

Plainview Complete Streets Plan

December 2021



Prepared by:

**Tulare County Resource
Management Agency**

December 2021



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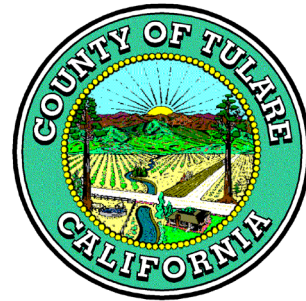


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Introduction

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

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accommodations for disabled persons as required by the ADA. Design considerations for connectivity and access management are also taken into account for non-motorized users of the facility.

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

Complete Streets Attributes

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

Report Outcomes

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

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

These outcomes are achieved by the following:

- (a) *Included all users* namely, pedestrians, bicyclists, transit vehicles and users, and motorists. In drafting this report, all users were invited to comment on how the County could better serve the community. The implementation of complete streets directly shifts the emphasis to lower-carbon (using) modes of transportation. The shift from the gas using automobile to pedestrian and bicycle transport is achieved through the creation of sidewalks, improving sidewalks, and including bike lanes and/or bike routes for a wider ranger of people to use. The shift to transit is included in improving policies, programs and facilities in the operations of County’s transit systems.
- (b) *Created a comprehensive integrated and connected network* that supports “livable communities” that promote a safe interwoven fabric are provide for by the Policies Section using the transportation goals in the 2030 General Plan Circulation Element and by further defining complete streets network (see Appendix C).

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- (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 versus the County’s Roadway Standards the County is able to provide wider sidewalks and include such amenities as traffic calming measures (bulbouts).
- (f) *Conducted public outreach* to ascertain the solutions that best fit within the context of these communities.

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 source 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.

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- Inclusion of Complete Streets design elements will allow for design flexibility on different street functions and neighborhood contexts.
- Inclusion of Complete Streets design elements will improve the integration of land use and transportation, while encouraging economic revitalization through infrastructure improvements.

Complete Streets Objectives

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

Complete Streets Policies

Tulare County General Plan Policies

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

Principle 1: County-wide Collaboration

Support countywide transportation plans that provide choices in travel modes.

Principle 2: Connectivity

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

Principle 3: Community Circulation

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

Principle 4: Pedestrian and Bicycle Facilities

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

These principles are expressed mainly in following policies including:

- TC-1.6 Intermodal Connectivity

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- 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

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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 Plainview. 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 Plainview. 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

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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)

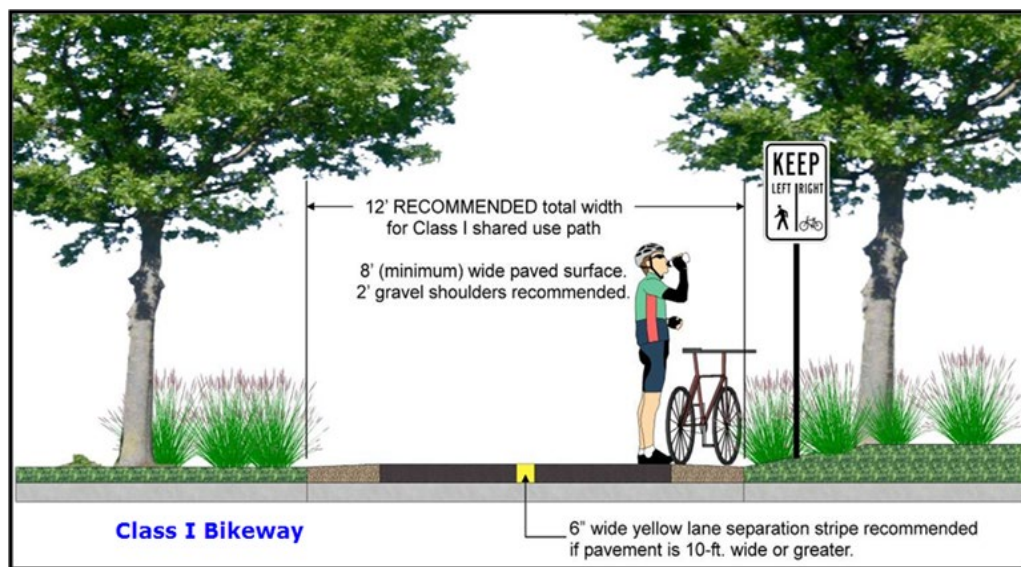
The Tulare County CAP calls for a reduction on a project (over 50 vehicles) by project basis of 6% through a mixture of measures that are spelled out in Appendix J of the CAP. Utilization of alternative means of transportation will reduce GHG emissions and will help projects and the region meet their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

Class I

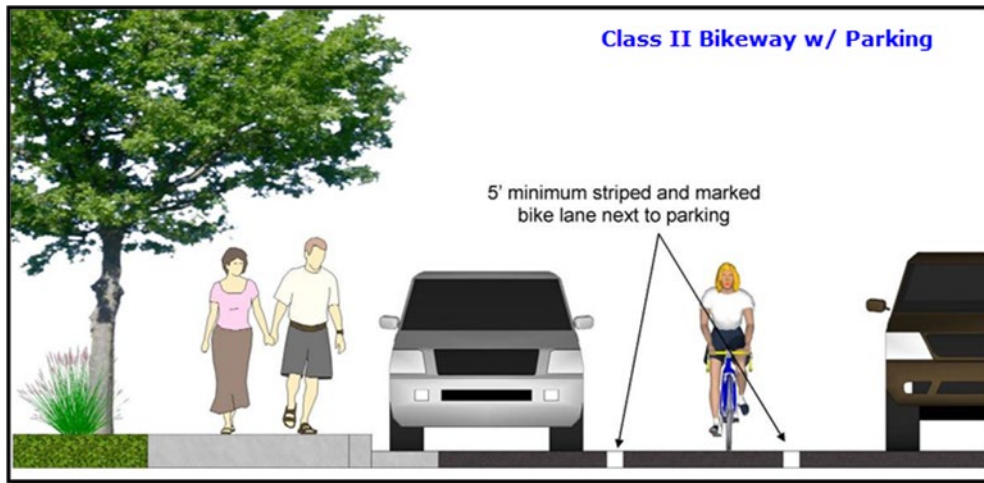
Bike path providing completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. In Tulare County, Class I facilities will primarily be implemented through TCAG. Future bicycle facilities have also been identified through the *Bicycle Transportation Plan* (TCAG - 2010).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



