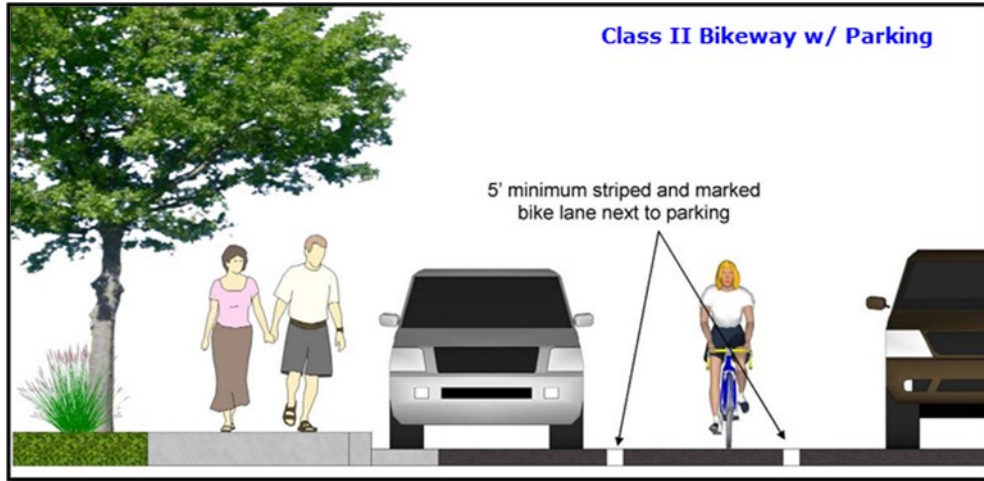
Bike path providing completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. In Tulare County, Class I facilities will primarily be implemented through TCAG. Future bicycle facilities have also been identified along Road 84.



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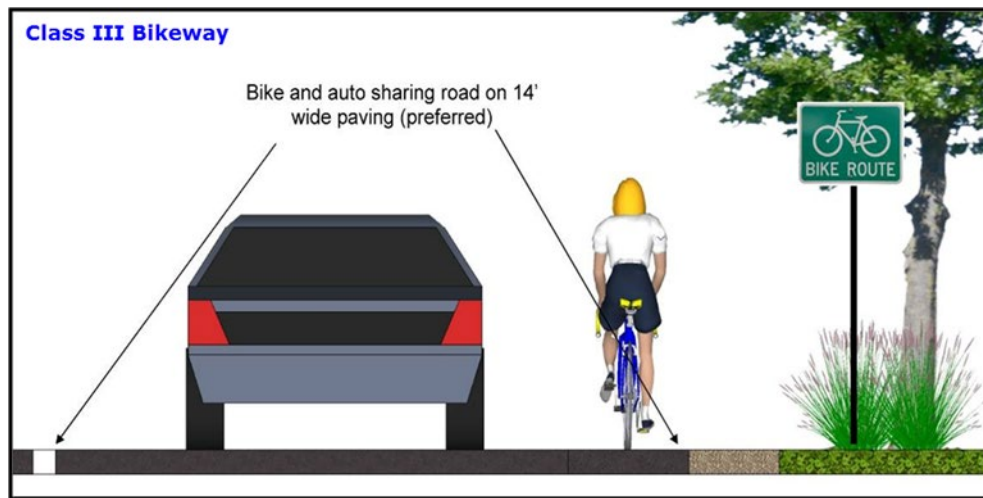
Class II

Bikeway that provides designated lanes for the use of bicycles through the use of striping on the roadway and signage designations for the facility. For the purposes of Complete Streets, the County is proposing Class II bicycle facilities on Avenue 208 and Paige Avenue.



Class III

Bikeway that provides route designation by signage. Roadways are shared between bicyclists and motorists. Class III facilities in Tulare County are envisioned to be implemented along the major circulation segments of roadway that connect the overall County roadway network. There is no existing or proposed Class III bicycle facilities in Matheny Tract.



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

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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 Matheny Tract.

Transit Facilities

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

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

Public Bus Service

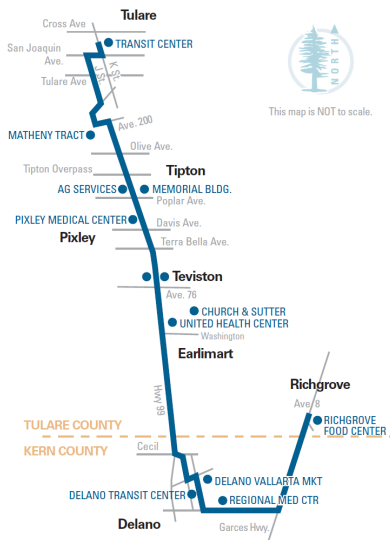
Public bus service is provided by Tulare County Area Transit (TCaT) in rural areas such as Matheny Tract and by local City transit agencies in transitioning areas, which enables commuters to travel within the communities and adjacent cities with minimal transfers. Existing transit routes and designated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

Tulare County Area Transit (TCAT)

Transit service is provided in Matheny Tract through the Tulare County Area Transit (TCAT). Additionally, Tulare County has provided guidance for including transit within facilities. These guidelines should be applied when considering new development to ensure appropriate connectivity and design features to support bus service. Tulare County Area Transit South County Route 20 stops in Matheny Tract (see Route 40 schedule below).

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20 South County Route



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

Southbound

WEEKDAY SERVICE

TULARE o Transit Center	MATHENY TRACT Wells & Canal	TIPTON AG Services	TIPTON Memorial Building	PIXLEY Pixley Med Center	TEVISTON Avenue 76	EARLIMART Church & Sutter Health Center	EARLIMART United Health Center	DELANO Transit Center	DELANO Vallejo Mkt.	DELANO Regional Med Center	RICHGROVE Richgrove Food Center
5:45	5:56	6:09	6:11	6:21	6:26	6:32	6:35	—	—	—	—
6:45	6:56	7:09	7:11	7:21	7:26	7:32	7:35	7:48	7:53	7:56	—
7:27	7:38	7:51	7:53	8:03	8:08	8:14	8:17	8:30	8:35	8:38	—
9:04	9:15	9:28	9:30	9:40	9:45	9:51	9:54	10:07	10:12	10:15	—
10:41	10:52	11:05	11:07	11:17	11:22	11:28	11:31	11:44	11:49	11:52	11:57
12:18	12:29	12:42	12:44	12:54	12:59	1:05	1:08	1:21	1:26	1:29	12:12
1:43	1:54	2:07	2:09	2:19	2:24	2:30	2:33	2:46	2:51	2:54	2:59
2:37	2:48	3:01	3:03	3:13	3:18	3:24	3:27	3:40	3:45	3:48	—
4:53	5:04	5:17	5:19	5:29	5:34	5:40	5:43	5:56	6:01	6:04	—
6:00	6:11	6:24	6:26	6:36	6:41	6:47	6:50	7:03	7:08	7:11	—

WEEKEND SERVICE

8:30	8:41	8:54	8:56	9:06	9:11	9:17	9:20	9:33	9:38	9:41	—
10:53	11:04	11:17	11:19	11:29	11:34	11:40	11:43	11:56	12:01	12:04	—
2:06	2:17	2:30	2:32	2:42	2:47	2:53	2:56	3:09	3:14	3:17	—
4:29	4:40	4:53	4:55	5:05	5:10	5:16	5:19	5:32	5:37	5:40	—

Northbound

WEEKDAY SERVICE

DELANO Regional Med Center	DELANO Vallejo Mkt.	DELANO Transit Center	EARLIMART Church & Sutter Health Center	EARLIMART United Health Center	TEVISTON Avenue 76	PIXLEY Pixley Med Center	TIPTON AG Services	TIPTON Memorial Building	MATHENY TRACT Wells & Canal	TULARE o Transit Center
—	—	—	—	6:35	6:41	6:46	6:56	6:58	7:12	7:22
—	—	7:53	8:09	8:12	8:18	8:23	8:33	8:35	8:49	8:59
—	—	8:35	8:51	8:54	9:00	9:05	9:15	9:17	9:31	9:41
—	—	10:12	10:28	10:31	10:37	10:42	10:52	10:54	11:08	11:18
12:27	12:32	12:35	12:48	12:51	12:57	1:02	1:12	1:14	1:28	1:38
—	—	1:26	1:42	1:45	1:51	1:56	2:06	2:08	2:22	2:32
3:29	3:34	3:37	3:50	3:53 ^o	—	—	—	—	—	4:23
—	—	3:45	4:01	4:04	4:10	4:15	4:25	4:27	4:41	4:51
—	—	6:01	6:17	6:20	6:26	6:31	6:41	6:43	6:57	7:07
—	—	7:08	7:24	7:27	7:33	7:38	7:48	7:50	8:04	8:14

WEEKEND SERVICE

—	—	9:38	9:53	9:56	10:02	10:07	10:17	10:19	10:33	10:43
—	—	12:01	12:16	12:19	12:25	12:30	12:40	12:42	12:56	1:06
—	—	3:14	3:29	3:32	3:38	3:43	3:53	3:55	4:09	4:19
—	—	5:37	5:52	5:55	6:01	6:06	6:16	6:18	6:32	6:42

Light type = AM

Bold type = PM

o Free transfer to Northbound 4:04 PM bus

o Free transfer to TIME

o Transfer from TIME with additional fee

o Transferencia gratis para autobus hacia el Norte 4:04 PM bus

o Transferencias a TIME gratis

o Transferencias de TIME con cargo adicional

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.

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.

Matheny Tract Complete Streets Plan

- 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.

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

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

Matheny Tract Complete Streets Plan

County will also work to deliver infrastructure to support all modes of transportation. In addition to the General Plan Circulation Element Implementation Section, the key implementation measures include:

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

Measure R

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

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

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

Active Transportation Program (ATP)

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

Citizen Feedback

Public Outreach Efforts

The public workshops or community meetings were to engage in discussions with residents and business owners regarding specific topics, e.g., transportation related improvements. This plan's recommendations grew out of ideas that community members shared with the Project Team. The community engagement for this project began during COVID-19 pandemic. As a result, feedback was collected online to protect both participants and the Project Team. Despite the challenge of pivoting to online engagement, the community of Matheny Tract, Tulare was able to share their vision for how to build complete streets in Matheny Tract. This is the equivalent level of engagement the team would have expected during "normal" engagement activities.

Matheny Tract Complete Streets Plan

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

- April 13, 2021
- April 27, 2021
- May 11, 2021

Matheny Tract Complete Streets Flyer

MATHENY TRACT 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: Tuesday, April 13th at 6:00 p.m.
Study Session 1: Tuesday, April 27th at 6:00 p.m.
Study Session 2: Tuesday, May 11th 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/91085146821?pwd=WVNTYVY1hFSiR0andabWFEN2hsQT09>

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

Meeting ID: 91085146821
Passcode: 115187
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.

TRACTO MATHENY 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: Martes, Abril 13 at 6:00 p.m.
Sesión de Estudio 1: Martes, Abril 27 at 6:00 p.m.
Sesión de Estudio 2: Martes, Mayo 11 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 PARTICIPACIÓN, INICIO Y SESIONES DE ESTUDIO

<https://tularecounty-ca.zoom.us/j/91085146821?pwd=WVNTYVY1hFSiR0andabWFEN2hsQT09>

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

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

Reunión ID: 91085146821
Contraseña: 115187
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.
- Transito y paradas de autobus escolar, carriles de bicicletas.

Matheny Tract Complete Streets Plan

Matheny Tract Complete Streets Survey

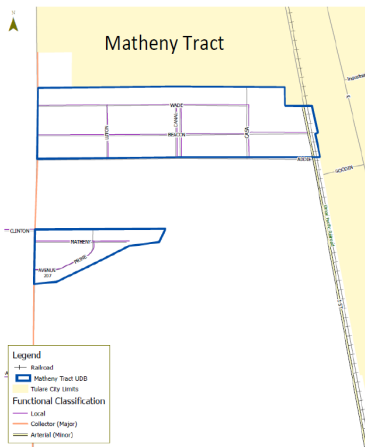
WE WANT TO KNOW WHAT YOU THINK



CIRCLE YOUR "AREA" OF ROAD CONCERNS FOR MATHENY TRACT 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!



COMMUNITY VISIONING

COMPLETE STREETS PLANNING

PUBLIC MEETING

COMMUNITY INPUT NEEDED

Return to address below

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

Questions Contact

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



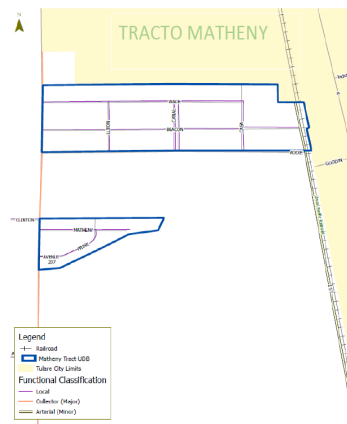
QUEREMOS SABER LO QUE PIENSA



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

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

(También apreciamos cualquier comentario que pueda hacer!)



VISIÓN COMUNITARIA

PLANIFICACIÓN COMPLETA DE LA CALLE

REUNIÓN PÚBLICA

APORTE DE COMUNIDAD

Volver a la dirección

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

Para preguntas contactar

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



A summary of additional information – Tulare County Resource Management Agency the Matheny Tract Complete Streets and Community Plan Outreach 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.

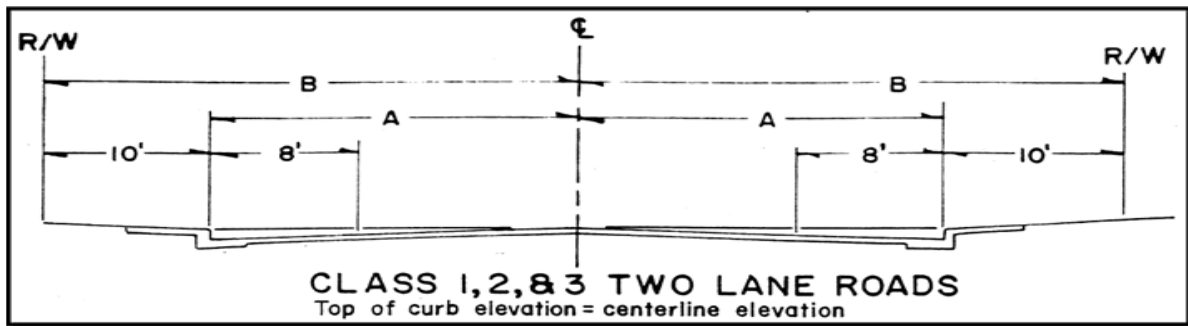


Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads

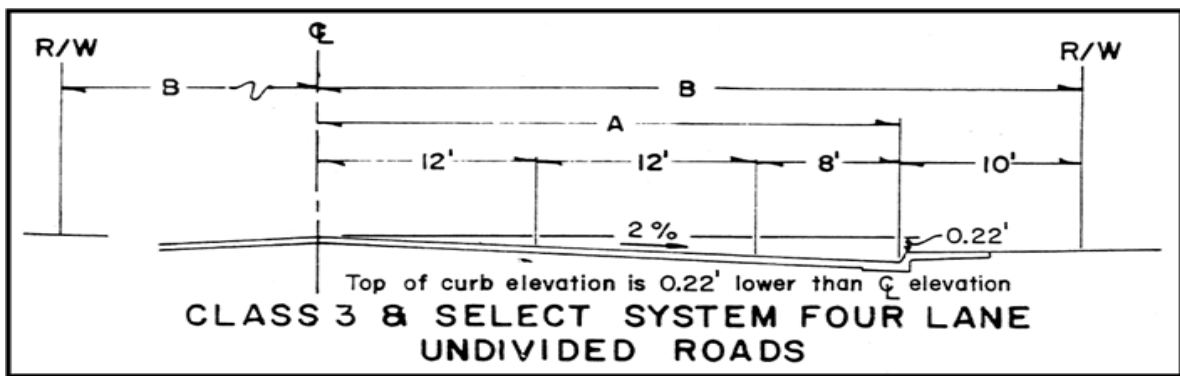


Figure 2 - Tulare County Class 3 Four-Lane Road

Tulare County Pavement Management System

Pavement Management

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

Pavement Management System

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

Typical tasks performed by Tulare County PMS include:

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

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

The County is proposing a Road Maintenance Plan (see Appendix D) for the community of Matheny Tract 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.

Matheny Tract Complete Streets Plan

Ten projects located in north Matheny Tract and three project located in south Matheny Track were identified herein represent the priority improvements to the backbone of the complete streets network within the community of Matheny Tract. One of these projects will be developed to a 30% design stage and the remaining four projects have been preliminarily scoped and budgetary estimates will be prepared and provide by September. These thirteen projects were developed to provide the County and various funding agencies with a list of projects to move toward funding, design, and ultimately construction.

North Matheny Tract

- Addie Avenue – Road 96 to I Drive
- Beacon Avenue – Road 96 to Road 102
- Beacon Avenue – Road 102 to I Drive
- Wade Avenue – Road 96 to Road 102
- Road 96 – Addie Avenue to north of Wade Avenue
- Road 98 – Addie Avenue to Wade Avenue
- South Canal Street – Addie Avenue to Wade Avenue
- North Canal Street – Addie Avenue to Wade Avenue
- Road 102 – Addie Avenue to Wade Avenue
- I Drive – Addie Avenue to north of Beacon Avenue

South Matheny Tract

- Road 96 – South of Prine Avenue to North of West Matheny Avenue
- Prine Avenue – Road 96 to West Matheny Avenue
- West Matheny Avenue – Road 96 to East End

Complete Streets Funding Opportunities

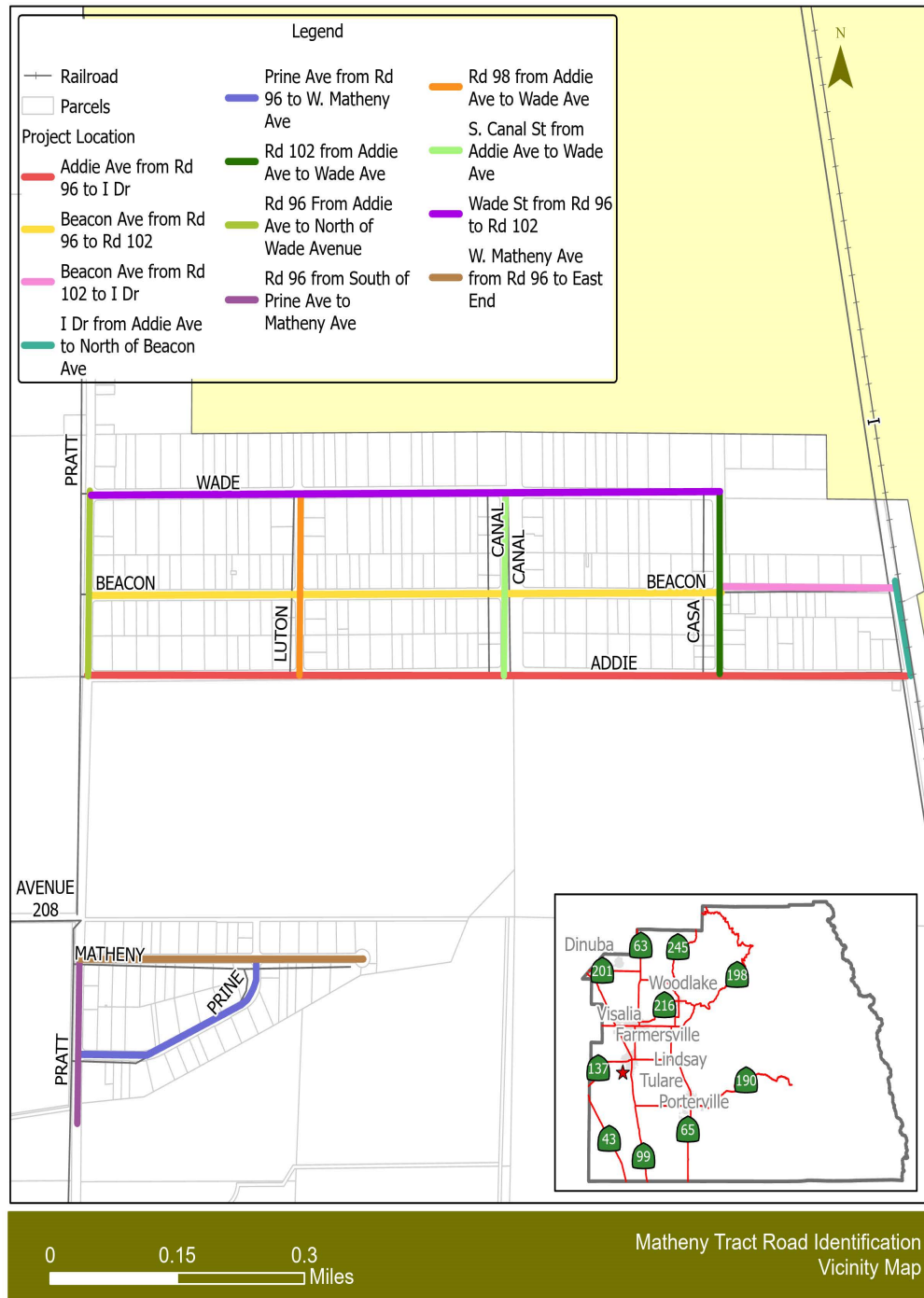
The following sections identify opinions of probable cost estimates for Complete Street transportation related improvements in Matheny Tract. As shown in the tables, the funding sources include local, state and federal programs. Typically, local matches are required for acquiring state and federal funds.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

Cost Estimates

Detailed cost estimates are included in the Appendix E.