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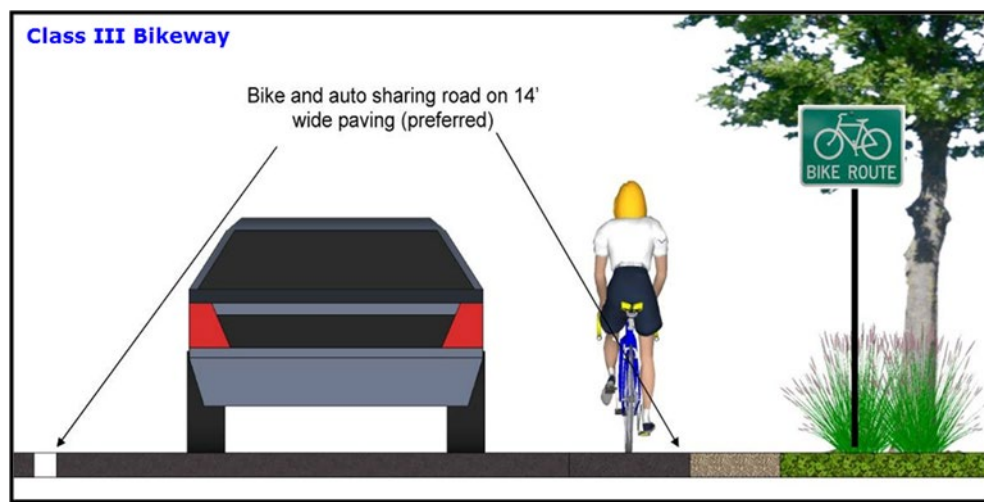
Class II

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



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

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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 Plainview.

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 Plainview 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 Plainview 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:

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

Benefits of Complete Streets

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

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Community Specific Complete Street Implementation Measures

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

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

Measure R

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

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

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

Active Transportation Program (ATP)

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

Citizen Feedback

Public Outreach Efforts

The purpose public workshops or community meetings is to engage in discussions with local residents and business owners regarding specific topics, e.g., transportation related improvements. Public outreach efforts were held in several formats including formally and informally. Formal community meetings were held at local schools, community service districts/public utility districts (CSDs/PUDs), town council

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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 - 2021) – is located in Appendix G.

Plainview Public Meetings

Community Plan Meeting Sunnyside Union School District Board Meeting:

- March 12, 2019
- April 9, 2019 (workshop)
- May 14, 2019

Plainview Mutual Water Company Board Meeting

- April 19, 2019

Community feedback was gathered at the March, April, and May meetings and incorporated into the design of the Complete Street Plans and further discussed in the October 13, 202 meeting to receive further community feedback. These designs were edited to include feasible improvements and cost estimates were assigned to each project within the respective community for each study roadway segment.

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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

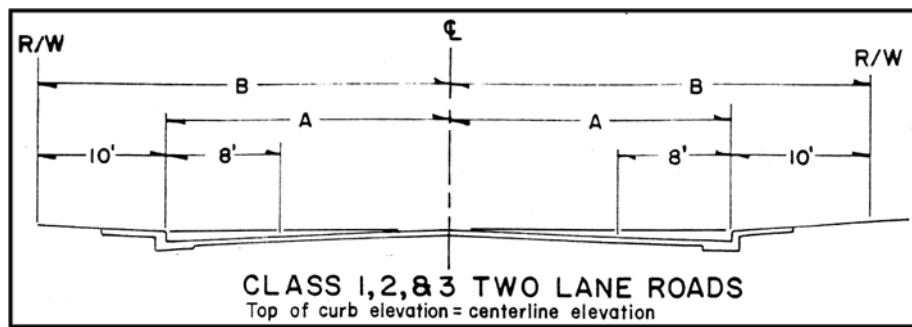
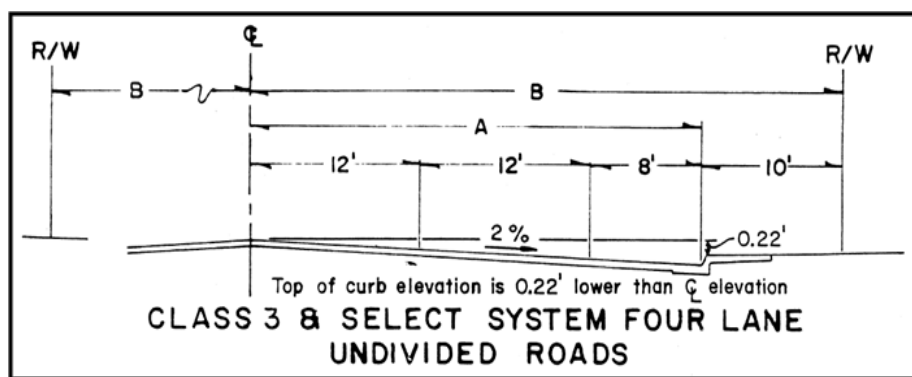


Figure 2 - Tulare County Class 3 Four-Lane Road



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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 Plainview that is a result of the PMS.

Plainview Complete Streets Plan

Implementation

Selection of Communities

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

Transportation and related infrastructure costs tend to be exceedingly high and may take years to implement. For purposes of this Study, 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

Plainview Complete Streets Plan



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

Plainview Complete Streets Plan

Appendix A – Proposed Complete Streets Projects

Plainview Complete Streets Plan

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Plainview Complete Streets Plan

Appendix B – Circulation Plan

Plainview Complete Streets Plan

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Legend

- Local
- Collector (Major)
- Urban Development Boundary



Community of Plainview
Circulation Plan

AVENUE 200

Plainview

AVENUE 196

VISTA

AVENUE 195

OKLAHOMA

AVENUE 194

ROAD 196

ROAD 198

AVENUE 192

ROAD 200

ROAD 192

0 500 1,000 2,000 Feet

Plainview Complete Streets Plan

Appendix C – Bicycle, Bus, and Pedestrian Plan

Plainview Complete Streets Plan

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Legend

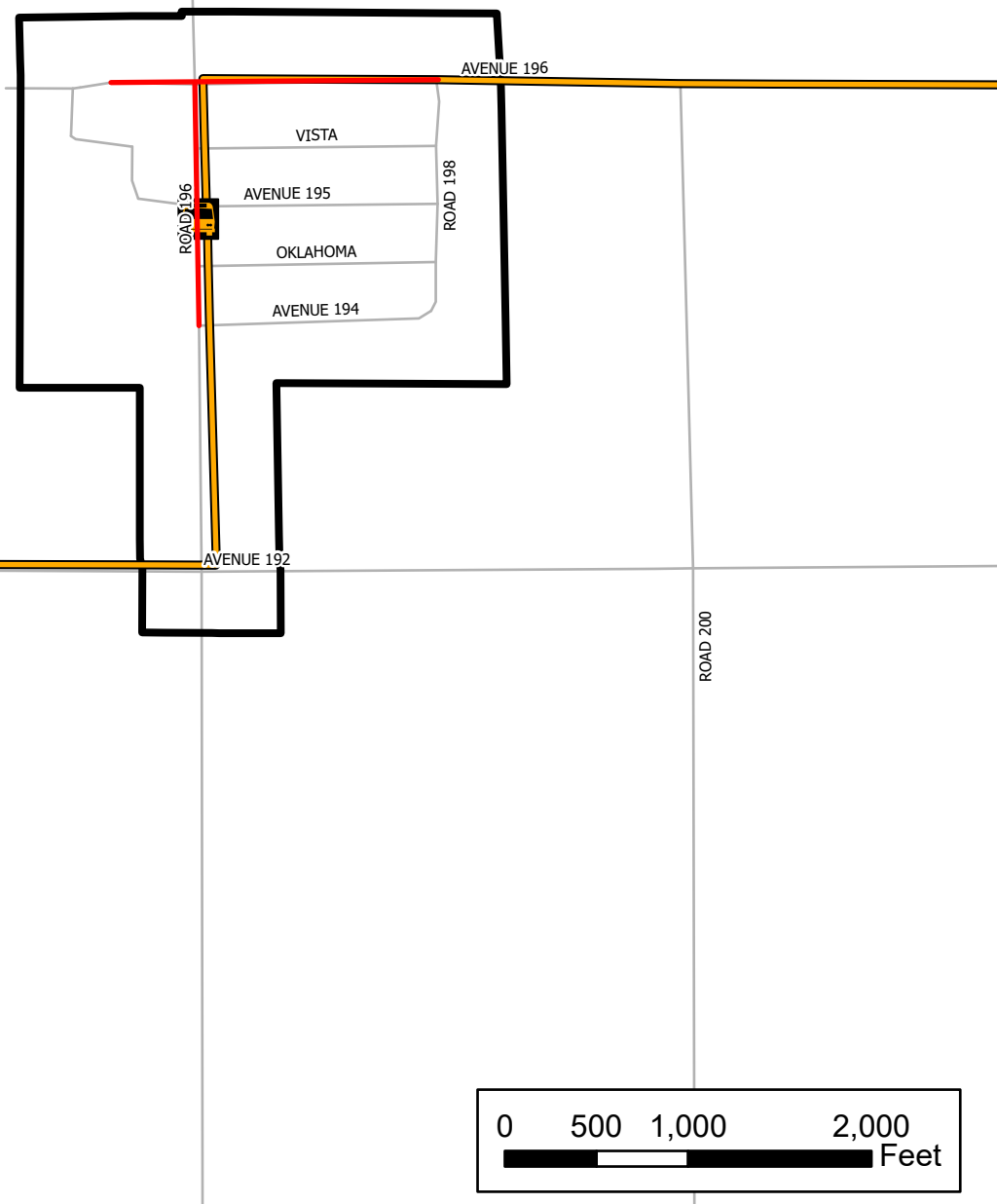
-  Pedestrian Route
-  Bus Route
-  Bus Stops
-  Urban Development Boundary



Community of Plainview Bicycle, Bus, & Pedestrian Plan

AVENUE 200

Plainview



0 500 1,000 2,000
Feet

Plainview Complete Streets Plan



Appendix D – Road Maintenance Plan



Plainview Complete Streets Plan

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Legend

-  SINGLE CHIP SEAL
-  Urban Development Boundary



Community of Plainview
Road Maintenance '16-'21

AVENUE 200

Plainview

AVENUE 196

VISTA

AVENUE 195

OKLAHOMA

AVENUE 194

ROAD 196

ROAD 198

AVENUE 192

ROAD 200

ROAD 192

0 500 1,000 2,000 Feet

Plainview Complete Streets Plan

Appendix E – Cost Estimates for Plainview

Plainview Complete Streets Plan

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Plainview Complete Streets Plan

Detailed Engineer's Estimate						
Agency:		Tulare County Resource Management Agency				
Project Name:		Complete Streets- Plainview				
Project Location:		Road 196 - Ave 194 to Ave 196 & Avenue 194 - Rd 196 to Rd 198				
Date of Estimate:		June 8, 2021				
Prepared by:		Julian Sanchez				
Construction Items						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
1	999990	Mobilization	LS	1	\$193,000	\$193,000
2	050126	Construction Staking	LS	1	\$50,000	\$50,000
3	120090	Construction Area Signs	LS	1	\$15,000	\$15,000
4	120100	Traffic control system	LS	1	\$25,000	\$25,000
5	130200	Prepare Water Pollution Control Program	LS	1	\$10,000	\$10,000
6	70030	Lead Compliance Plan	LS	1	\$5,000	\$5,000
7	170103	Clearing and Grubbing	LS	1	\$25,000	\$25,000
8	220101	Finishing Roadway	LS	1	\$15,000	\$15,000
9(F)	190101	Roadway excavation	CY	4525	\$100	\$452,549
10(F)	250201	Class 2 Aggregate Base	CY	2485	\$100	\$248,519
11	390133	Hot Mix Asphalt (Type A)	TON	2684	\$120	\$322,080
12	394090	Place hot mix asphalt (HMA ramp)	SQFT	345	\$100	\$34,500
13	731504	Minor Concrete (Curb & Gutter)	LF	4700	\$40	\$188,000
14	731521	Minor Concrete (Sidewalk)	SQFT	23000	\$8	\$184,000
15	731623	Minor Concrete (Ramp)	EA	14	\$5,000	\$70,000
16	731516	Minor Concrete (Driveway/V-gutter)	SF	7935	\$15	\$119,025
17	510502	Minor Concrete (Minor Structures)	LS	1	\$15,000	\$15,000
18		Signing & Striping	LS	1	\$40,000	\$40,000
19		Drainage Improvements (Basin)	LS	1	\$50,000	\$50,000
20		Transit Stops	EA	2	\$6,000	\$12,000
21		Misc Items	LS	1	\$50,000	\$50,000
					Sub-Total:	\$2,123,673
					*Contingency:	\$212,367
					TOTAL:	\$2,336,040
* Up to 10% Contingency may be included in Engineer's Estimate						
(F) = Final Pay Item						
Non-Construction Related Cost						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
22	-	Environmental Clearance	% of CON	5%	\$2,123,672.90	\$106,183.65
23	-	Preliminary Engineering (PE)	% of CON	10%	\$2,123,672.90	\$212,367.29
24	-	Construction Engineering (CE)	% of CON	15%	\$2,123,672.90	\$318,550.94
25	-	R/W Acquisition	LS	1	\$25,000.00	\$25,000.00
26	-	Utility Relocations	LS	1	\$100,000.00	\$100,000.00
					Total:	\$762,101.87
Total Construction & Non-Construction Items						\$3,098,142.00