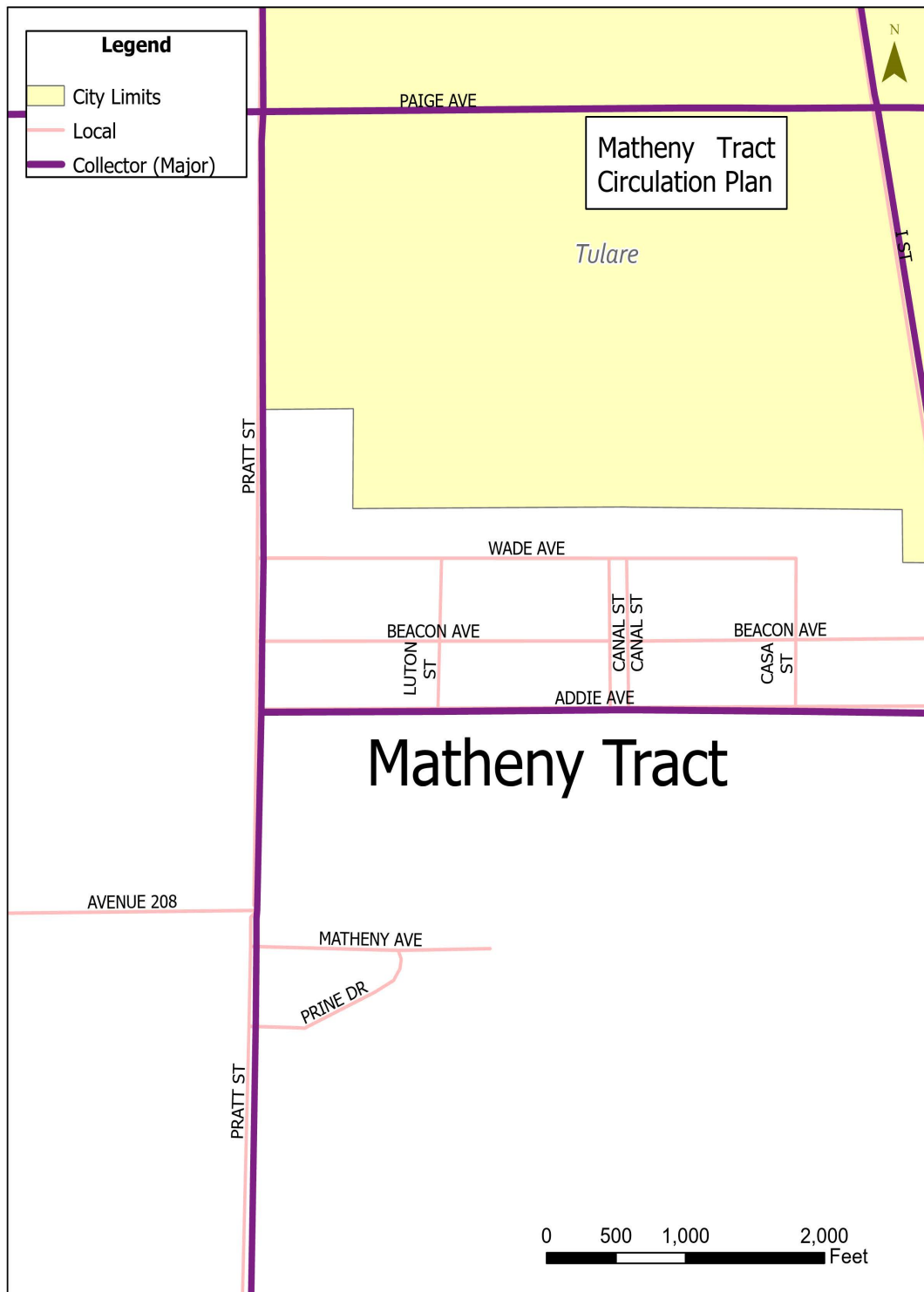
Appendix A – Proposed Complete Street Projects

Appendix A - Proposed Complete Streets Projects



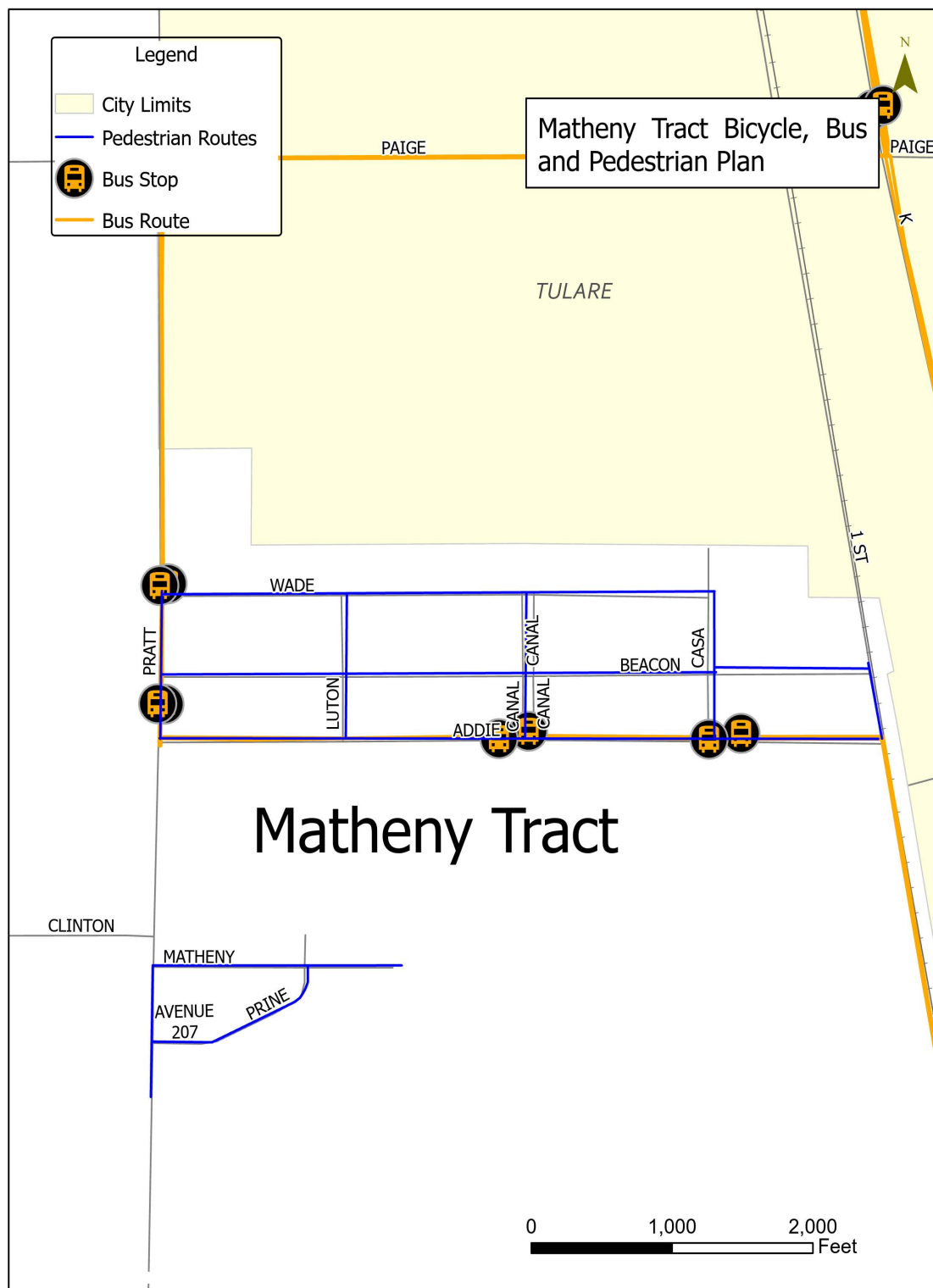
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Appendix B – Circulation Plan



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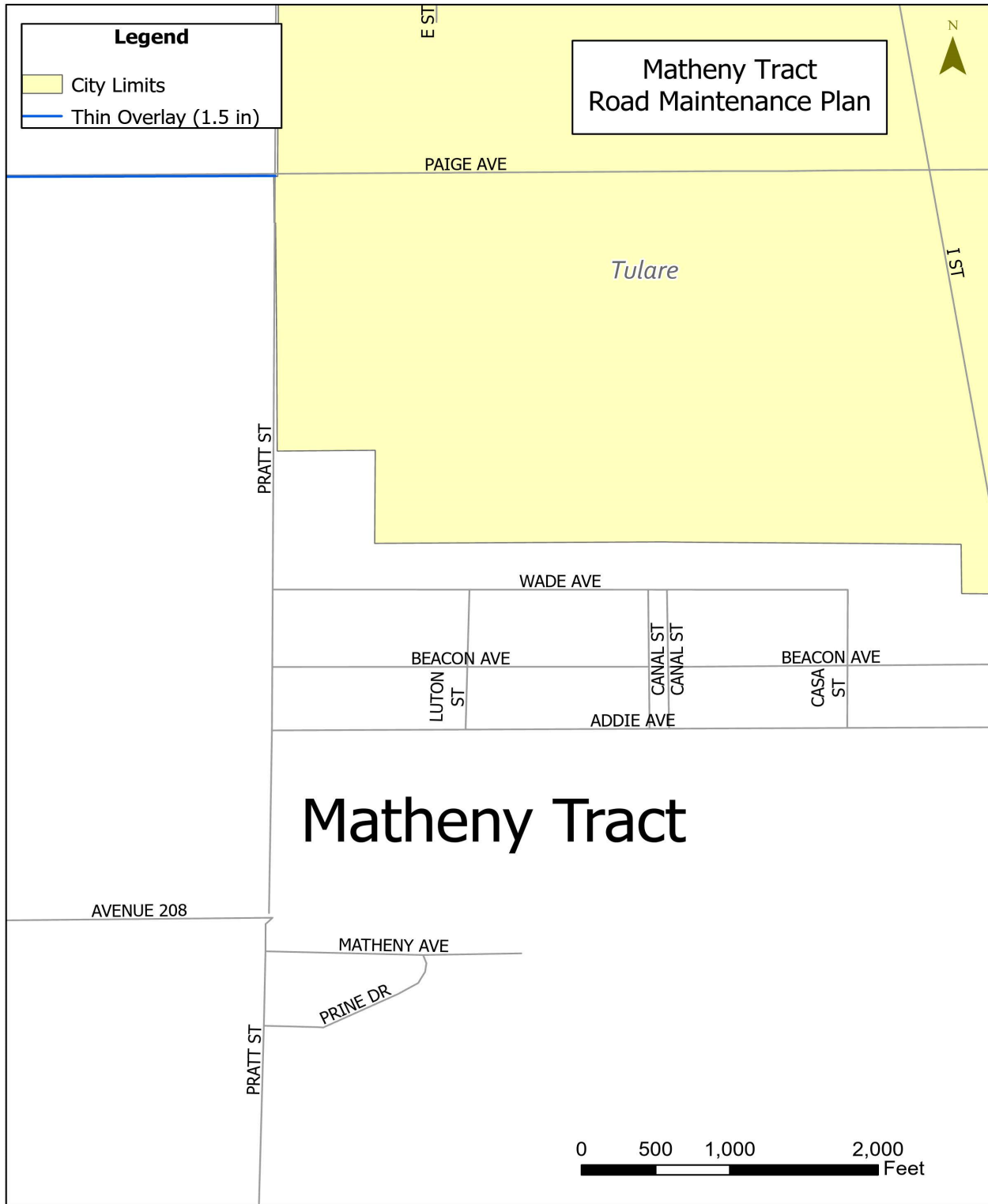
Appendix C – Bicycle, Bus, and Pedestrian Plan



Matheny Tract Complete Streets Plan

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Appendix D – Road Maintenance Plan



Matheny Tract Complete Streets Plan

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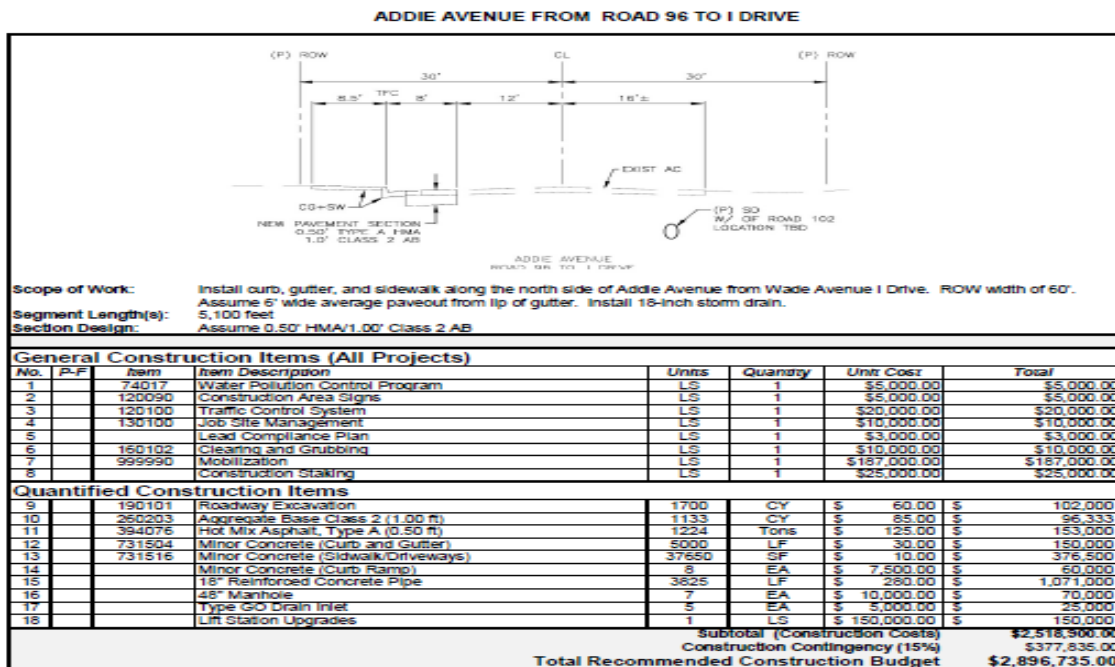
Matheny Tract Complete Streets Plan

Appendix E – Cost Estimates for Matheny Tract

North Matheny Tract – Project Cost Estimates Summary

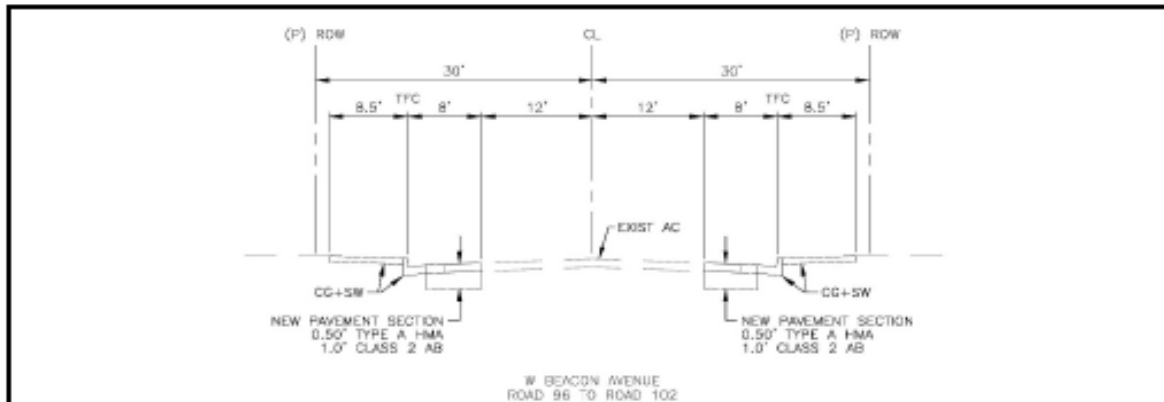
Segment	Preliminary Cost (CON)
Addie Avenue - Road 96 to I Drive	\$ 2,896,735
Beacon Avenue - Road 96 to Road 102	\$ 1,883,355
Beacon Avenue - Road 102 to I Drive	\$ 723,810
Wade Avenue - Road 96 to Road 102	\$ 1,863,330
Road 96 - Addie Avenue to north of Wade Avenue	\$ 356,270
Road 98 - Addie Avenue to Wade Avenue	\$ 942,425
S Canal Street - Addie Avenue to Wade Avenue	\$ 299,345
N Canal Street - Addie Avenue to Wade Avenue	\$ 299,230
Road 102 - Addie Avenue to Wade Avenue	\$ 702,765
I Drive - Addie Avenue to north of Beacon Avenue	\$ 417,450
Total Estimated Construction Cost (North Matheny)	\$ 10,386,915

Preliminary Estimate of Soft Costs (All Segments)	Preliminary Cost (SOFT)
Environmental Clearance (1% of CON)	\$ 104,000.00
Right of Way Capital (5% of CON)	\$ 520,000.00
Utility Relocation Allowance (5% of CON)	\$ 520,000.00
Preliminary Engineering (PS&E) (10% of CON)	\$ 1,039,000.00
Construction Engineering (15% of CON)	\$ 1,559,000.00
Total Estimated Soft Costs (North Matheny)	\$ 3,742,000



Matheny Tract Complete Streets Plan

W BEACON AVENUE - ROAD 96 TO ROAD 102



Scope of Work: Install curb, gutter, and sidewalk along Beacon Avenue from Road 96 to Road 102. Curb to curb width 40' and ROW width of 60'. Assume average of 6' wide paveout from lip of gutter.
Segment Length(s): 3,900 feet
Section Design: Assume 0.50' HMA/1.00' Class 2 AB

General Construction Items (All Projects)

No.	P-F	Item	Item Description	Units	Quantity	Unit Cost	Total
1		74017	Water Pollution Control Program	LS	1	\$5,000.00	\$5,000.00
2		120090	Construction Area Signs	LS	1	\$5,000.00	\$5,000.00
3		120100	Traffic Control System	LS	1	\$20,000.00	\$20,000.00
4		130100	Job Site Management	LS	1	\$10,000.00	\$10,000.00
5			Lead Compliance Plan	LS	1	\$3,000.00	\$3,000.00
6		160102	Clearing and Grubbing	LS	1	\$10,000.00	\$10,000.00
7		999990	Mobilization	LS	1	\$122,000.00	\$122,000.00
8			Construction Staking	LS	1	\$25,000.00	\$25,000.00

Quantified Construction Items

9		190101	Roadway Excavation	2600	CY	\$ 60.00	\$ 156,000
10		260203	Aggregate Base Class 2 (1.00 ft)	1733	CY	\$ 85.00	\$ 147,333
11		394076	Hot Mix Asphalt, Type A (0.50 ft)	1872	Tons	\$ 125.00	\$ 234,000
12		731504	Minor Concrete (Curb and Gutter)	7610	LF	\$ 30.00	\$ 228,300
13		731516	Minor Concrete (Sidewalk/Driveways)	57700	SF	\$ 10.00	\$ 577,000
15			Minor Concrete (Curb Ramp)	12	EA	\$ 7,500.00	\$ 90,000
14			Signing & Striping	1	LS	\$ 5,000.00	\$ 5,000

Subtotal (Construction Costs) **\$1,637,700.00**

Construction Contingency (15%) **\$245,655.00**

Total Recommended Construction Budget \$1,883,355.00

Matheny Tract Complete Streets Plan

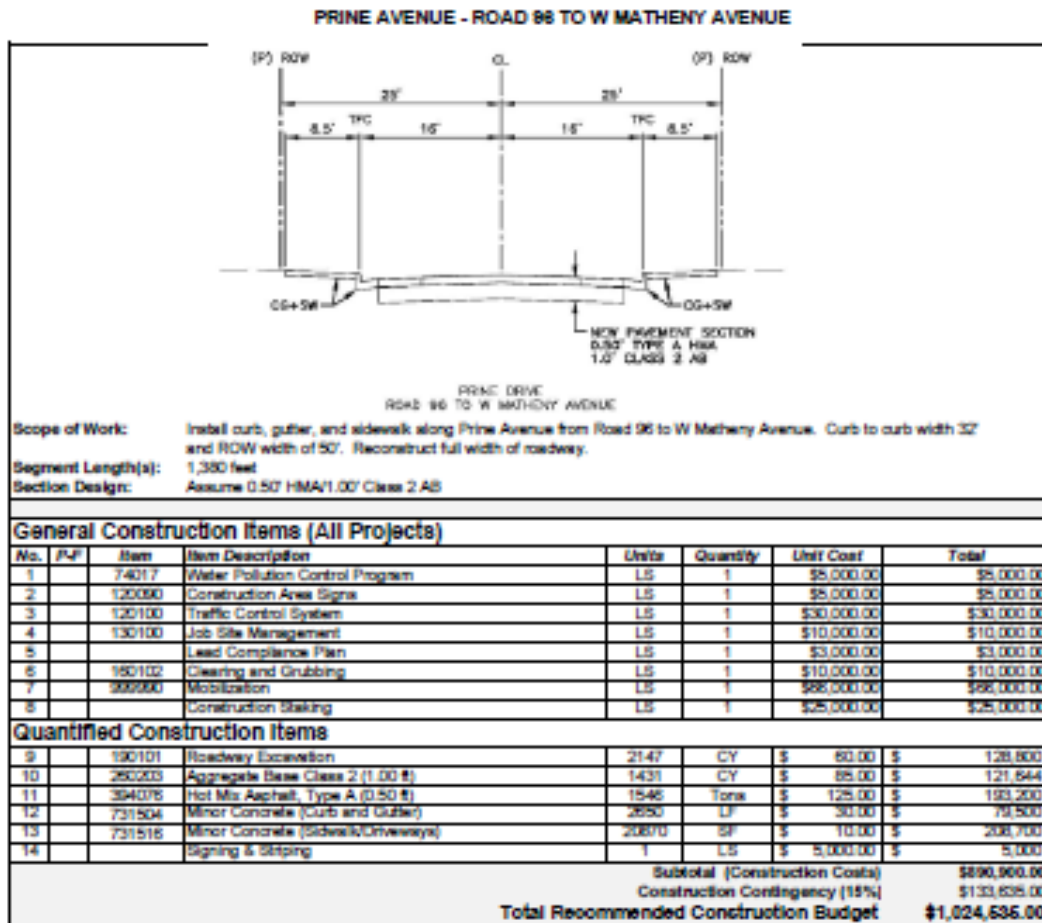
South Matheny Tract – Project Cost Estimates Summary

Segment	Preliminary Cost (CON)
Road 96 - S/ of Prine Avenue to N/ of W Matheny Avenue	\$ 475,870
Prine Avenue - Road 96 to W Matheny Avenue	\$ 1,034,333
W Matheny Avenue - Road 96 to East End	\$ 800,400
Total Estimated Construction Cost (South Matheny)	\$ 2,300,603

Preliminary Estimate of Soft Costs (All Segments)	Preliminary Cost (SOFT)
Environmental Clearance (1% of CON)	\$ 24,000.00
Right of Way Capital (3% of CON)	\$ 116,000.00
Utility Relocation Allowance (3% of CON)	\$ 116,000.00
Preliminary Engineering (PS&E) (10% of CON)	\$ 231,000.00
Construction Engineering (15% of CON)	\$ 346,000.00
Total Estimated Soft Costs (South Matheny)	\$ 833,000

ROAD 96 - SOUTH OF PRINE AVENUE TO NORTH OF W MATHENY AVENUE						
<p>ROAD 96 SOUTH OF PRINE AVENUE TO NORTH OF W MATHENY AVENUE</p> <p>Scope of Work: Install curb, gutter, and sidewalk along the east side of Road 96 from 250 FT. south of Prine Avenue to 180 FT. north of W Matheny Avenue. ROW width of 60'. Assume 5' wide average paveout from lip of gutter.</p> <p>Segment Length(s): 970 feet</p> <p>Section Design: Assume 0.50' HMA/1.00' Class 2 A-B</p>						
General Construction Items (All Projects)						
No.	Item	Item Description	Units	Quantity	Unit Cost	Total
1	74017	Water Pollution Control Program	LS	1	\$5,000.00	\$5,000.00
2	120090	Construction Area Signs	LS	1	\$5,000.00	\$5,000.00
3	120100	Traffic Control System	LS	1	\$30,000.00	\$30,000.00
4	130100	Job Site Management	LS	1	\$10,000.00	\$10,000.00
5		Lead Compliance Plan	LS	1	\$3,000.00	\$3,000.00
6	160100	Cleaning and Grubbing	LS	1	\$10,000.00	\$10,000.00
7	260500	Mobilization	LS	1	\$31,000.00	\$31,000.00
8		Construction Staking	LS	1	\$25,000.00	\$25,000.00
Quantified Construction Items						
9	190101	Roadway Excavation	303	CY	\$ 60.00	\$ 18,180
10	260203	Aggregate Base Class 2 (1.00 #)	216	CY	\$ 65.00	\$ 14,040
11	354036	Hot Mix Asphalt, Type A (2.50 #)	223	Tons	\$ 125.00	\$ 27,875
12	731504	Minor Concrete (Curb and Outlets)	966	LF	\$ 30.00	\$ 28,980
13	731516	Minor Concrete (Sidewalk/Driveways)	8530	SF	\$ 10.00	\$ 85,300
14		Minor Concrete (Curb Ramp)	4	E.A.	\$ 7,500.00	\$ 30,000
15		18" Reinforced Concrete Pipe	290	LF	\$ 250.00	\$ 72,500
16		48" Manhole	2	E.A.	\$ 10,000.00	\$ 20,000
17		Type GO Drain Inlet	4	E.A.	\$ 5,000.00	\$ 20,000
Subtotal (Construction Costs)						\$413,860
Construction Contingency (15%)						\$62,079.00
Total Recommended Construction Budget						\$475,939.00

Matheny Tract Complete Streets Plan

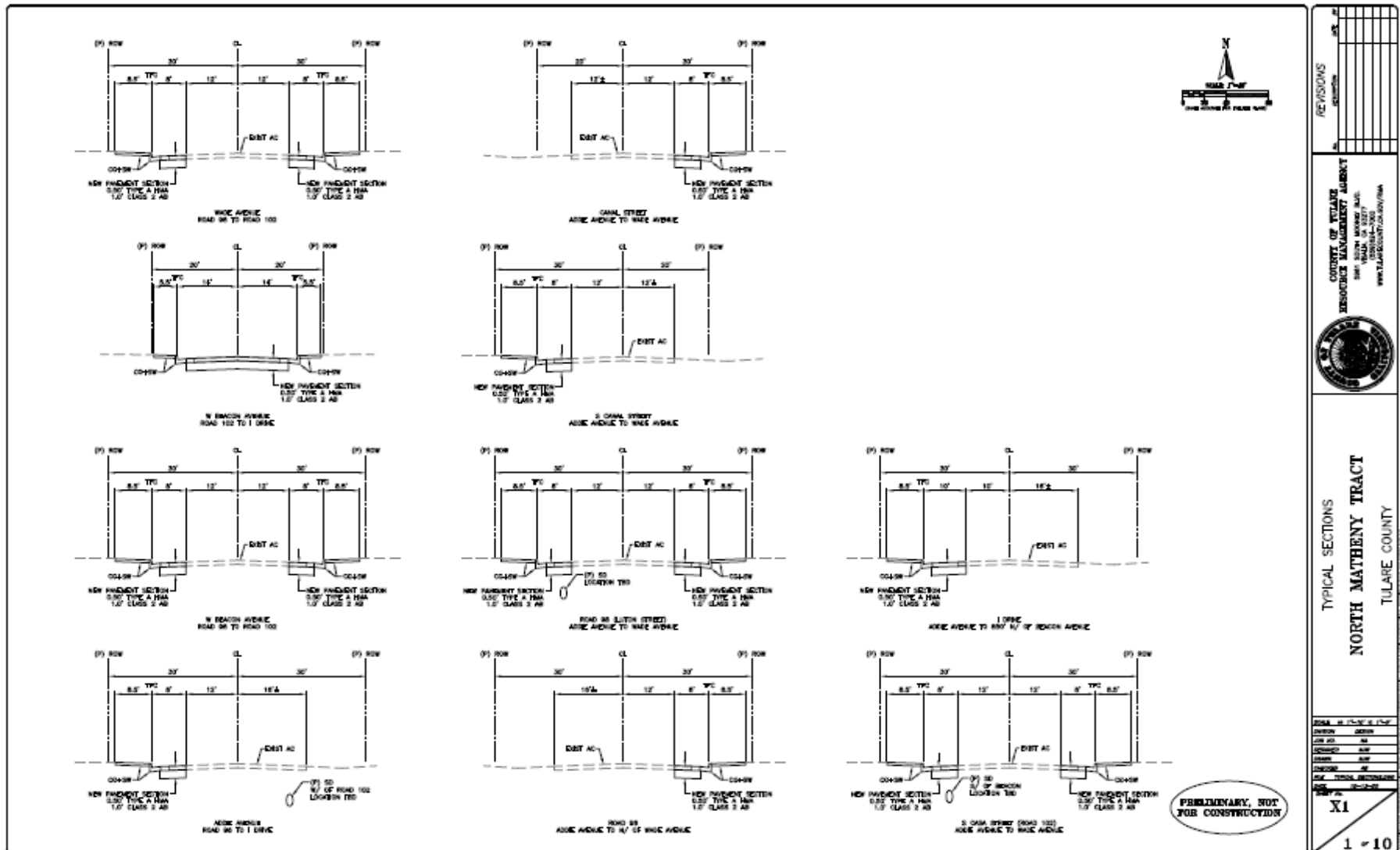


Appendix F – Matheny Tract Improvement Project

Matheny Tract Complete Streets Plan

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North Matheny Tract



Matheny Tract Complete Streets Plan

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Matheny Tract Complete Streets Plan



Matheny Tract Complete Streets Plan

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Matheny Tract Complete Streets Plan



Matheny Tract Complete Streets Plan

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*Tulare County Complete Streets –Matheny Tract
Tulare County RMA*



Matheny Tract Complete Streets Plan

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Matheny Tract Complete Streets Plan



Matheny Tract Complete Streets Plan

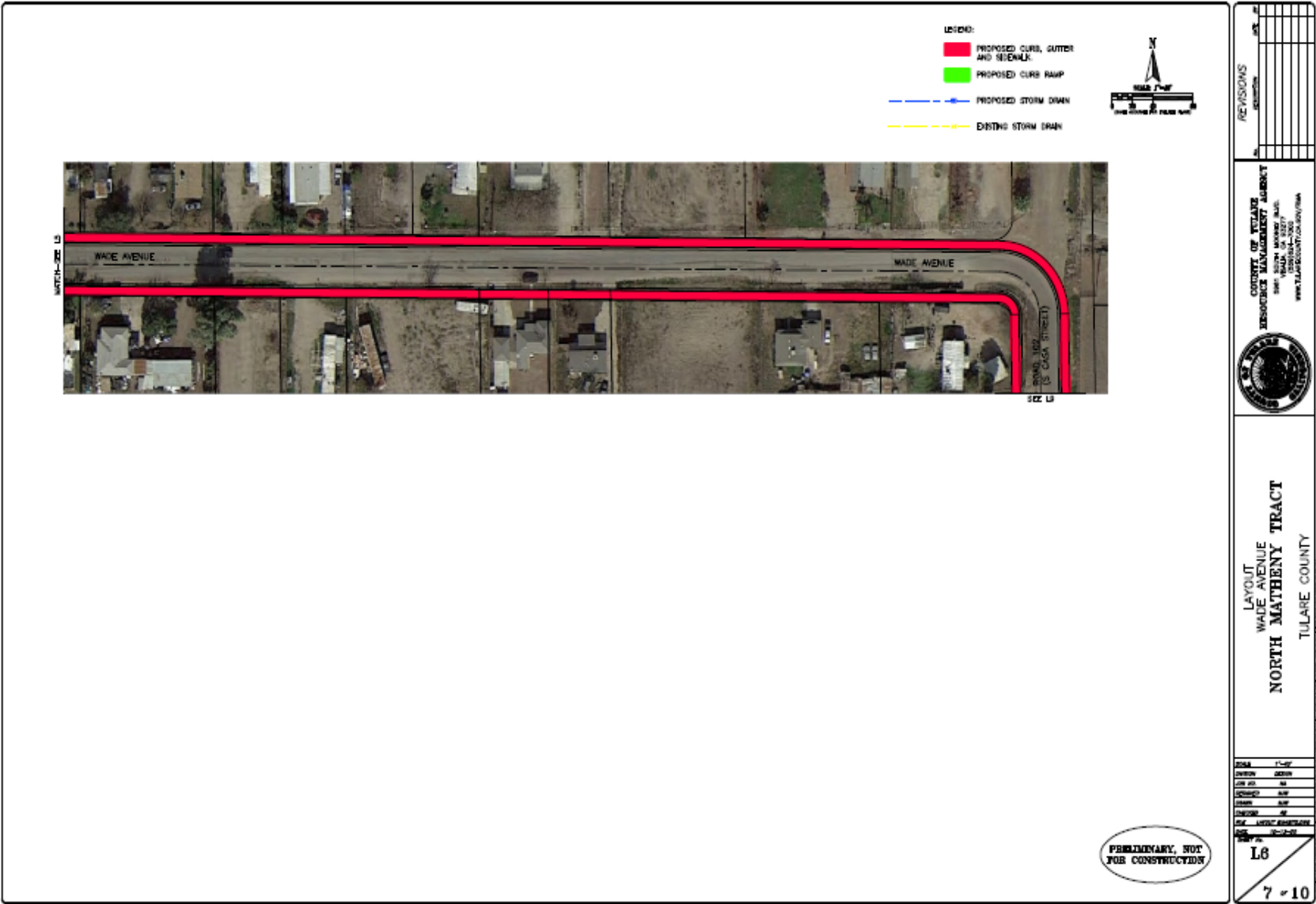
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*Tulare County Complete Streets –Matheny Tract
Tulare County RMA*

Matheny Tract Complete Streets Plan

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Matheny Tract Complete Streets Plan



Matheny Tract Complete Streets Plan

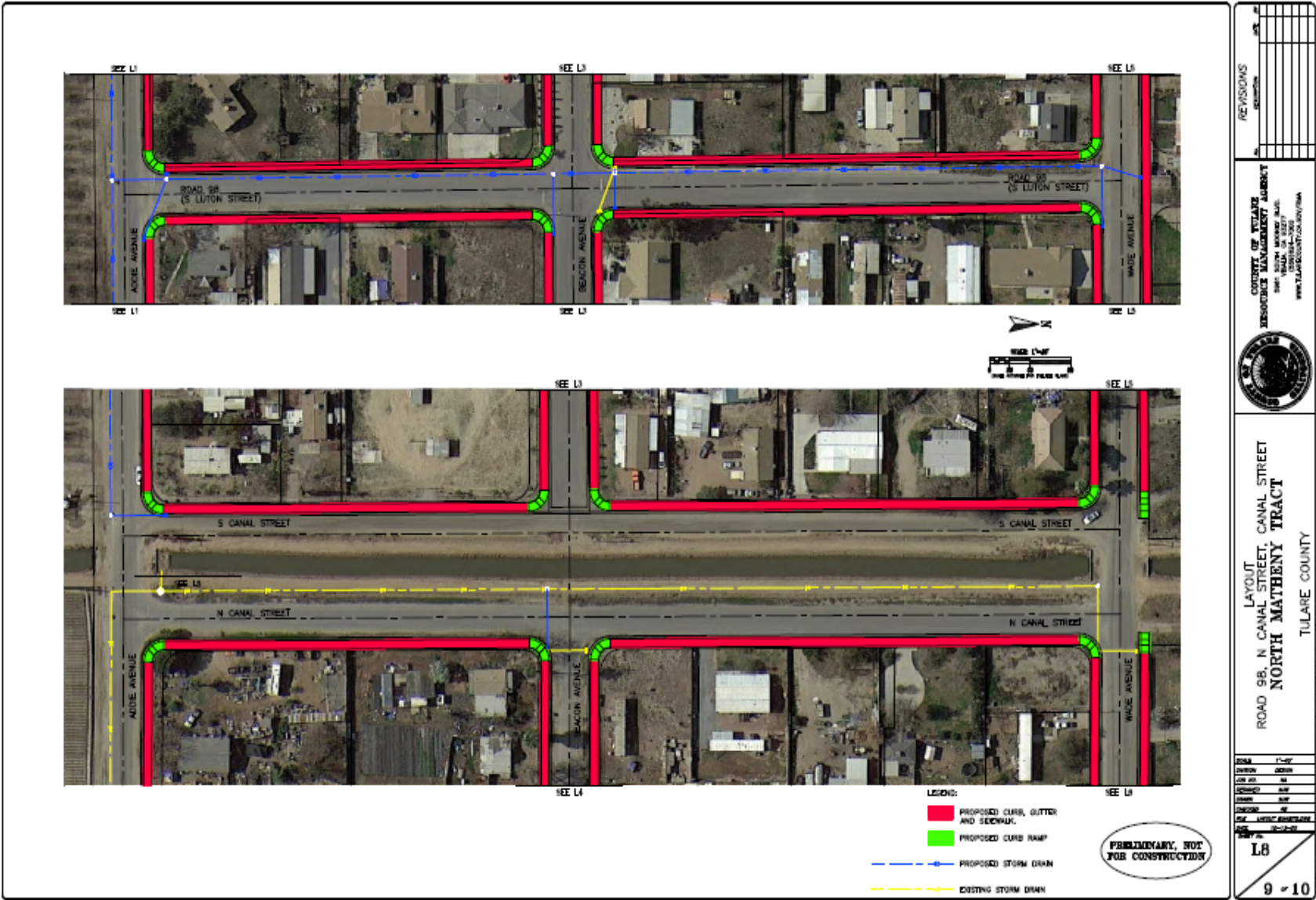


*Tulare County Complete Streets –Matheny Tract
Tulare County RMA*

Matheny Tract Complete Streets Plan

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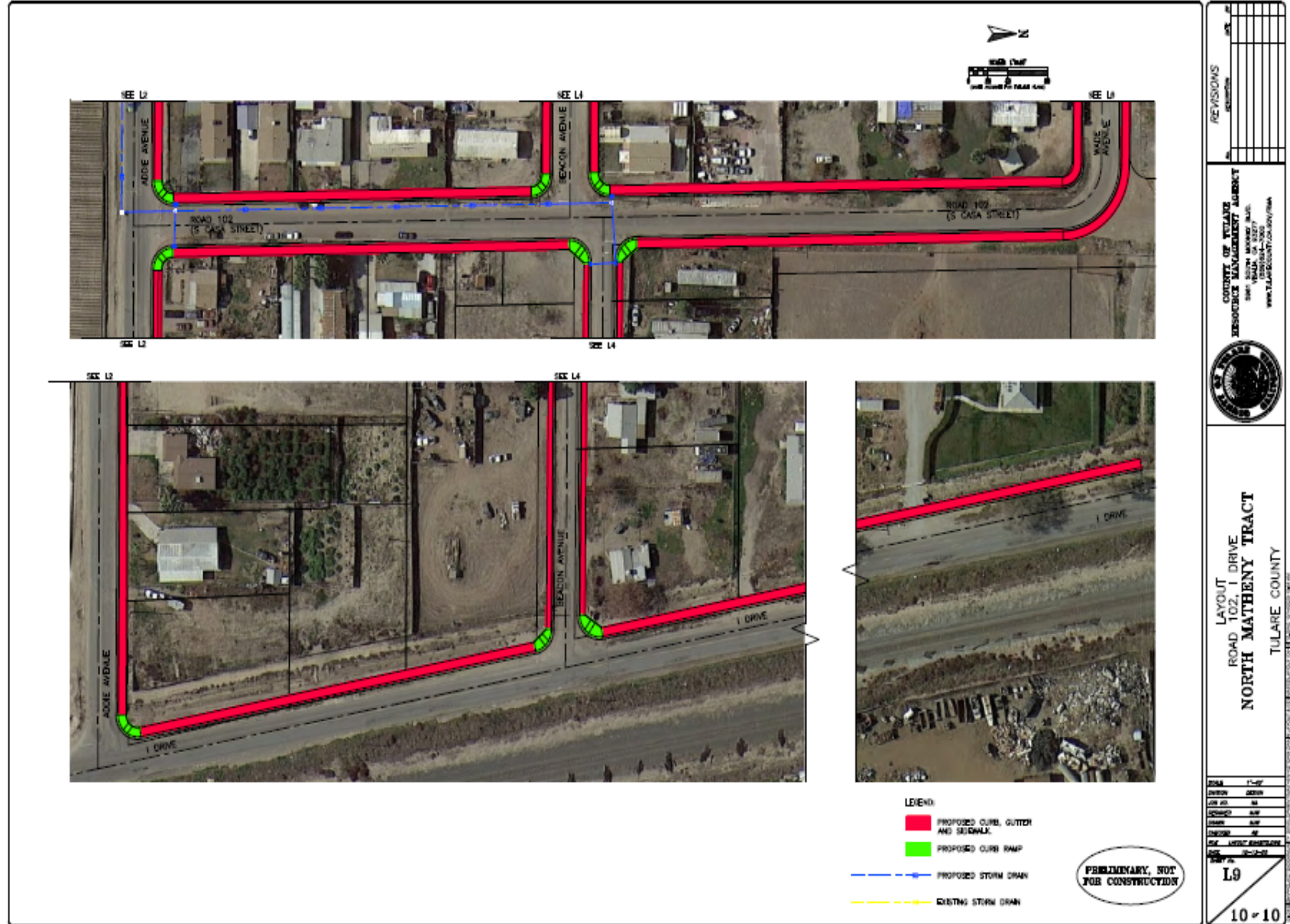
Matheny Tract Complete Streets Plan