Plainview Complete Streets Plan

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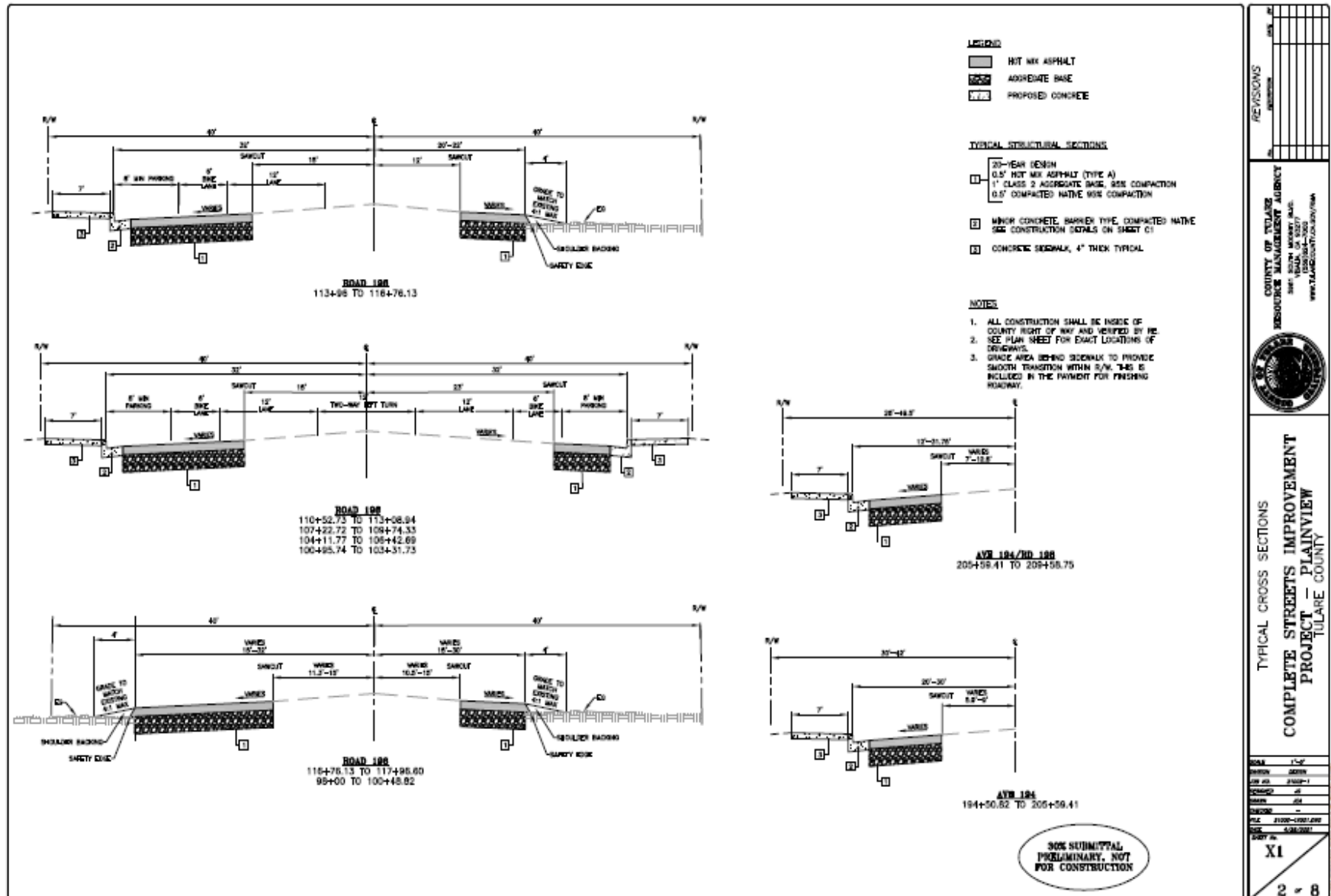
Plainview Complete Streets Plan

Appendix F – Plainview 30% Submittal Plan Set

Plainview Complete Streets Plan

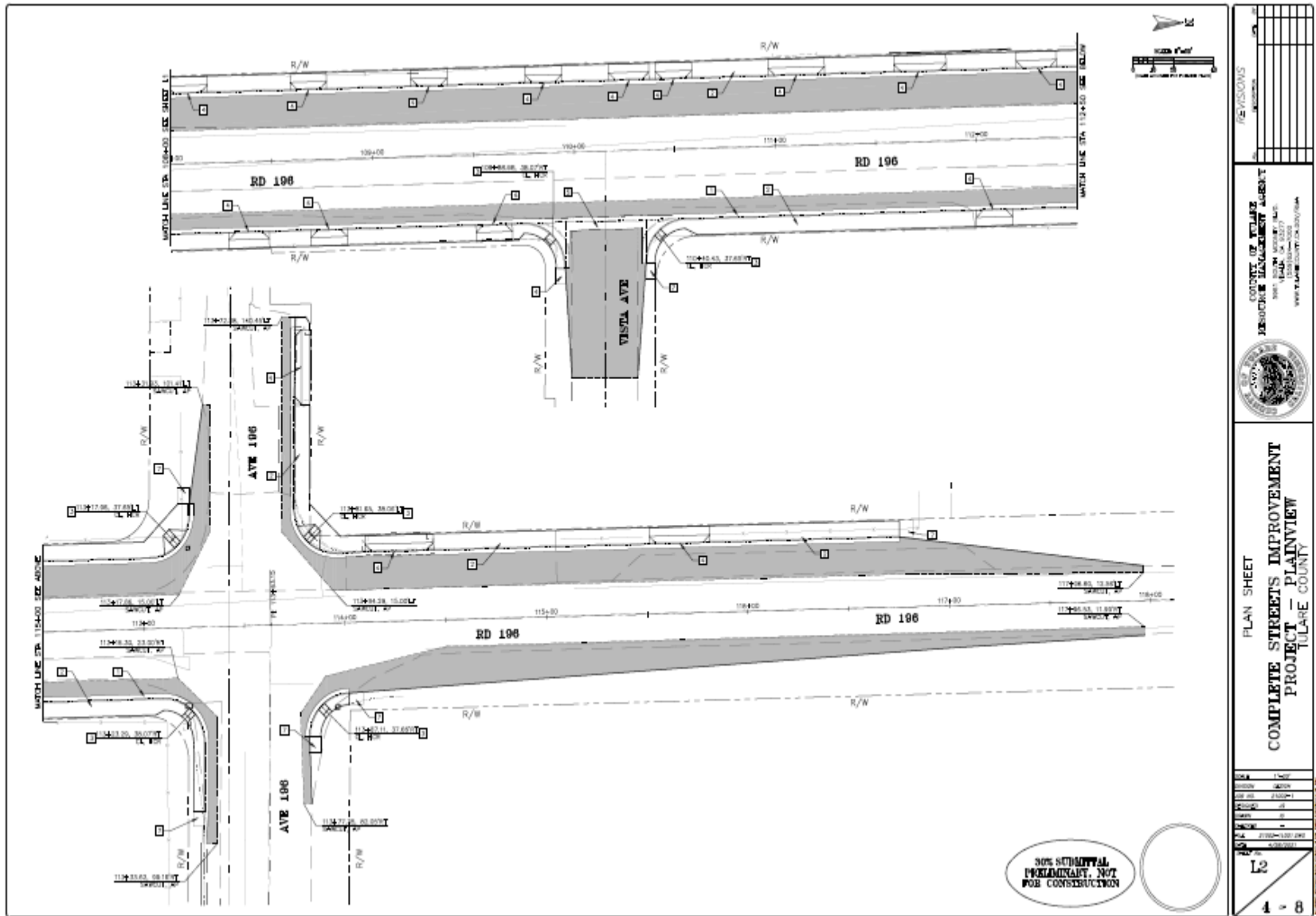
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Plainview Complete Streets Plan