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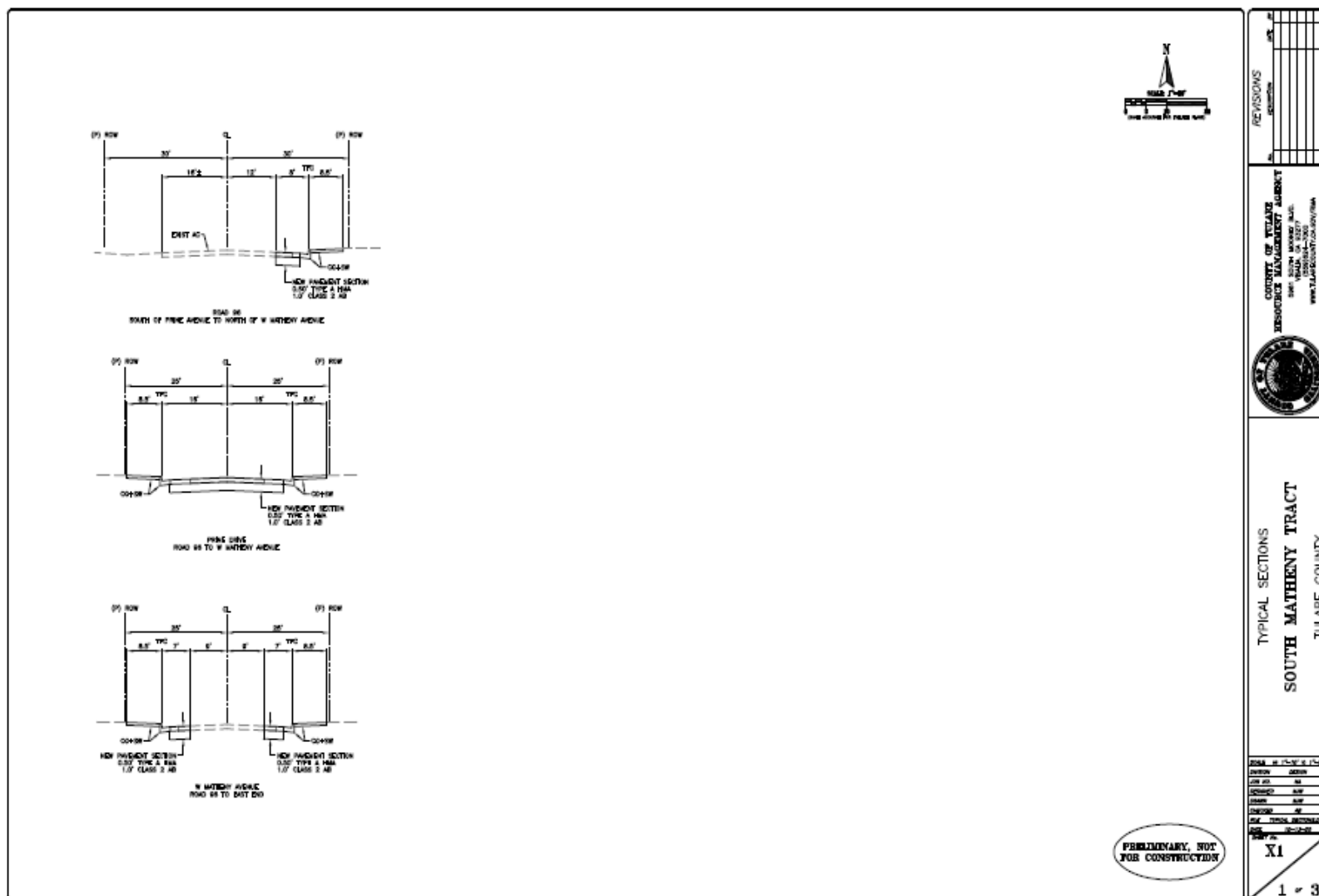
Matheny Tract Complete Streets Plan



Matheny Tract Complete Streets Plan

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South Matheny Tract



Matheny Tract Complete Streets Plan

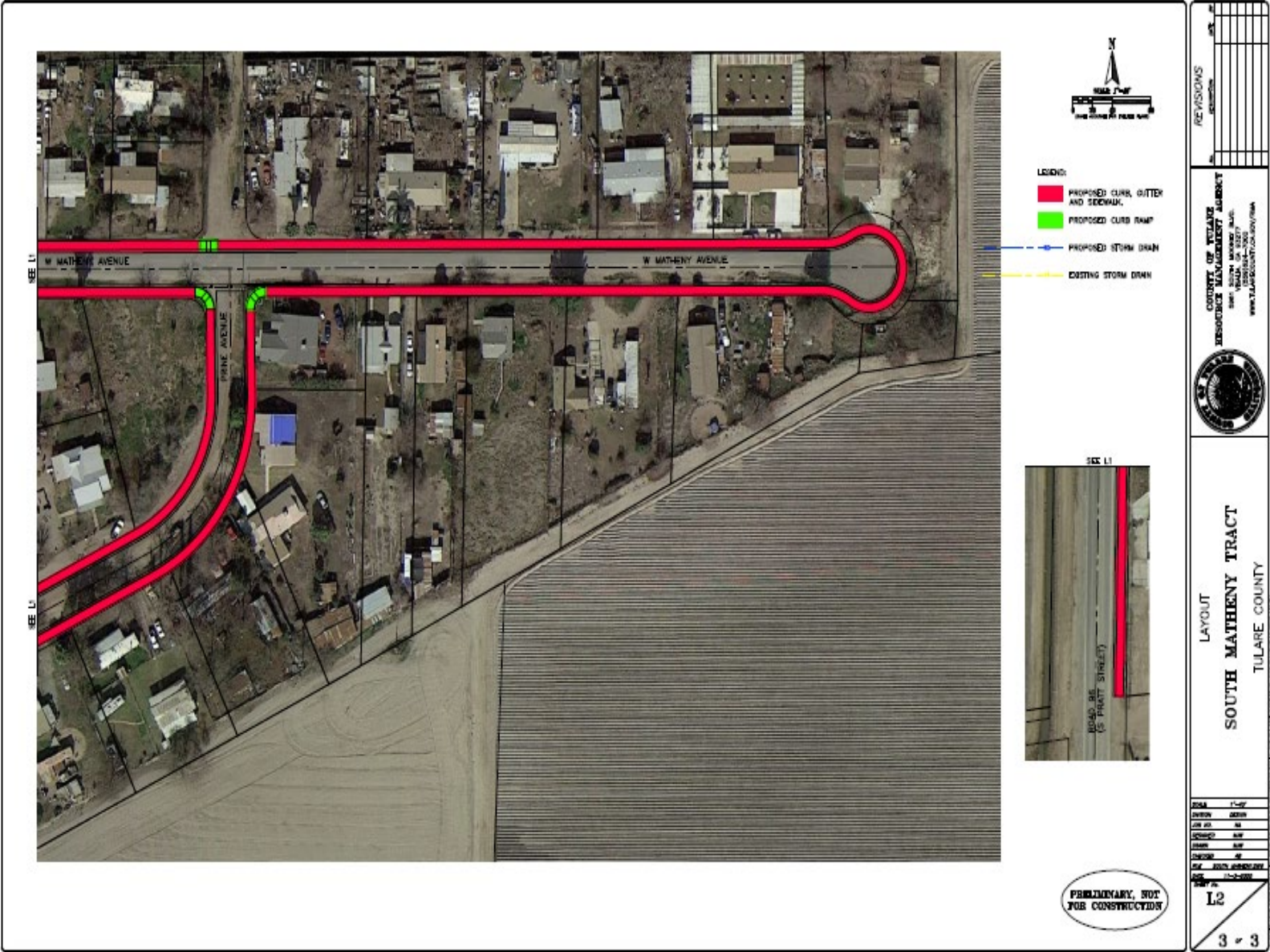
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Matheny Tract Complete Streets Plan

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Matheny Tract Complete Streets Plan



Matheny Tract Complete Streets Plan

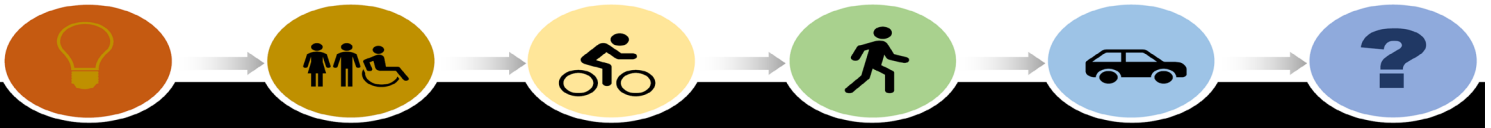
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Appendix G – Community Outreach

Matheny Tract Complete Streets Plan

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WE WANT TO KNOW WHAT YOU THINK

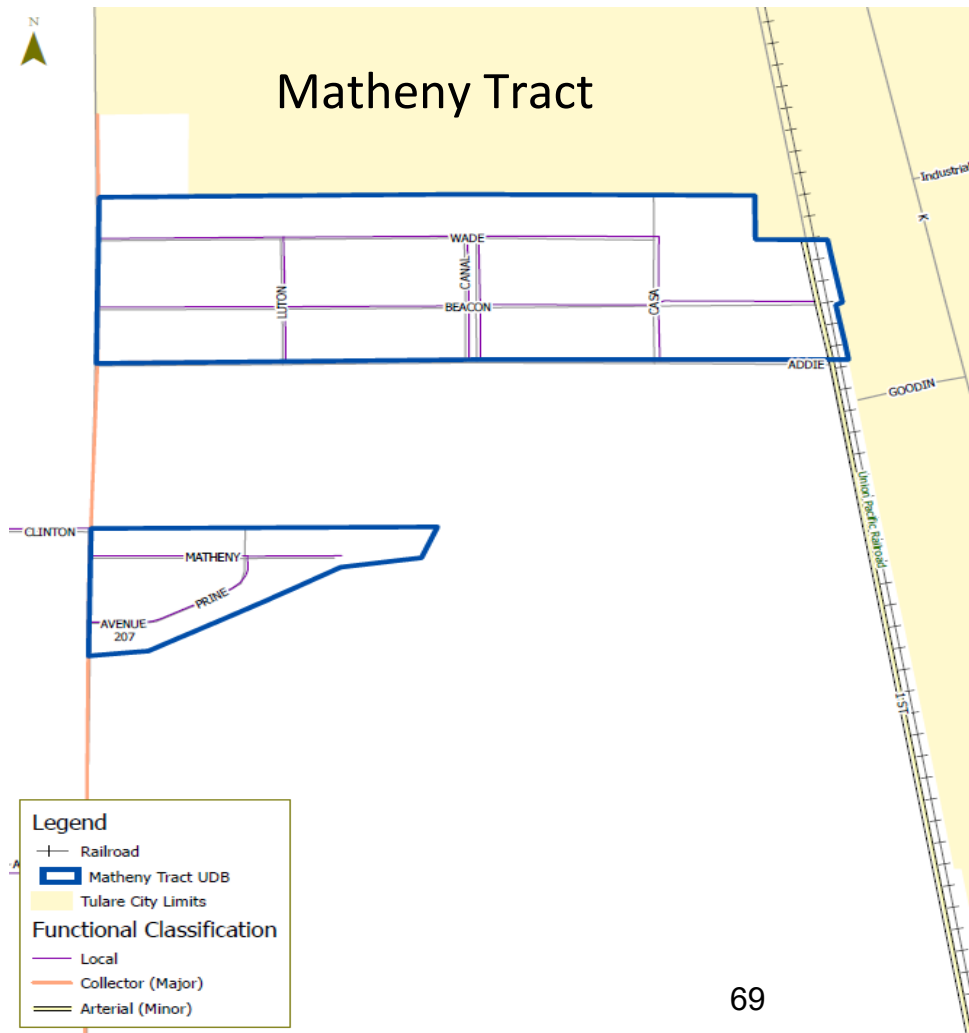


Matheny Tract Complete Streets Project

CIRCLE YOUR “AREA” OF ROAD CONCERNS FOR MATHENY TRACT
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!



COMMUNITY VISIONING

**COMPLETE STREETS
PLANNING**

PUBLIC MEETING

**COMMUNITY INPUT
NEEDED**

Return to address below

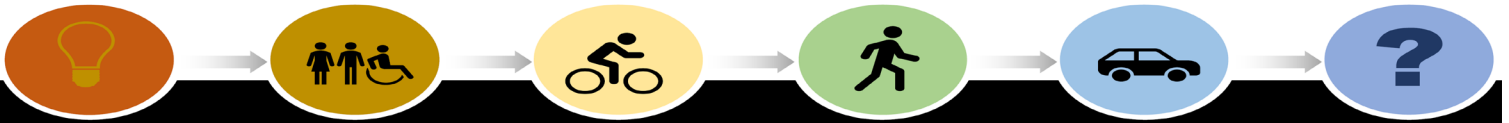
Tulare County
Resource Management Agency
5961 S. Mooney Blvd.
Visalia, CA 93277

Questions Contact

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



QUEREMOS SABER LO QUE PIENSA

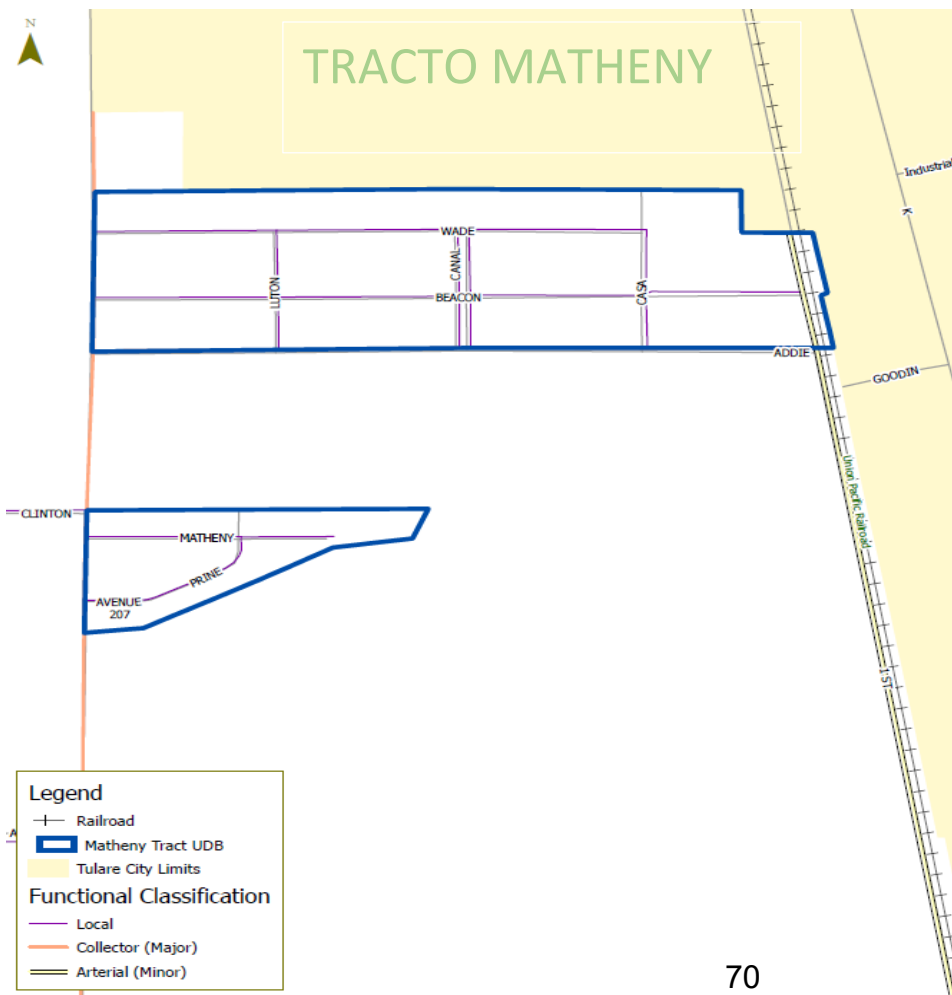


Tracto Matheny Completa Calles

EN EL MAPA DIBUJE UN CÍRCULO EN LA “AREA” DE PREOCUPACIÓN EN LAS CARRETERAS EN TRACTO DE MATHENY 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

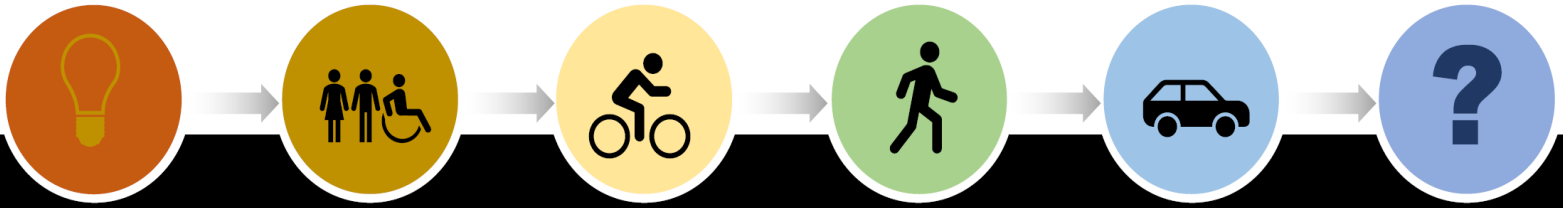
Tulare County
Resource Management Agency
5961 S. Mooney Blvd.
Visalia, CA 93277

Para preguntas contactar

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



TRACTO MATHENY 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: Martes, Abril 13 at 6:00 p.m.

Sesión de Estudio 1: Martes, Abril 27 at 6:00 p.m.