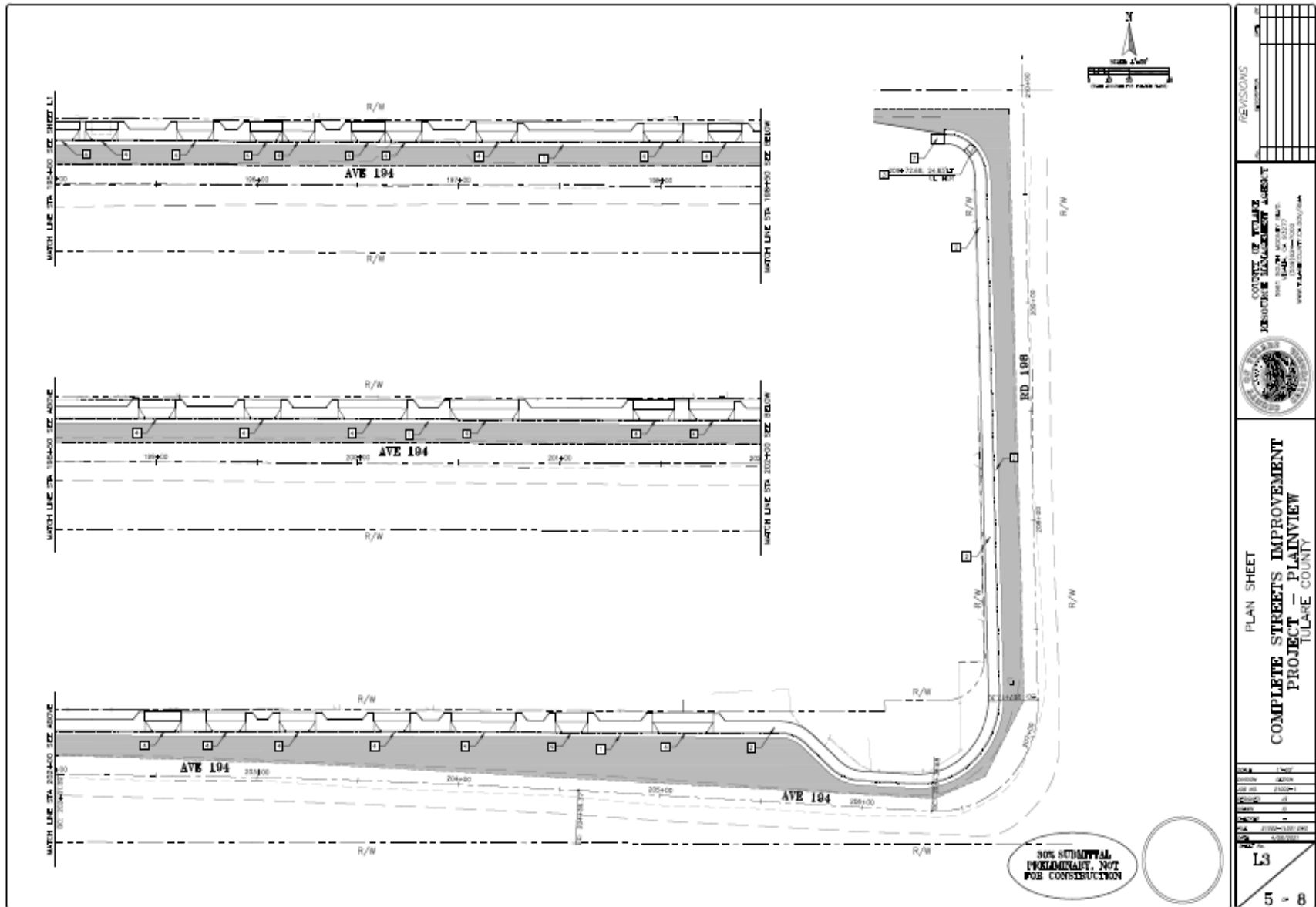




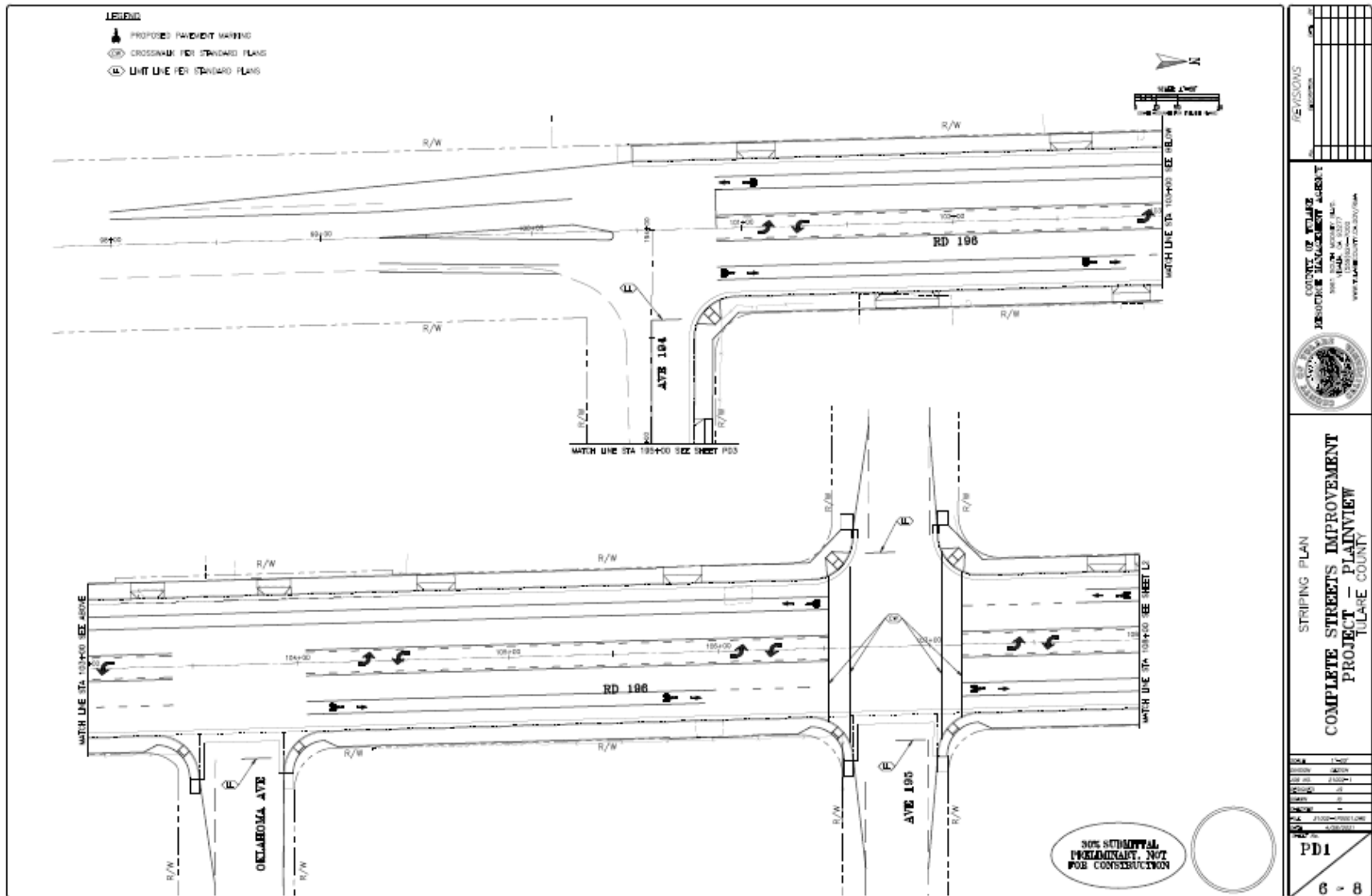
Plainview Complete Streets Plan



Plainview Complete Streets Plan



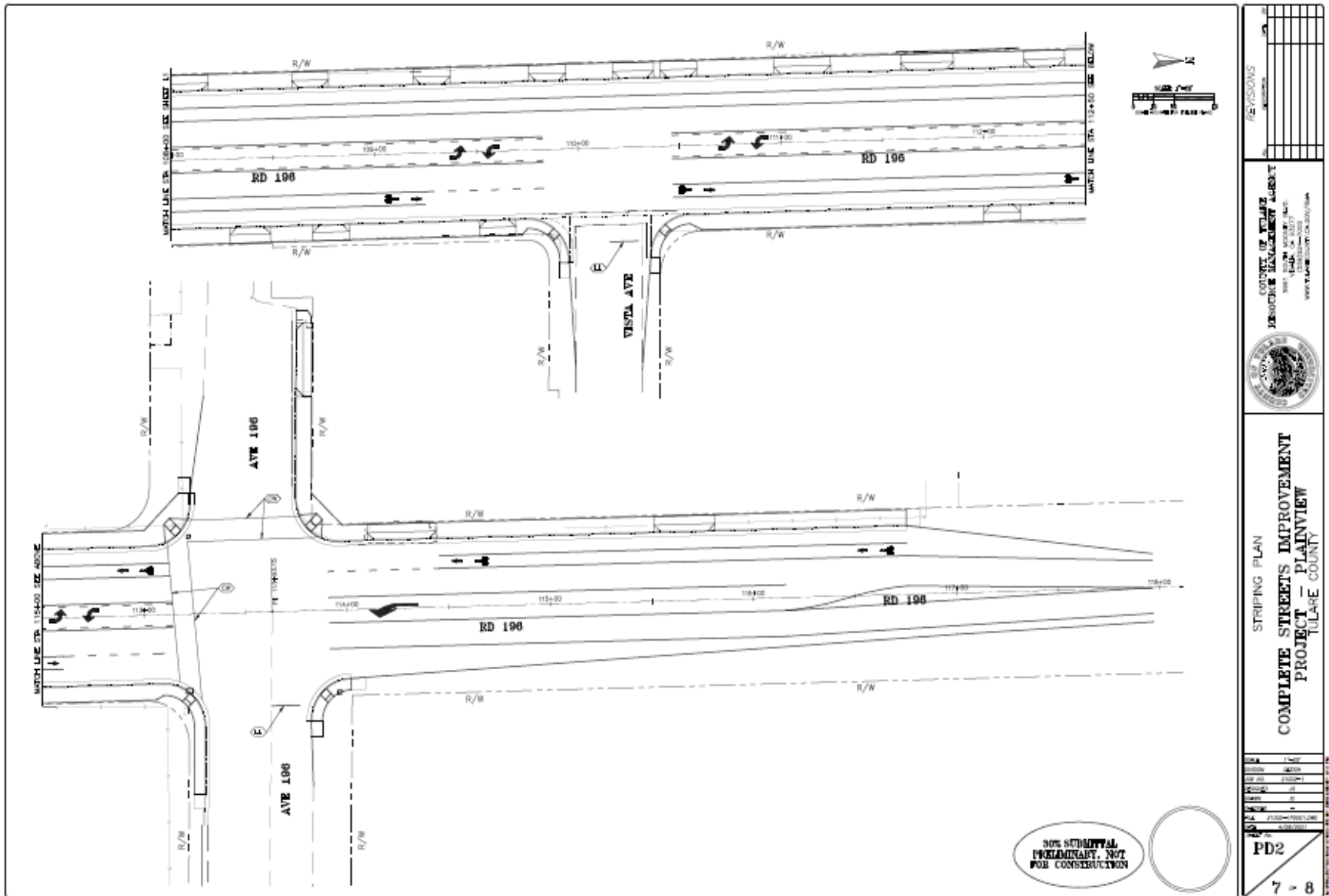
Plainview Complete Streets Plan



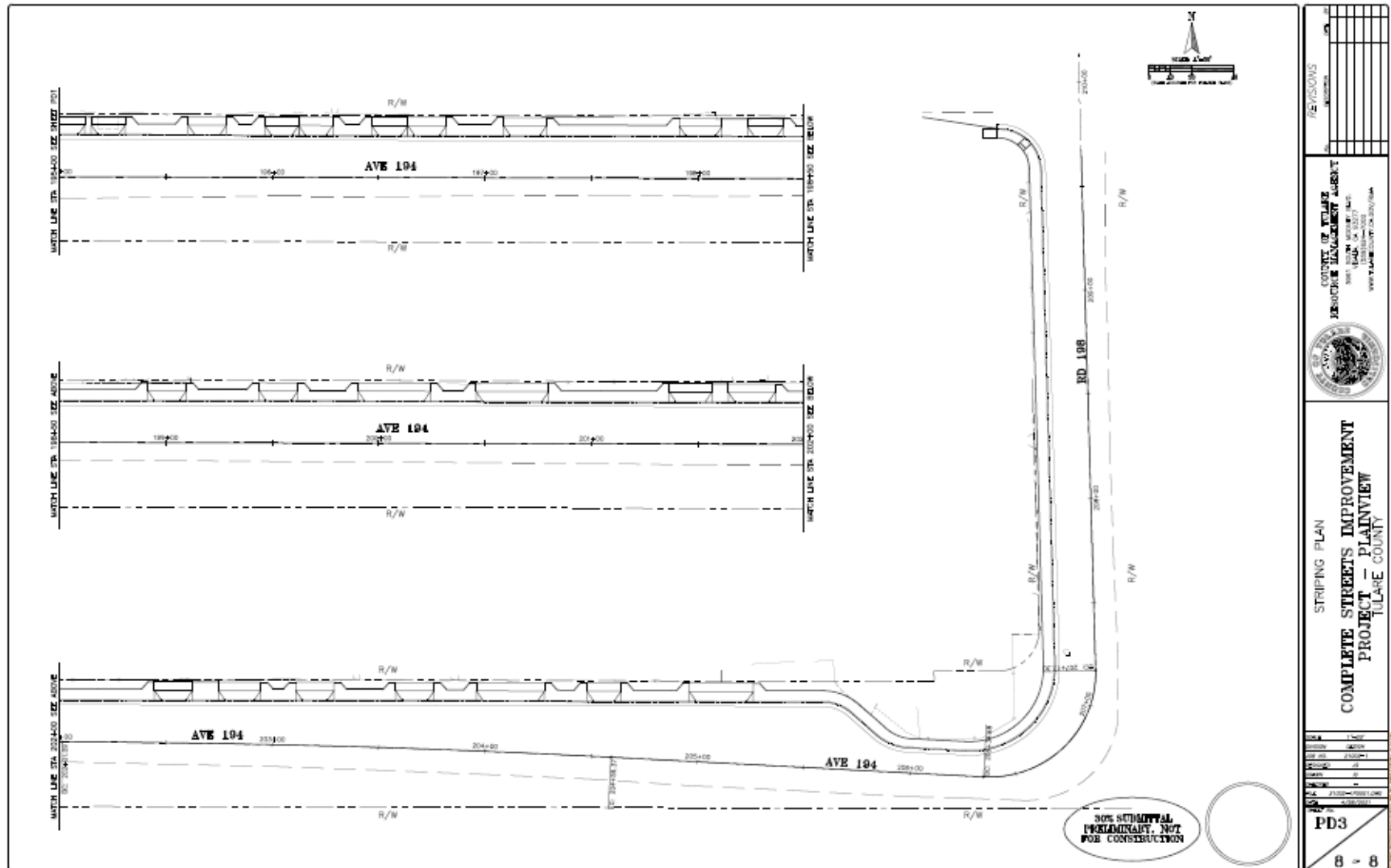
Plainview Complete Streets Plan



Plainview Complete Streets Plan



Plainview Complete Streets Plan



Plainview Complete Streets Plan