Sesión de Estudio 2: Martes, Mayo 11 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/91085146821?pwd=WIVNTlYvY1hFS1R0andabWFEN2hxQT09>

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

Reunión ID: 91085146821

Contraseña: 115187

Teléfono: 1 669-900-9128

Contacto Para Preguntas

Susan Simon 559-624-7126

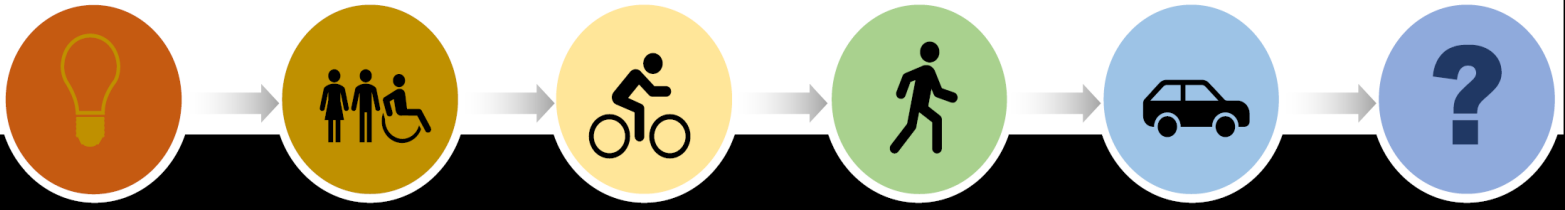
Jose Saenz (Español) 559-624-7102



¿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.

MATHENY TRACT 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: Tuesday, April 13th at 6:00 p.m.

Study Session 1: Tuesday, April 27th at 6:00 p.m.

Study Session 2: Tuesday, May 11th 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/91085146821?pwd=WlVNTlYvY1hFS1R0andabWFEN2hxQT09>

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

Meeting ID: 91085146821

Passcode: 115187

Phone: 1 669-900-9128

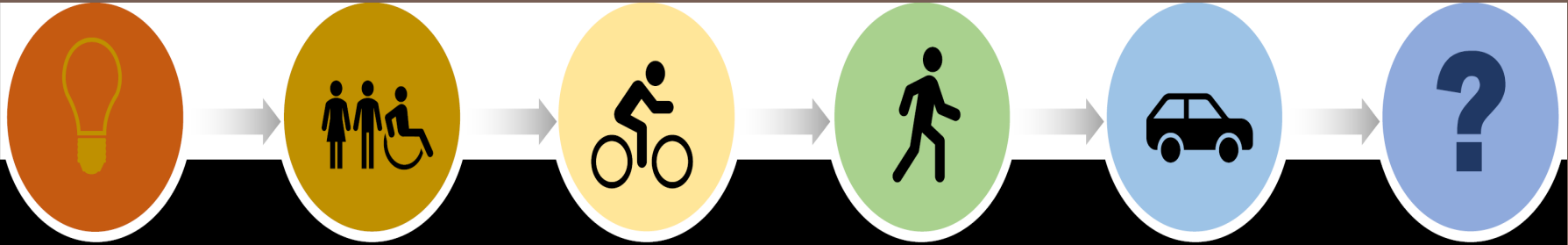
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WHAT ARE YOUR ROAD CONCERN?

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- Curb, gutter, sidewalk, curb ramps.
- Transit and school bus stops, bike lanes.



Matheny Tract Complete Streets 2021

Presented By:

Aaron Bock, Assistant Director

Chuck Przybyski, Planner IV

Resource Management Agency



April 13, 2021

Matheny Tract Complete Streets 2021

9

Project Funding

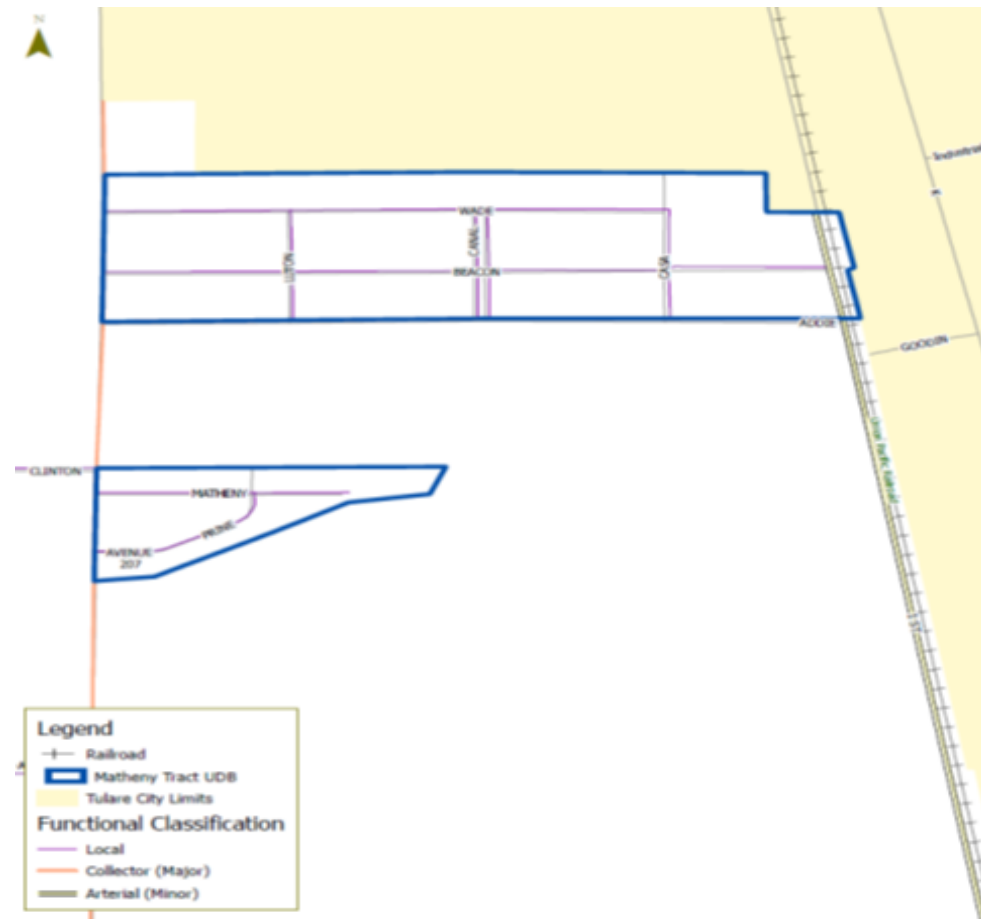
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Matheny Tract Complete Streets 2021

3

Matheny
Tract



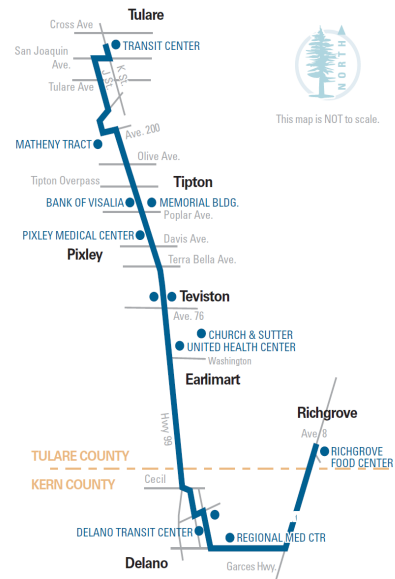
Matheny Tract Complete Streets 2021

8

Tulare County Transit Agency TCaG

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Pass Sales Outlets

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Tulare Transit Center	360 N. 'K' St., Tulare
Visalia Transit Center	Oak & Santa Fe, Visalia

Southbound

WEEKDAY SERVICE

TULARE Transit Center	MATHENY TRACT Wade & Canal	TIPTON Bank of Visalia	TIPTON Memorial Building	PIXLEY Pixley Med Center	TEVISTON Avenue 76	EARLMART Church & Sutter	EARLMART United Health Center	DELANO Transit Center	DELANO Valencia Mt.	DELANO Regional Med Center	RICHGROVE Richgrove Food Center
5:45	5:56	6:09	6:11	6:21	6:26	6:32	6:35	ARR	DEP	—	—
6:45	6:56	7:09	7:11	7:21	7:26	7:32	7:35	7:48	7:53	7:56	—
7:27	7:38	7:51	7:53	8:03	8:08	8:14	8:17	8:30	8:35	8:38	—
9:04	9:15	9:28	9:30	9:40	9:45	9:51	9:54	10:07	10:12	10:15	—
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6:00	6:11	6:24	6:26	6:36	6:41	6:47	6:50	7:03	7:08	7:11	—

WEEKEND SERVICE

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4:29	4:40	4:53	4:55	5:05	5:10	5:16	5:19	5:32	5:37	5:40	—

Northbound

WEEKDAY SERVICE

DELANO Regional Med Center	DELANO Valencia Mt.	DELANO Transit Center	EARLMART Church & Sutter	EARLMART United Health Center	TEVISTON Avenue 76	PIXLEY Pixley Med Center	TIPTON Bank of Visalia	TIPTON Memorial Building	MATHENY TRACT Pratt & Addie	TULARE Transit Center
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12:27	12:32	12:35	12:48	12:51	12:57	1:02	1:12	1:14	1:28	1:38
—	—	1:26	1:42	1:45	1:51	1:56	2:06	2:08	2:22	2:32
3:29	3:34	3:37	3:50	3:53 ⁰	—	—	EXPRESS ROUTE	—	—	4:23
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WEEKEND SERVICE

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—	—	5:37	5:52	5:55	6:01	6:06	6:16	6:18	6:32	6:42

Matheny Tract Complete Streets 2021

10

Next
Public
Outreach

- Study Session 1: Tuesday, April 27, 2021 at 6:00 pm
- Study Session 2: Tuesday, May 11, 2021 at 6:00 pm

11

Questions



Aaron Bock

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

Johnny Wong

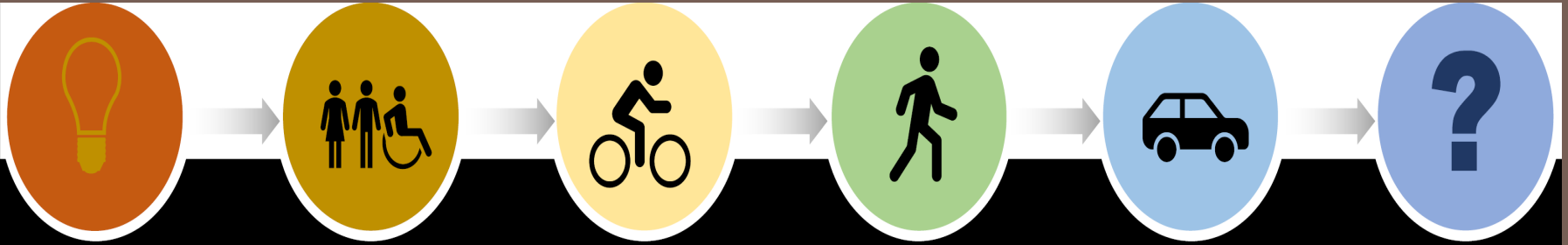
Tulare County RMA, Chief Engineer
(559) 624-7170
jwong@tularecounty.ca.gov
(Pot hole questions)

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



Matheny Tract Complete Streets 2021

Presented By:

Aaron Bock, Assistant Director

Chuck Przybyski, Planner IV

Resource Management Agency



April 27, 2021

Matheny Tract Complete Streets 2021

9

Project Funding

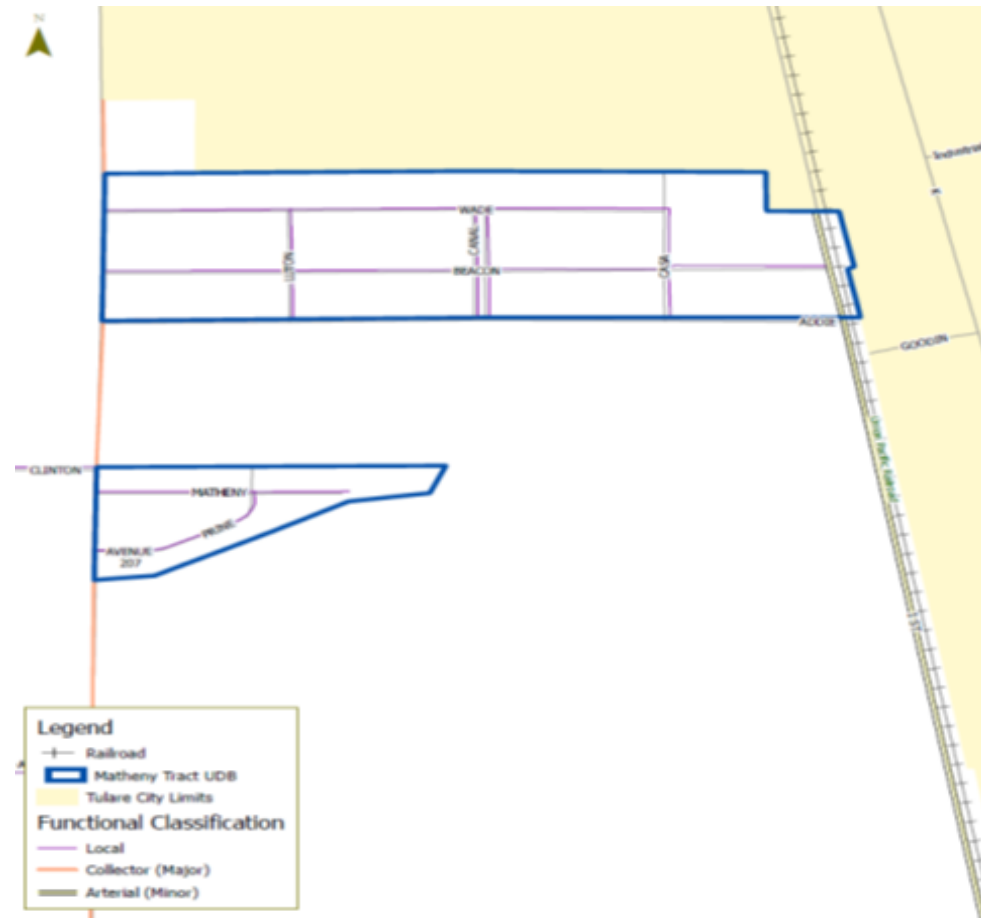
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Matheny Tract Complete Streets 2021

3

Matheny
Tract



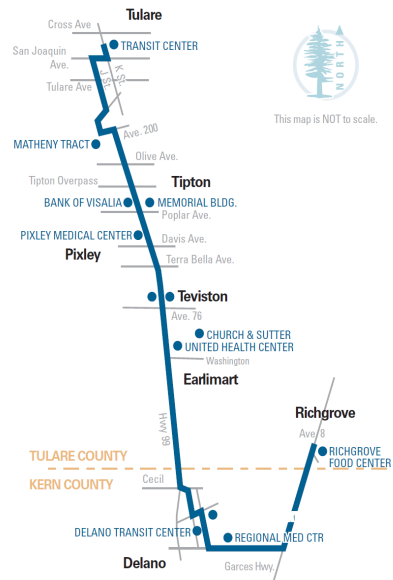
Matheny Tract Complete Streets 2021

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Matheny Tract Complete Streets 2021

10

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Questions



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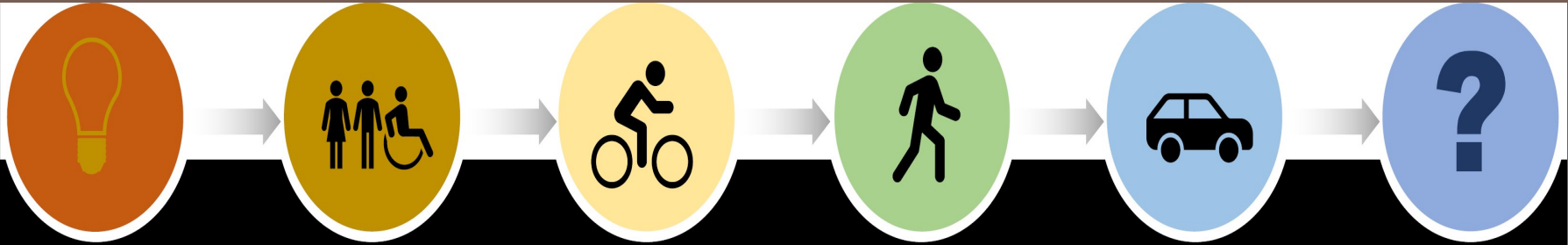
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Matheny Tract Complete Streets 2021

Presented By:

Aaron Bock, Assistant Director

Chuck Przybyski, Planner IV

Resource Management Agency



May 11, 2021

Matheny Tract Complete Streets 2021

2

Project Funding

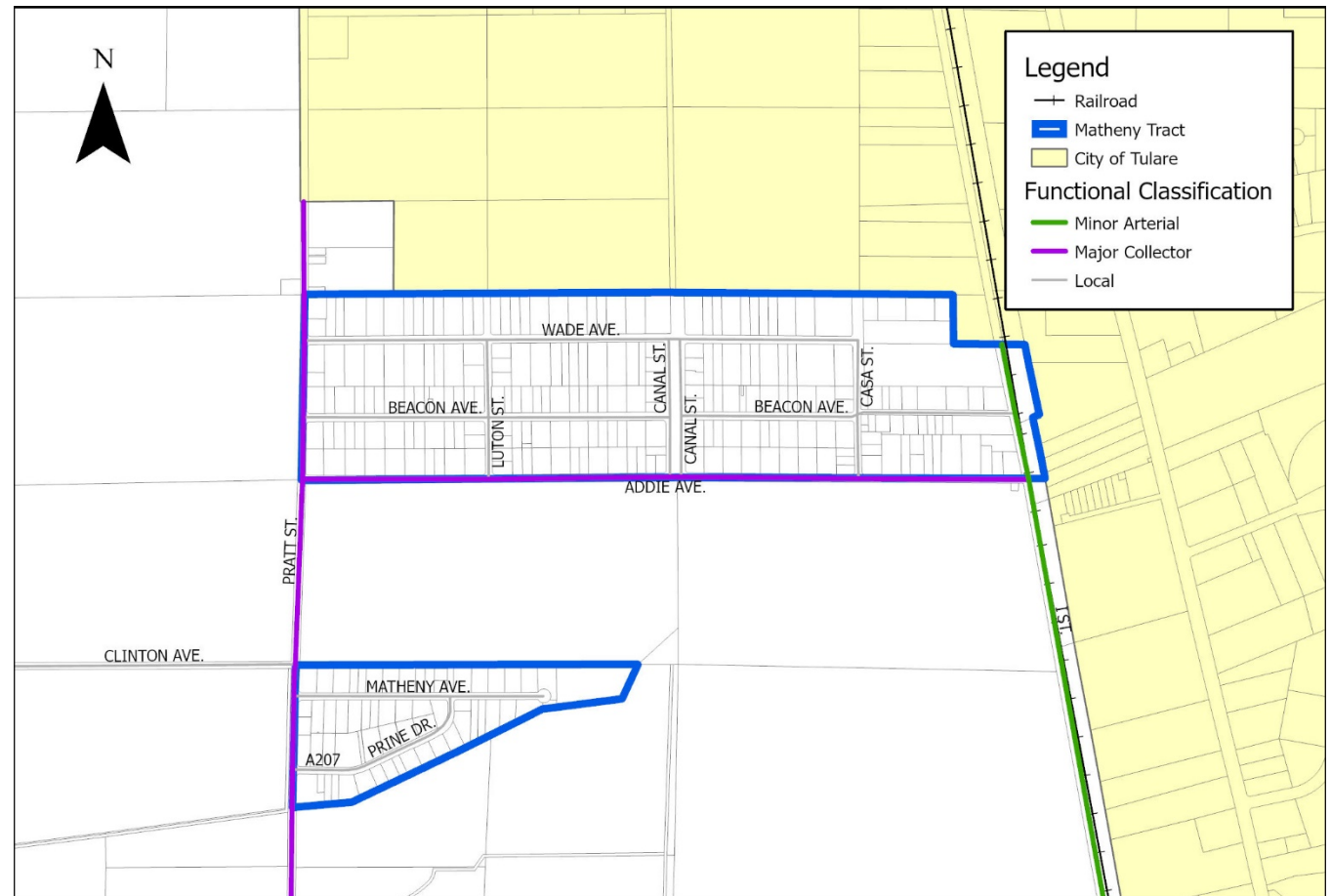
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Matheny Tract Complete Streets 2021

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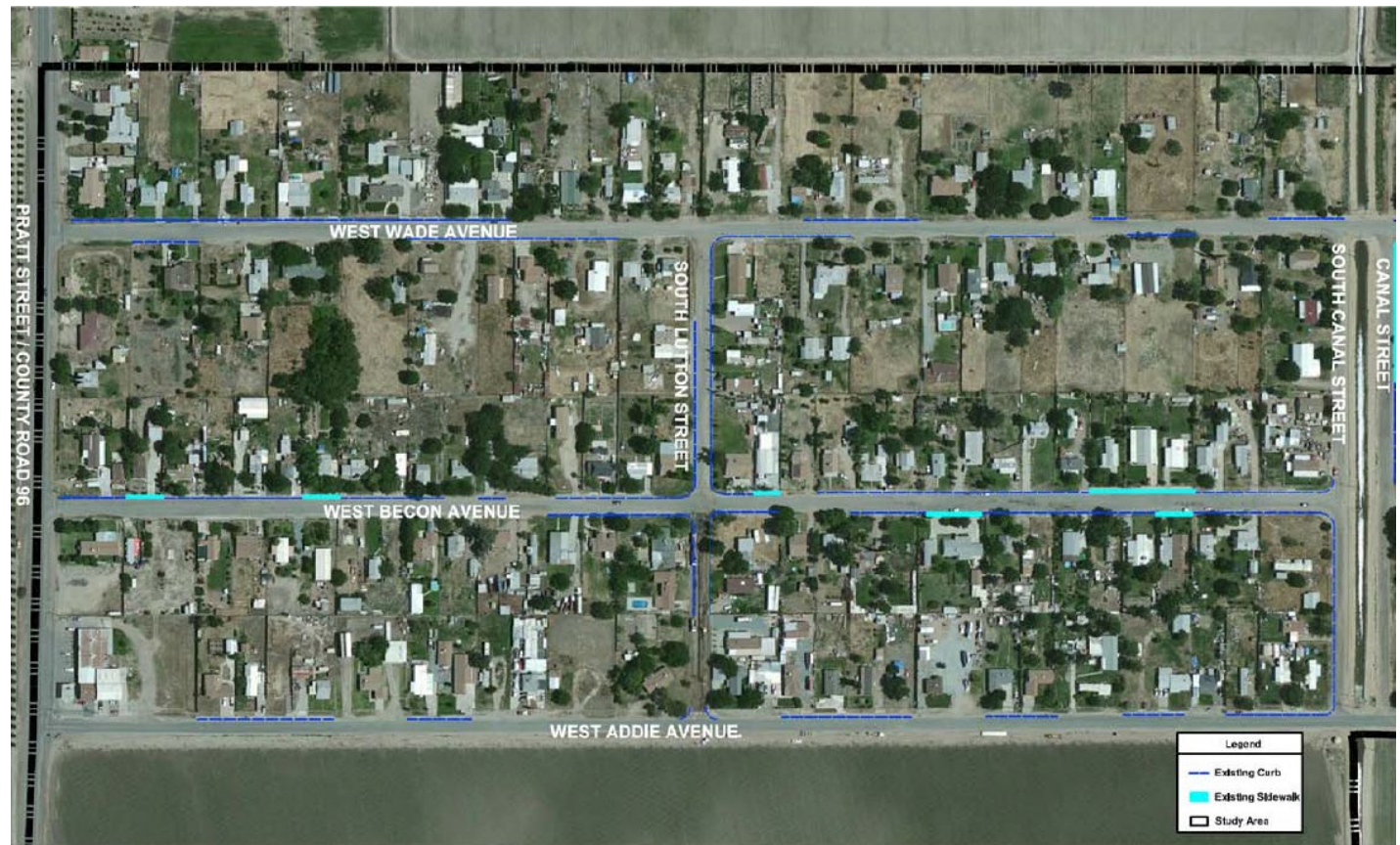
Matheny Tract



Matheny Tract Complete Streets 2021

4

Existing Curb,
Gutter &
Sidewalk



Matheny Tract Complete Streets 2021

5

Existing Curb,
Gutter &
Sidewalk



Matheny Tract Complete Streets 2021

6

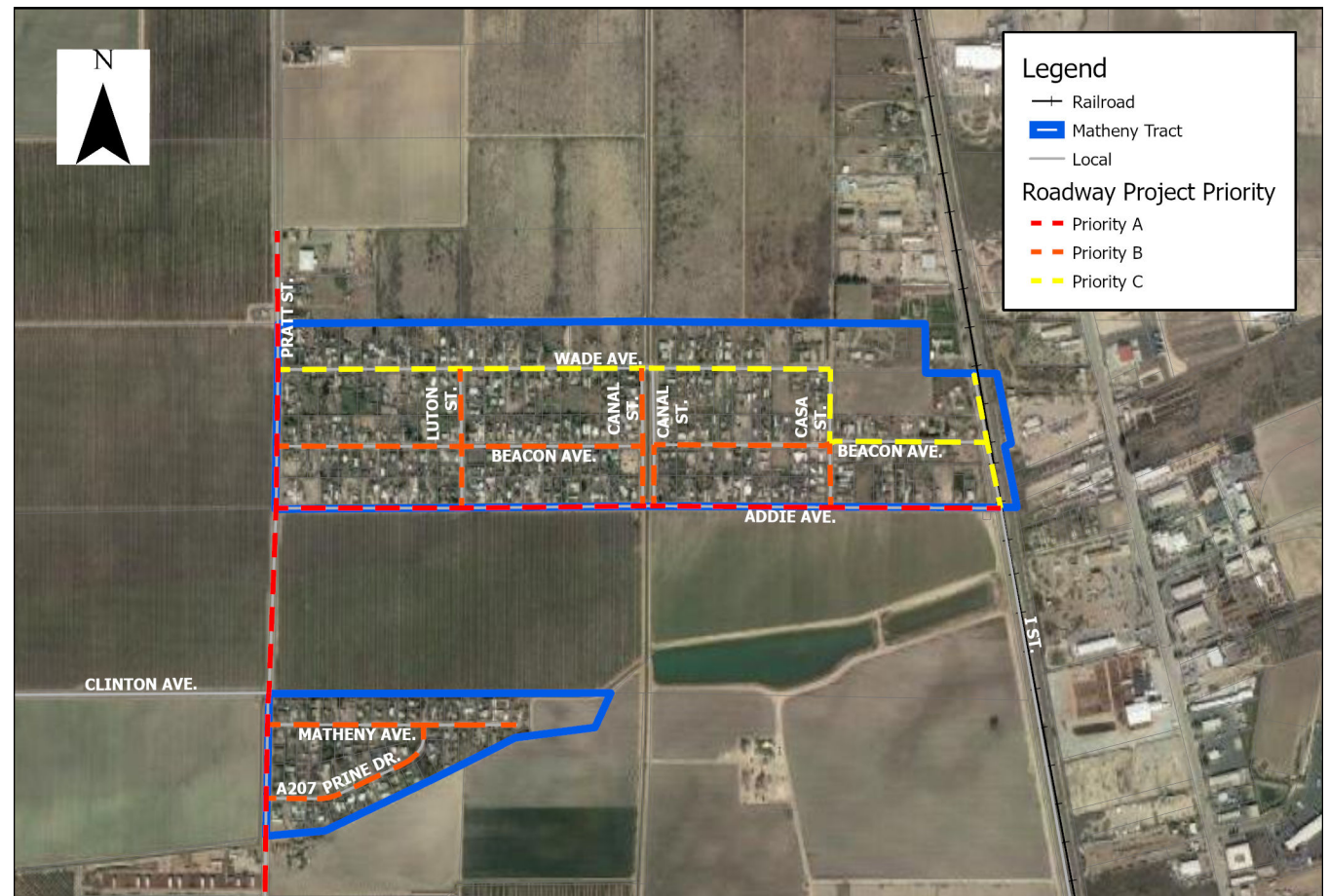
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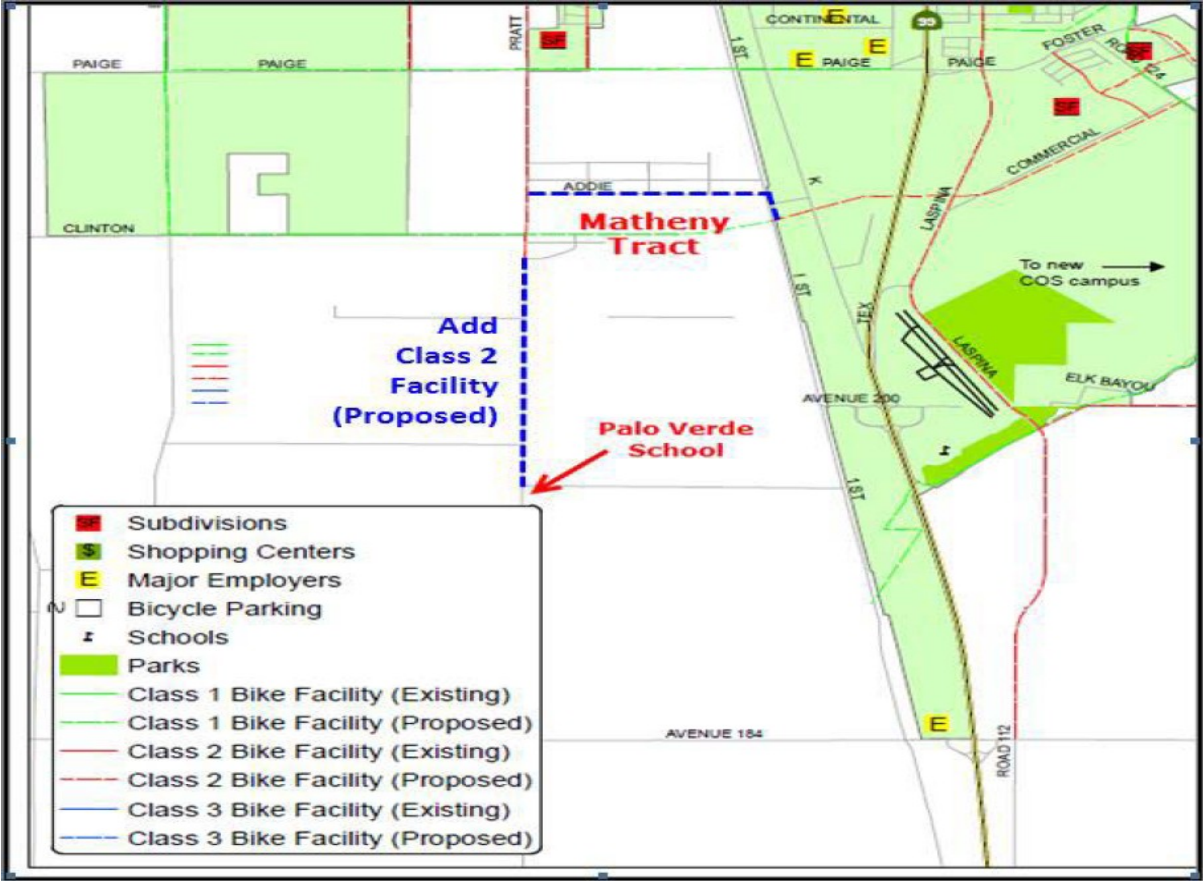
Matheny Tract Complete Streets 2021

7

Roadway Project Priority



8



Matheny Tract Complete Streets 2021

9

Existing and Proposed Street Lights



Matheny Tract Complete Streets 2021

10

Proposed
Beautification
Projects



Matheny Tract Complete Streets 2021

11

Proposed
Beautification
Projects



Matheny Tract Complete Streets 2021

5

Proposed
Beautification
Projects



Matheny Tract Complete Streets 2021

5

Proposed
Beautification
Projects



Matheny Tract Complete Streets 2021

5

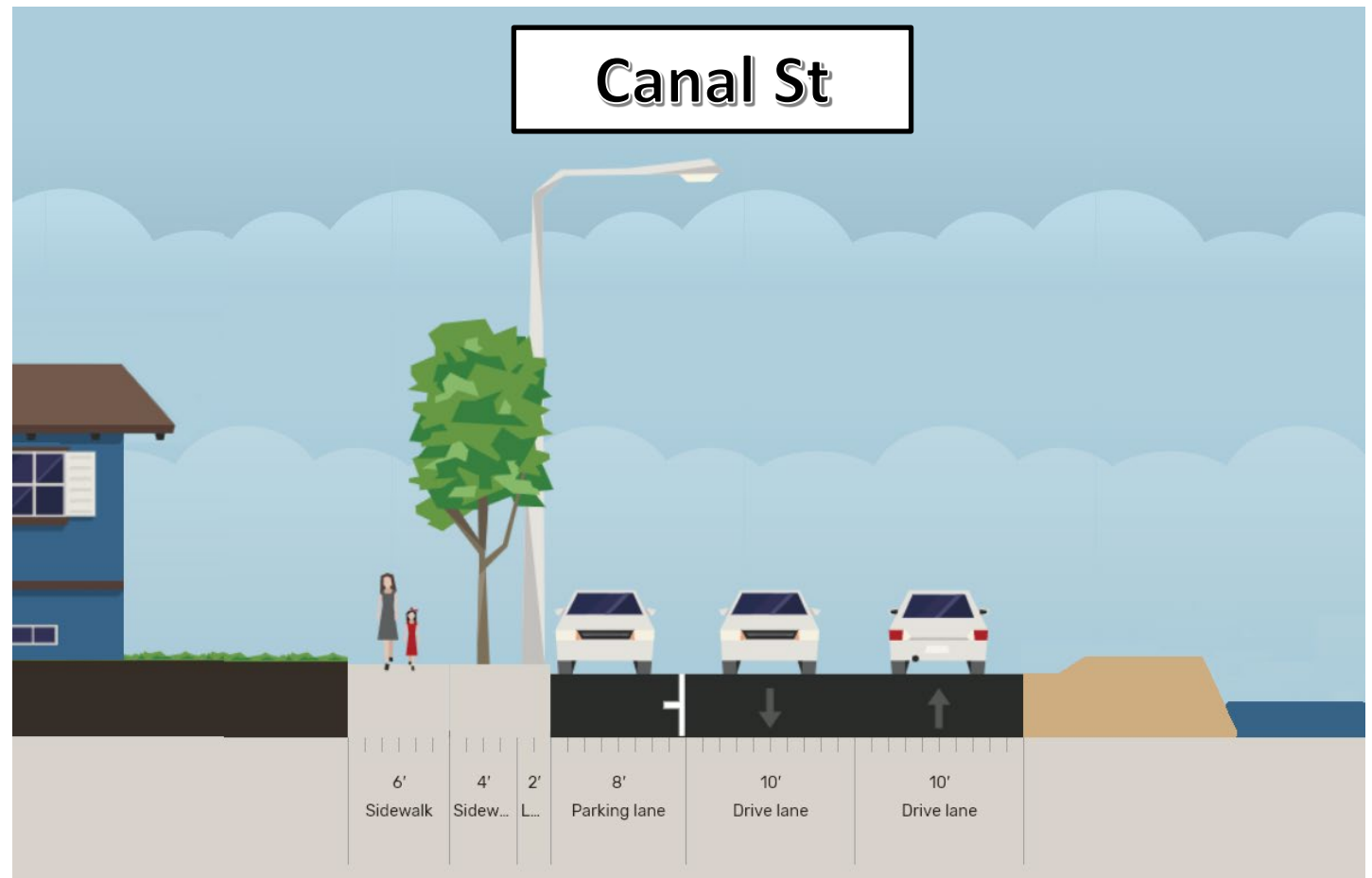
Proposed
Beautification
Projects



Matheny Tract Complete Streets 2021

5

Proposed
Beautification
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Matheny Tract Complete Streets 2021

5

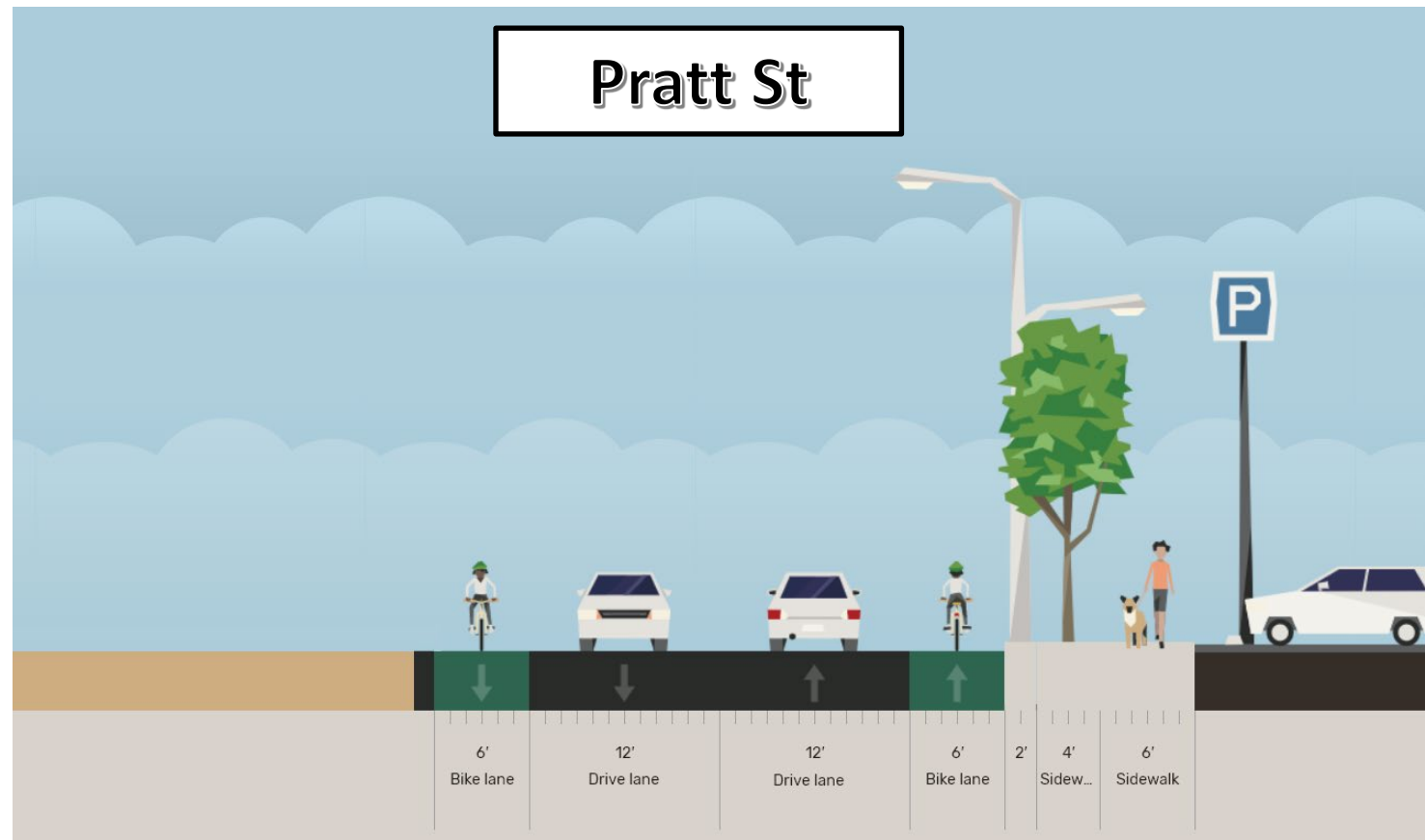
Proposed
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Matheny Tract Complete Streets 2021

5

Proposed
Beautification
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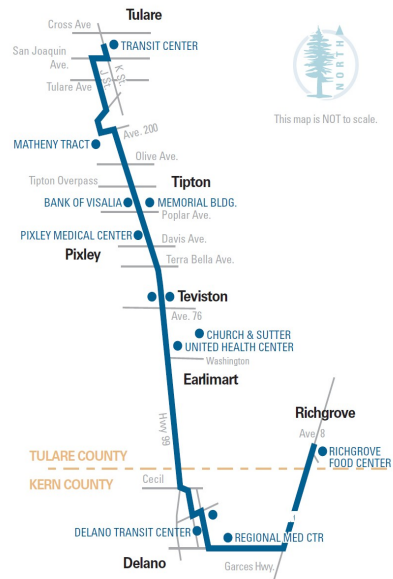
Matheny Tract Complete Streets 2021