Appendix G – Complete Streets Outreach

Plainview 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



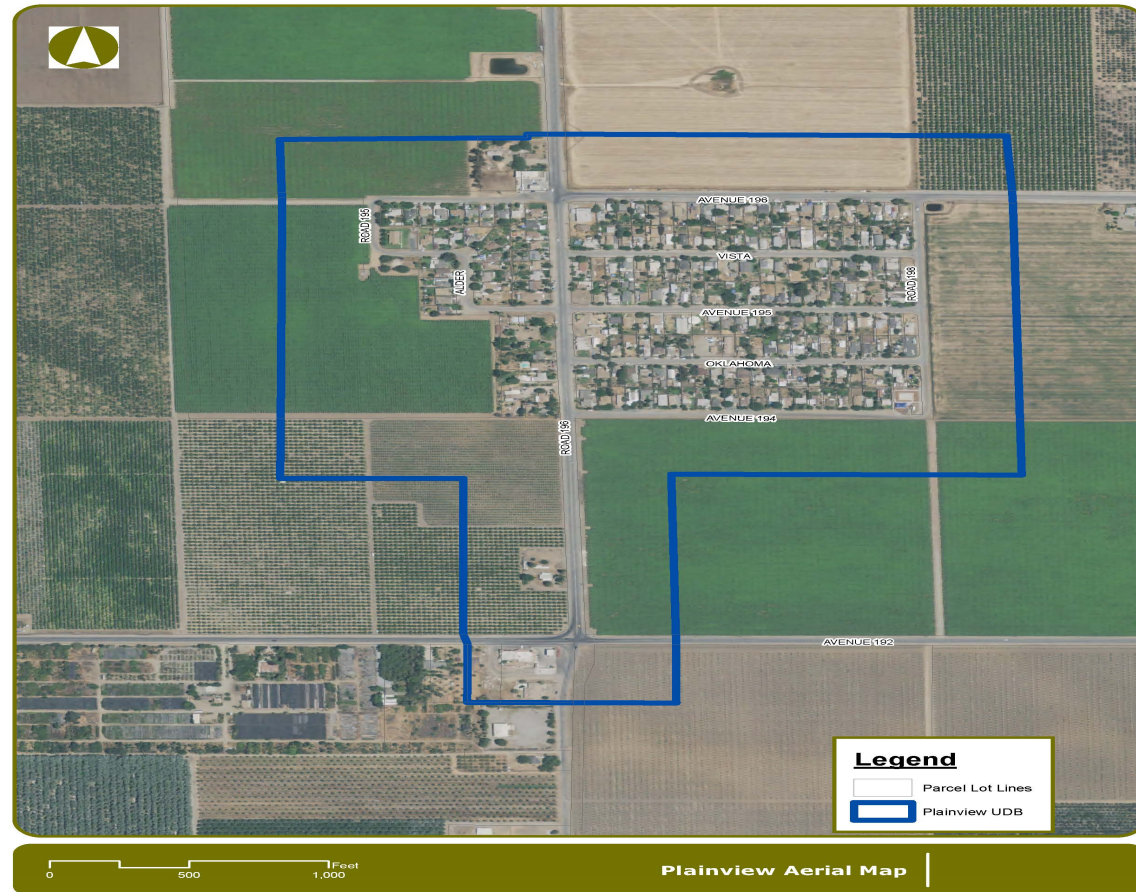
PLAINVIEW COMPLETE STREETS

October 13, 2020

Plainview Complete Streets

2

Plainview Aerial Map



Tonight's Agenda

3

Outline

- Project Background
- Project Description
- Project Policy
- Recent Successes
- Proposed Project
- Questions

What are Complete Streets

4

Project Background

California Complete Streets Act (AB 1358) of 2008

The goal of Complete Streets is to ensure that the safety, accessibility, and convenience of all transportation users pedestrians, bicyclists, transit riders, and motorists is accommodated

Guiding Principle

5

Project Description

A Complete Streets Policy
Ensures that the entire right
of way is planned, designed,
and operated to provide safe
access for all users.