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Southbound

WEEKDAY SERVICE

TULARE Transit Center	MATHENY TRACT Wade & Canal	TIPTON Bank of Visalia	TIPTON Memorial Building	PIXLEY Pixley Med Center	TEVISON Avenue 76	EARLMART Church & Sutter	EARLMART United Health Center	DELANO Transit Center	DELANO Valencia Mt.	DELANO Regional Med Center	RICHGROVE Richgrove Food Center
5:45	5:56	6:09	6:11	6:21	6:26	6:32	6:35	ARR	DEP	—	—
6:45	6:56	7:09	7:11	7:21	7:26	7:32	7:35	7:48	7:53	7:56	—
7:27	7:38	7:51	7:53	8:03	8:08	8:14	8:17	8:30	8:35	8:38	—
9:04	9:15	9:28	9:30	9:40	9:45	9:51	9:54	10:07	10:12	10:15	—
10:41	10:52	11:05	11:07	11:17	11:22	11:28	11:31	11:44	11:49	11:52	11:57
12:18	12:29	12:42	12:44	12:54	12:59	1:05	1:08	1:21	1:26	1:29	—
1:43	1:54	2:07	2:09	2:19	2:24	2:30	2:33	2:46	2:51	2:54	2:59
2:37	2:48	3:01	3:03	3:13	3:18	3:24	3:27	3:40	3:45	3:48	—
4:53	5:04	5:17	5:19	5:29	5:34	5:40	5:43	5:56	6:01	6:04	—
6:00	6:11	6:24	6:26	6:36	6:41	6:47	6:50	7:03	7:08	7:11	—

WEEKEND SERVICE

8:30	8:41	8:54	8:56	9:06	9:11	9:17	9:20	9:33	9:38	9:41	—
10:53	11:04	11:17	11:19	11:29	11:34	11:40	11:43	11:56	12:01	12:04	—
2:06	2:17	2:30	2:32	2:42	2:47	2:53	2:56	3:09	3:14	3:17	—
4:29	4:40	4:53	4:55	5:05	5:10	5:16	5:19	5:32	5:37	5:40	—

Northbound

WEEKDAY SERVICE

DELANO Regional Med Center	DELANO Valencia Mt.	DELANO Transit Center	EARLMART Church & Sutter	EARLMART United Health Center	TEVISON Avenue 76	PIXLEY Pixley Med Center	TIPTON Bank of Visalia	TIPTON Memorial Building	MATHENY TRACT Pratt & Addie	TULARE Transit Center
—	—	7:53	8:09	8:12	8:18	8:23	8:33	8:35	8:49	8:59
—	—	8:35	8:51	8:54	9:00	9:05	9:15	9:17	9:31	9:41
—	—	10:12	10:28	10:31	10:37	10:42	10:52	10:54	11:08	11:18
12:27	12:32	12:35	12:48	12:51	12:57	1:02	1:12	1:14	1:28	1:38
—	—	1:26	1:42	1:45	1:51	1:56	2:06	2:08	2:22	2:32
3:29	3:34	3:37	3:50	3:53 ^o	—	—	EXPRESS ROUTE	—	—	4:23
—	—	3:45	4:01	4:04	4:10	4:15	4:25	4:27	4:41	4:51
—	—	6:01	6:17	6:20	6:26	6:31	6:41	6:43	6:57	7:07
—	—	7:08	7:24	7:27	7:33	7:38	7:48	7:50	8:04	8:14

WEEKEND SERVICE

—	—	9:38	9:53	9:56	10:02	10:07	10:17	10:19	10:33	10:43
—	—	12:01	12:16	12:19	12:25	12:30	12:40	12:42	12:56	1:06
—	—	3:14	3:29	3:32	3:38	3:43	3:53	3:55	4:09	4:19
—	—	5:37	5:52	5:55	6:01	6:06	6:16	6:18	6:32	6:42

13

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) 624-7000
CPrzybyl@tularecounty.ca.gov

Susan Simon

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

County of Tulare
Matheny Tract Complete Streets 2021

5/11/2021

6:00 pm

Meeting #3

Meeting Facilitator: Zoom

County of Tulare Representatives: Aaron Bock-Assistant Director, Johnson Vang-Engineer I, Jose Saenz- Planner II, Danielle Folk-Planner I, Nick Johnstone- Civic Spark Fellow

- I. Call to order: 6:06 PM
- II. Roll call: Marcus Evans- Caltrans, Rosemary Wade- Resident, Cristina- Resident, Frank- Resident
- III. Introductions of all attendees
- IV. Presentation By: Aaron Bock
 - a) Jose Saenz offers Spanish Translation
- V. Project Funding
 - a) 2020/2021 Caltrans Sustainable Transportation Grant Program :\$200,000
 - b) Measure R, Regional Transportation
 - c) Sales \$25,912
- VI. Presentation on Matheny Tract Complete Streets started by Mr. Bock
 - a) Grant program \$200,000: includes Matheny Tract, Goshen, and Tulare Villa
 - b) There are 2 separate tracts included in Matheny- goal is to make more them more connecting with roads
 - c) Make it a more cohesive community (with bike and walking lanes)
 - d) Roads to connect to the streets
 - e) Some mapping of the community has been done

- f) Know where all the side walks and curbs. More curbs than sidewalks. Some may have been made by residents
- g) Sidewalks and gutters are wanted by community
- h) Some more of existing sidewalks, curbs, gutters on East side.
- i) South side does not have any existing sidewalk, curbs, and gutters

Mr. Vang presents

- a) Pratt St and Addie Ave are the main streets to get to Tulare (I St). But other streets will get attention too.
- b) Existing and Proposed Bike Facility (Along Addie and Pratt). Interconnected bike program. Connecting to city and schools
- c) Street Lighting- Mostly used based on car safety. Paid through general fund.

Rosemary question: "What's going with the sewer"

Mr. Bock: "Its moving forward. Working with S.H.E. Trying to get it approved to go through certain easements"

Mr. Bock presents:

- a) Street Lights- County requires analysis. Requires a few more lights in priority areas
- b) Proposed Beautification Projects
 - * Get endowment from SCG
 - * Final step to fix frontage
 - * Canal can be enhanced to make look better

Mr Vang presents – Showing street photos

- a) Shows proposed beautification
- b) Addie- add sidewalk and bike lanes
- c) Canal- just 2 lane roadway
- d) Pratt (Rd 96)- add sidewalk and class 2 bike lanes

* N.E. corner of Pratt/Addie – gas station

Frank question: What is a Class 2 Facility?

Mr. Bock: Explains that it's a dedicated bike lane (has bike lanes painted on the road and has sign). These bike lanes allow amateurs bikers to ride safer.

Frank Question: Asks about the funding for I Drive

Mr. Vang answered: Postponed it for 2 years now. Working on water lines. But supposed to start working on I Drive soon. City of Tulare will be finishing water lines/sewers. Then county will come out to work on I Drive (next summer probably).

Frank Question: “Why don't you start on the inside streets and work your way out? So people in the community on the inside can enjoy the new improvements first, in case the money runs out. Then at least communities gets taken care of. ‘Start at the heart.’”

Mr. Bock: Definitely will take that into consideration

Mr. Bock shows last slide:

- a) Tulare County Transit Agency- TCaG
- b) Maybe add a 4th bus stop (if needed)

Vang goes over where public can report issues to Tulare County RMA. Under “Road Problems”

Cristina question: There are a lot of abandoned cars and trailers. How can we beautified and get rid of those? Clean up trash?

Mr. Bock answers: County has an abandoned vehicle program. He will send message to code enforcement.

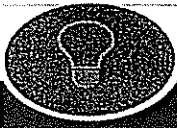
Mr. Bock thanks everyone for attending the zoom meeting.

Meeting adjourned: 7:00 PM

Matheny Tract Complete Streets

Addie	J Street	Pratt St	Wade	Beacon	Canal	Casa	Matheny Ave	Luton	Prine Dr.
X	X	X	X	X	X	X	X	X	X
			X	X			X		X
				X			X		X
1	1	1	2	3	1	1	3	1	3

WE WANT TO KNOW WHAT YOU THINK

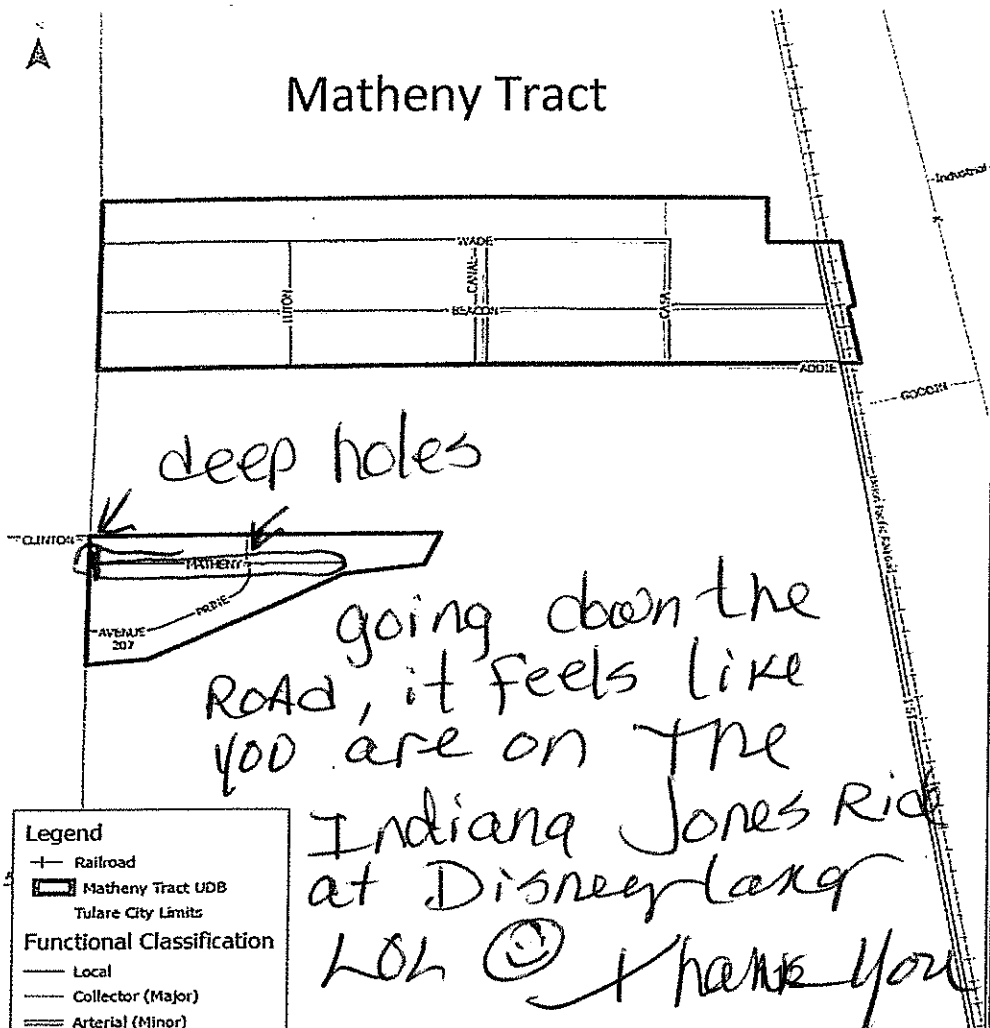


Matheny Tract Complete Streets Project

CIRCLE YOUR "AREA" OF ROAD CONCERNS FOR MATHENY TRACT
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!



COMMUNITY VISIONING

COMPLETE STREETS PLANNING

PUBLIC MEETING

COMMUNITY INPUT NEEDED

Return to address below

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

Questions Contact

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



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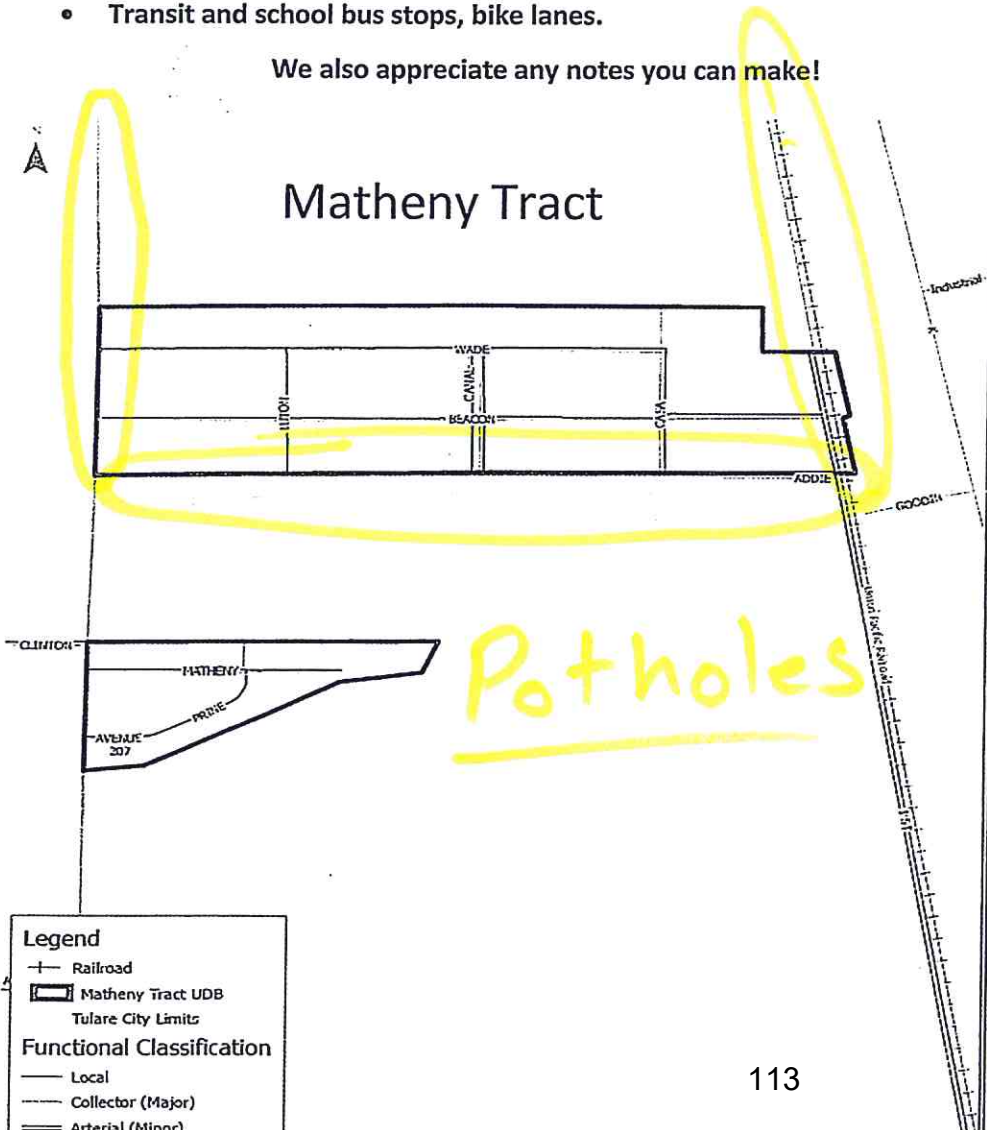


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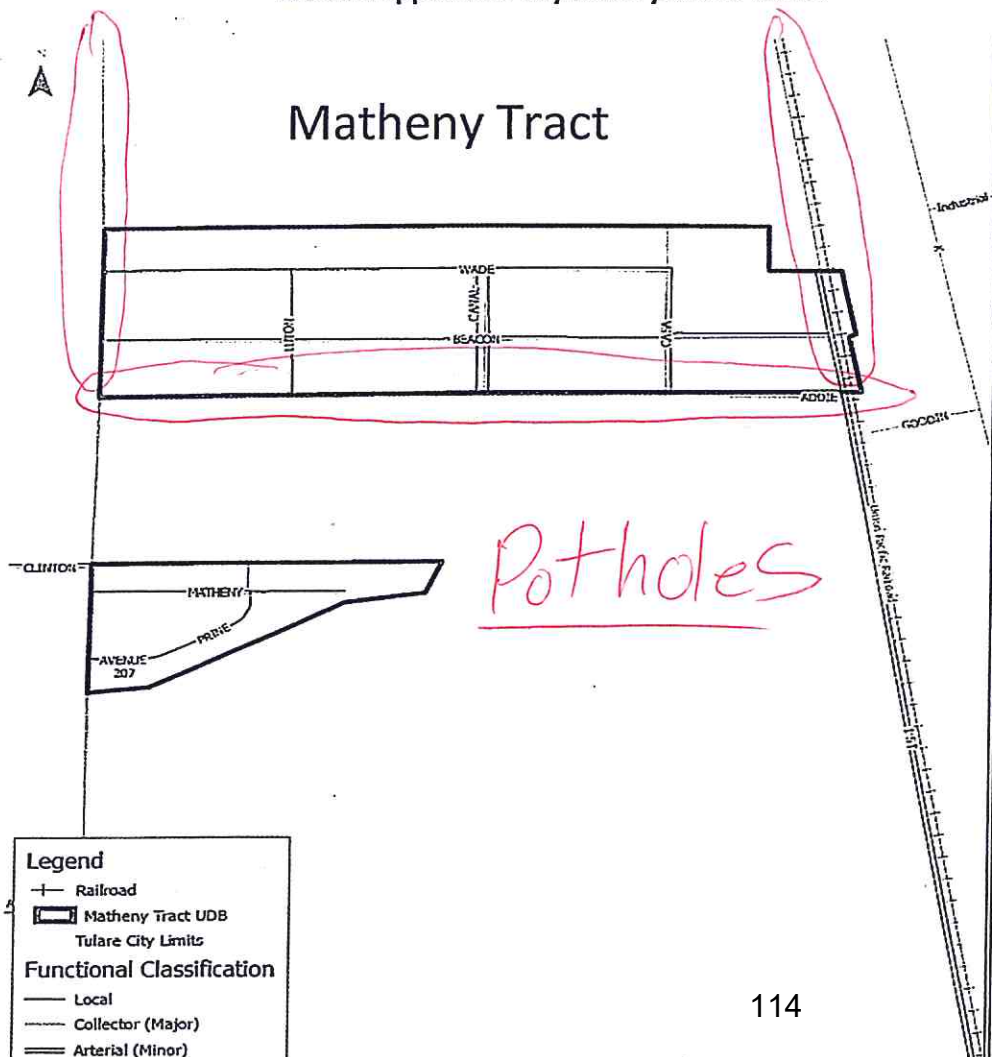


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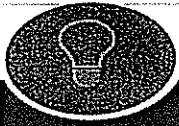
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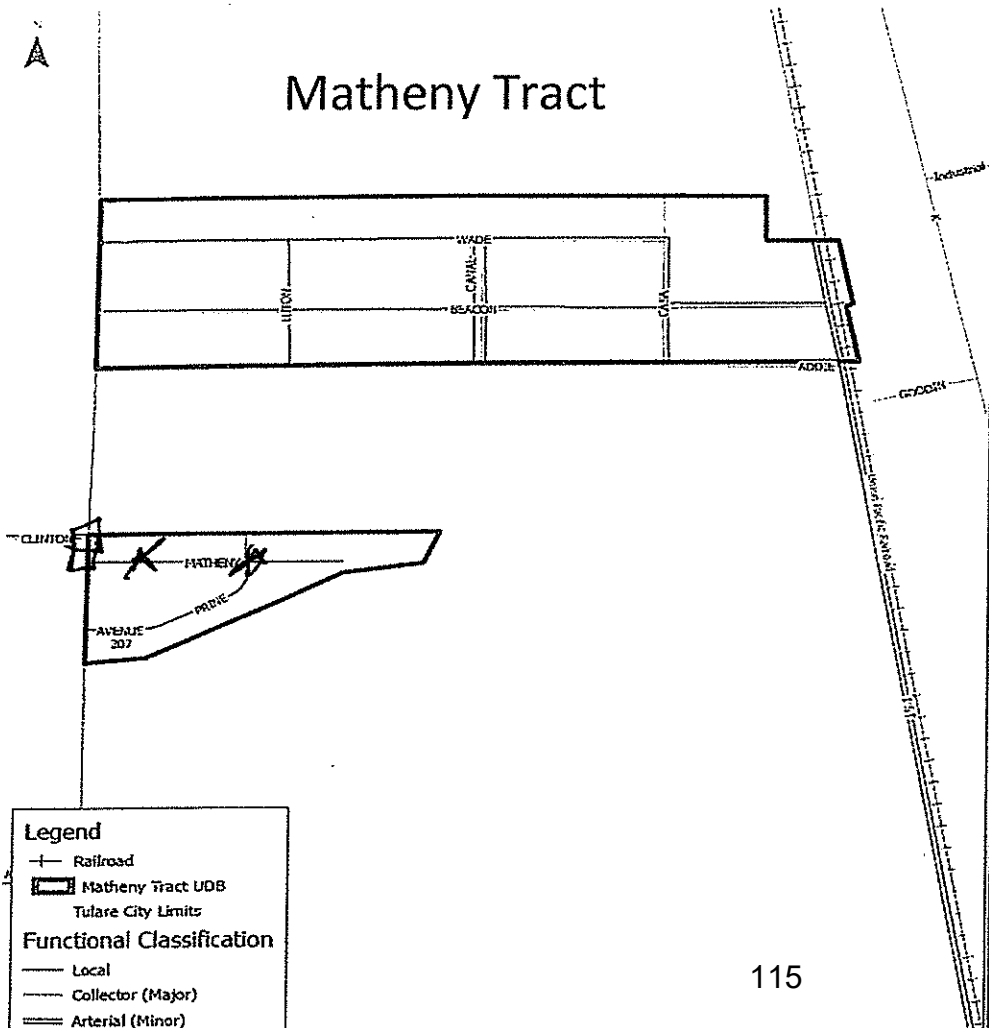


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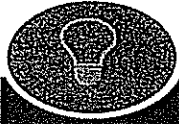
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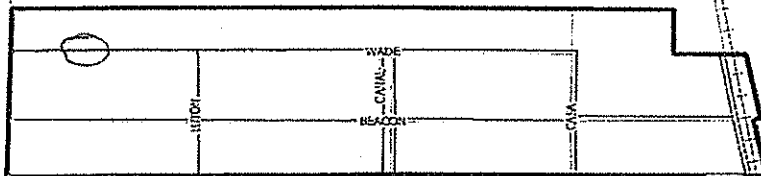
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We also appreciate any notes you can make!

Burned out motor home and
disable vehicle stored on road side

Matheny Tract

dogs running on road



Legend

—+— Railroad

Matheny Tract UDB
Tulare City Limits

Functional Classification

— Local

— Collector (Major)

— Arterial (Minor)

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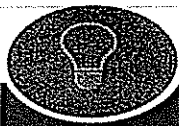
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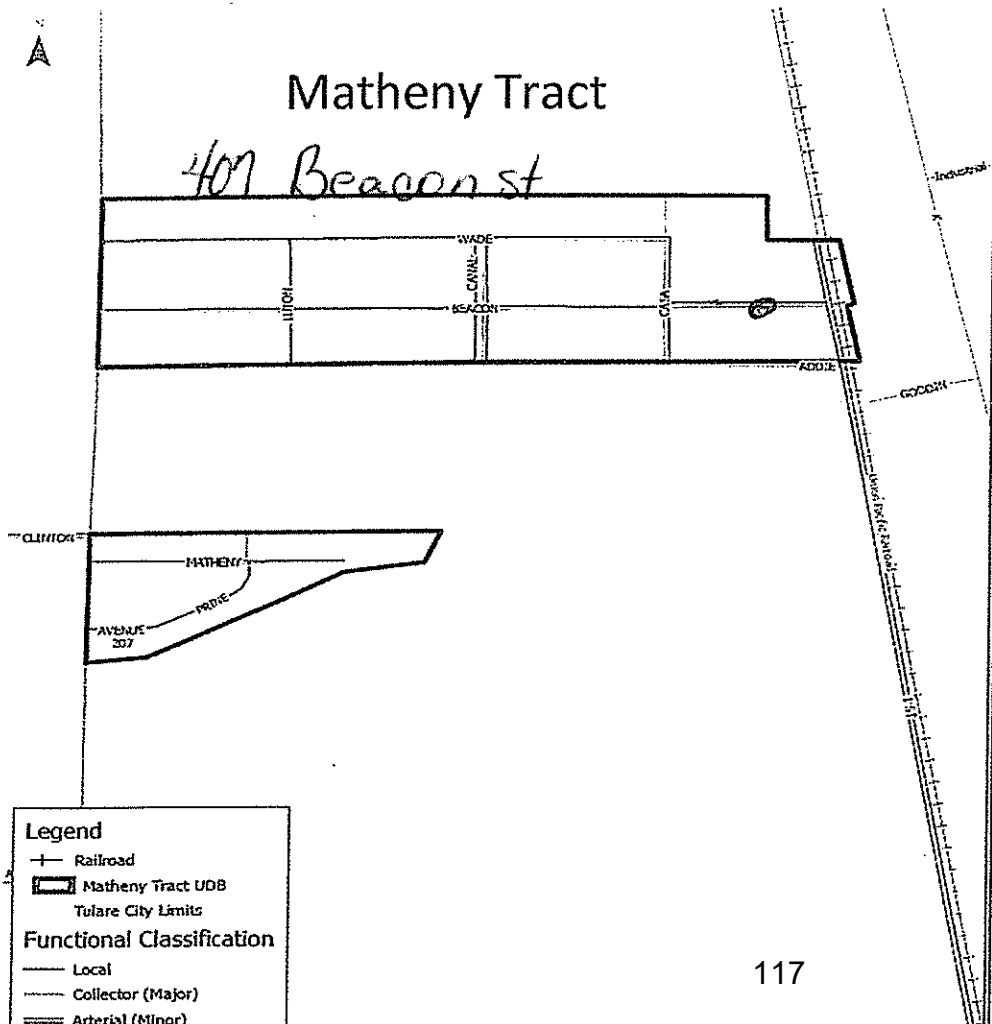
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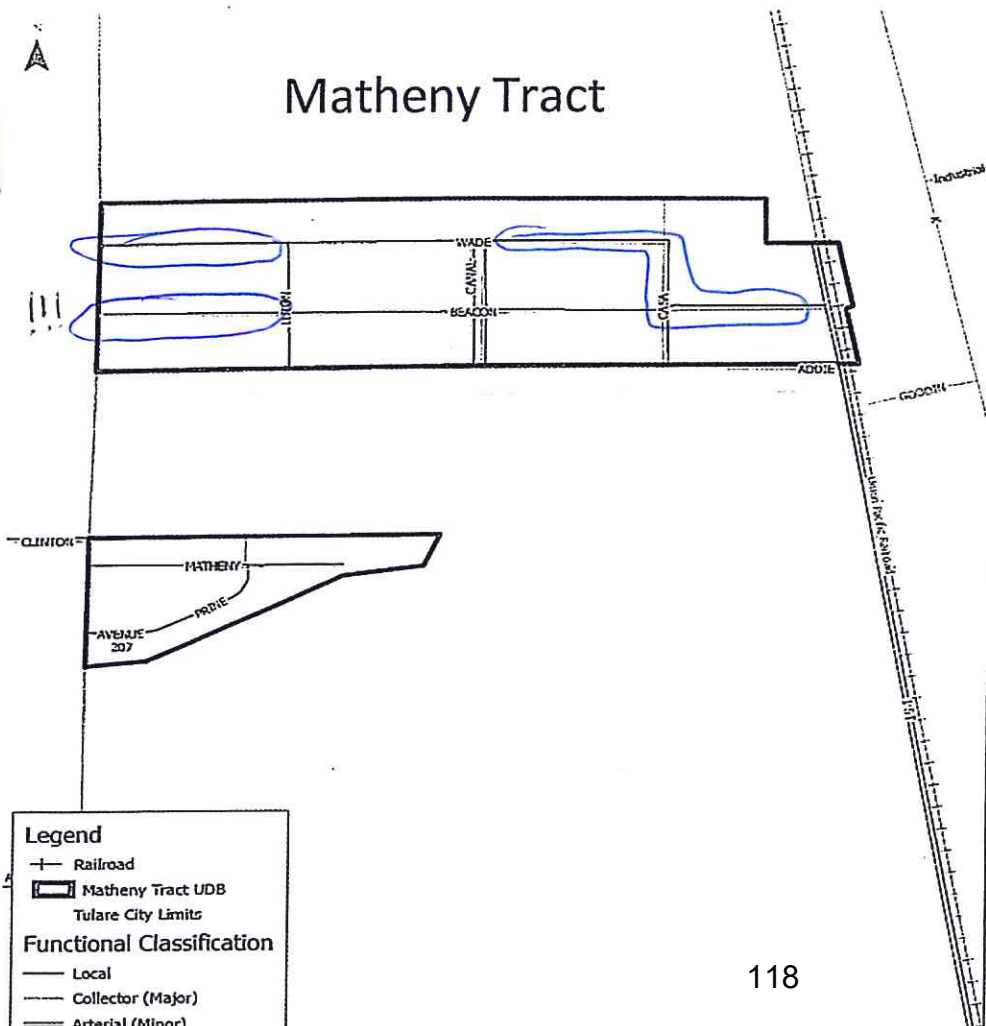
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Matheny Tract



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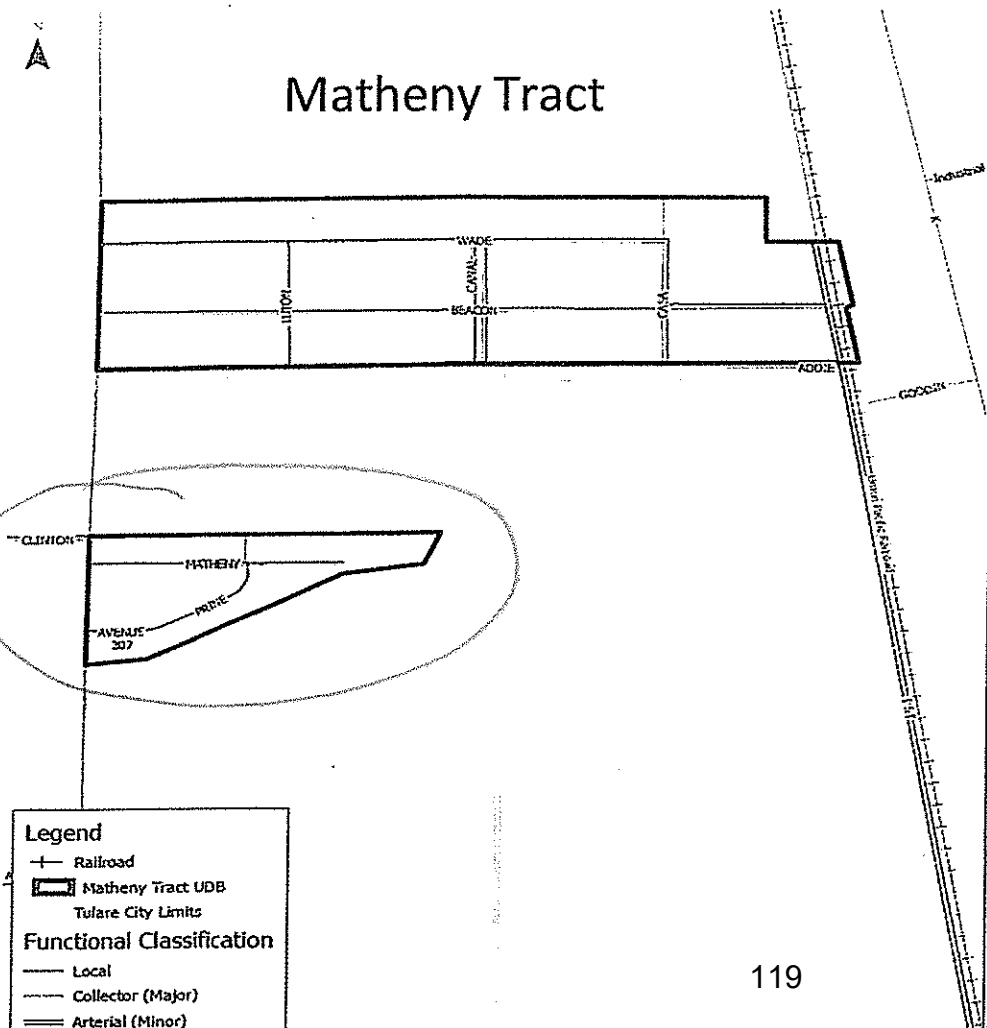
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My name is Cleota Mustin

I have lived in Matheny Tracks since my parents moved on 597 Beacon St. when I was 14 years old. I am 77 now.

I live at 312 Matheny now. Since 1982 we moved here from town. I have lived in 4 different residence in Matheny Tracks in my married life. I wanted to live in the country to have my horse an laying hens. I have seen a lot of changes since 1958.

I moved to the country to live in the Country not in town. If the people who complain about no sidewalks, curb & gutters, bike lanes should have stayed in town. These people who complain couldn't have their animals, chickens (fighting ones) their pit bulls and their dogs running in the streets if they lived in town.

Yes there are pot holes all over here. People on their ATV, motorcycles, speeding, But that isn't the problem here. We have a lot down at the corner of Pine an Matheny, you can count 7 travel trailers. (Since when does the county allow this) They have a wrecked car in front on the edge of the road. There is a sex offender that lives there an my grandsons have to

catch the school bus there across the street. I think you need to have a representative there at the meeting from the sheriff's office to tell everyone what really lives out here. Drug addicts, sex offenders, mentally disturbed on narrow. We need to clean this place up of all the tents and the many travel trailers on small lots.

I know there are people who have their fighting chickens and keep them clean their dogs in their yard. It can be done.

Since the City of Tulare put the water line in they have the sewer line on Pratt just down the street. That would be a good thing for here.

I would like to know if I can speak at the meeting? can I get on the agenda? Last time I went to one of their meetings they wouldn't let me talk because they said I had to be on the agenda.

You can call me @ 559-688-9487.

QUEREMOS SABER LO QUE PIENSA



Tracto Matheny Completa Calles

EN EL MAPA DIBUJE UN CÍRCULO EN LA "ÁREA" DE PREOCUPACIÓN EN LAS CARRETERAS EN TRACTO DE MATHENY 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

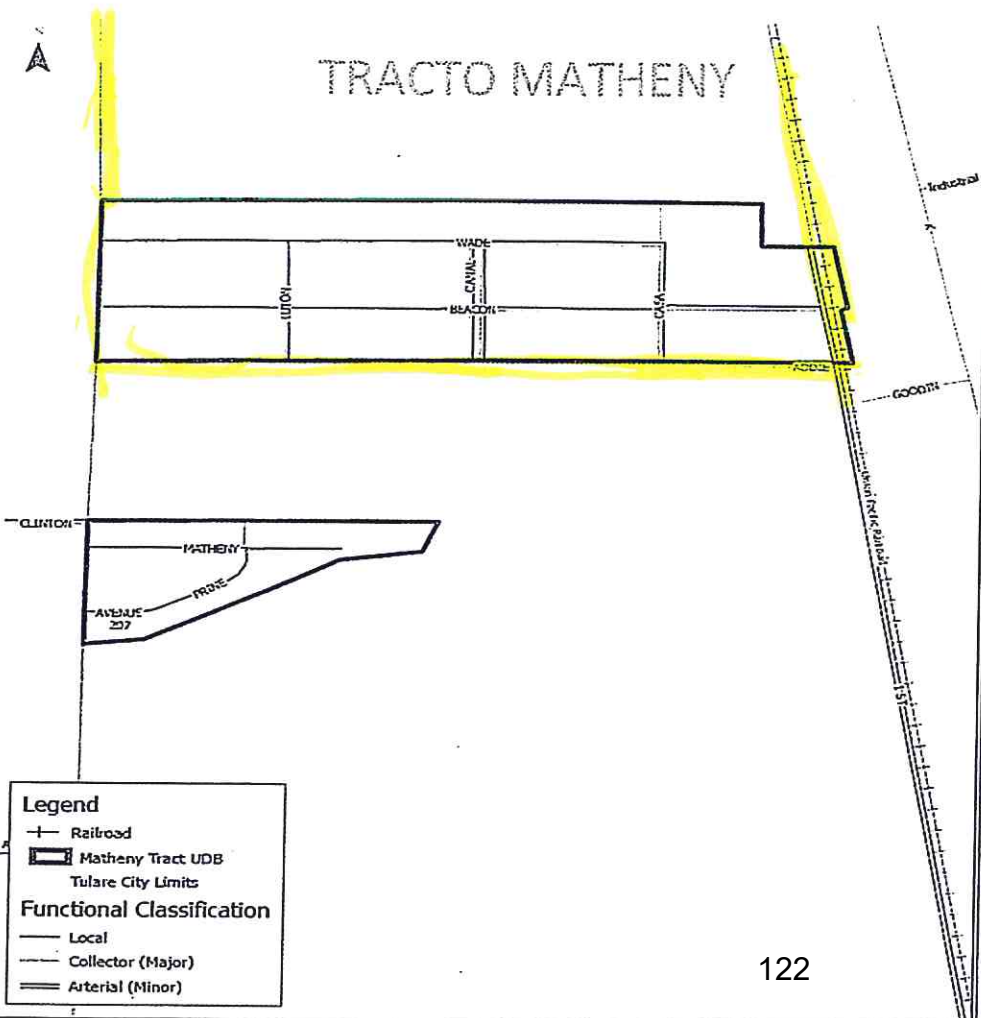
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Para preguntas contactar

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Jose Saenz (Español) 559-624-7102



WE WANT TO KNOW WHAT YOU THINK



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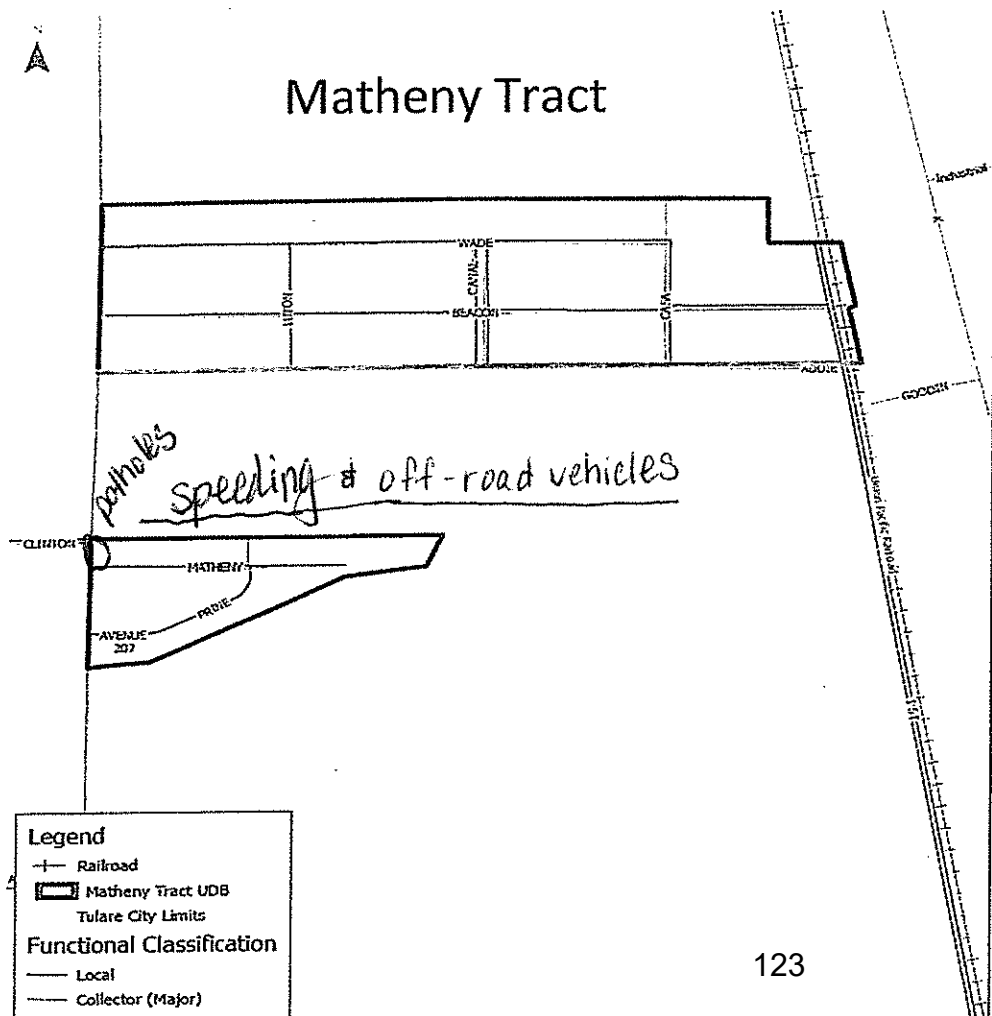
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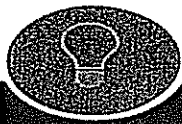
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