Summary Complete Streets Actions

6

Complete Streets Policy

Aims to create a comprehensive, integrated, connected network
For "all users" multi-modes, ages, and abilities.

Recognizes that all streets are different and
balances user needs.

Adaptable to both new and retrofit projects,
including design, planning, maintenance, and
operation, for the entire right-of-way.

Quantitative policy metrics to measure of progress
referred to as for best management practices.

Recent Successes

7

BOS approve
on 6/18/2019

All-Way STOP
Avenue 196 @
Road 196
(northbound)
Before/After



Recent Successes

8

BOS approved
6/18/2019

All-Way STOP
Avenue 196 @ Road
196
(southbound)
Before/After

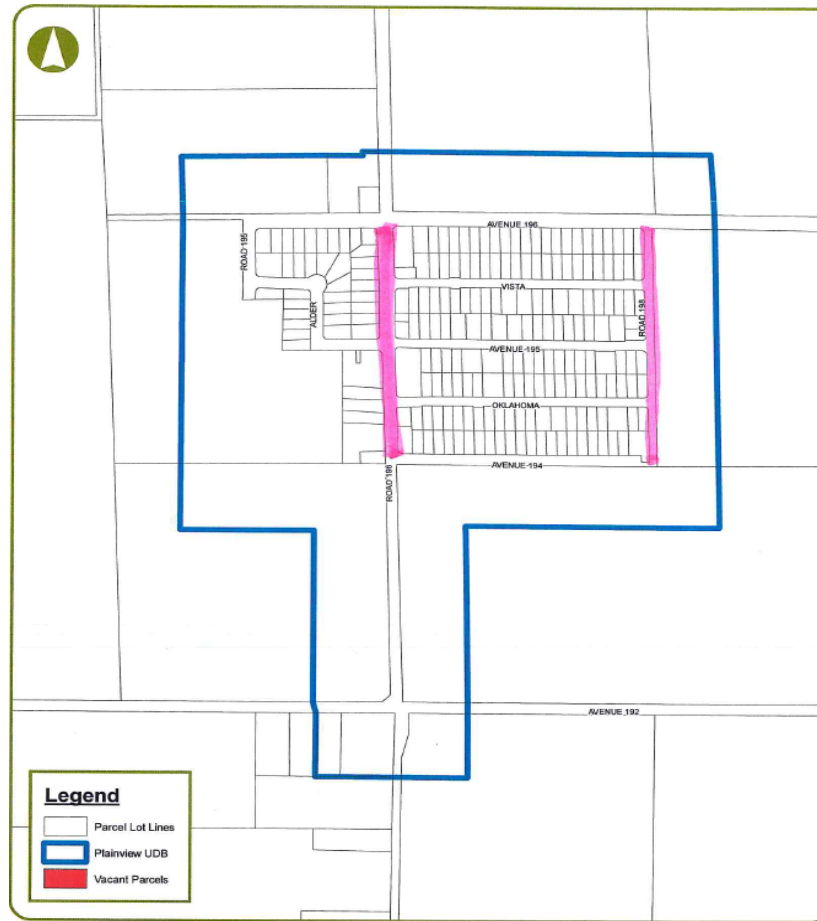


Proposed Improvements on Road 196/Road 198

9

Project
Construction

Curb
Gutter
Sidewalk



10

Questions



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Planner IV
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Planner III
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559.624.7126



SUNNYSIDE UNION SCHOOL DISTRICT

21644 Avenue 196 - Strathmore, California 93267 - (P) 559-568-1741 - www.sunnysideunion.com

BOARD OF EDUCATION ~ AGENDA

For the Regular Board Meeting of Tuesday, October 13, 2020, at 6:00 p.m., in the **Multi-Purpose Room**, at Sunnyside Elementary School, 21644 Avenue 196, Strathmore, California.

This meeting will be held **in-person**. Overflow crowd will have access to the meeting via **Zoom Classrooms on Campus**. Public Comments can also be submitted prior to meeting (prior to 5:00 PM on October 13, 2020). Please submit comments to comments@sunnysideunion.com.

I. CALL TO ORDER

1. Attendees

BOARD OF EDUCATION

	Present	Absent	Late
Humberto Cárdenas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> : _____
Humberto Quezada	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> : _____
Andy Manning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> : _____
Kimberly Braziel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> : _____
Schuyler Glover	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> : _____

II. ADA ACCOMMODATION REQUIREMENT

- Persons who are in need of a disability-related modification or accommodation to participate in the board meeting must request in writing to the District Office of the Superintendent-Principal, 21644 Avenue 196, Strathmore, California, 559-568-1741 x. 203. A request or accommodation should specify the nature of the modification or accommodation requested, including any necessary auxiliary aids or services required and the name and telephone number of the person making the request. The written request should be done as soon as possible and no later than two days before the meeting. The agenda, agenda packet and any written documents distributed to the board during a public meeting will be made available in appropriate alternative formats upon request by a person with a disability as required by the Americans with Disabilities Act.
- Written documents concerning agenda items are available for public inspection during normal business hours within 72 hours of a regular board meeting at the Sunnyside Union School District Office, 21644 Avenue 196 in Strathmore, California.

III. GENERAL BUSINESS

- Pledge of Allegiance
- Welcome (visitors please sign-in on visitor's sheet)
- Report of Action Taken in Closed Session (if any)
- Approve the Agenda of the October 13, 2020 Regular Board Meeting

MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____

Board of Trustee: Kimberly Braziel | Humberto Cardenas | Schuyler Glover | Andy Manning | Humberto Quezada

Administration: Steve Tsuboi, Superintendent-Principal | Jody Gunderman, Vice Principal-Categorical Manager

Candy Alari, Business Manager | Jeannette Torres-Marquez, Administrative Secretary



SUNNYSIDE UNION SCHOOL DISTRICT

21644 Avenue 196 - Strathmore, California 93267 - (P) 559-568-1741 - www.sunnysideunion.com

IV. PUBLIC COMMENTS

Members of the public may address the board on any items within the board's jurisdiction, but which are not on the agenda (Public input for agenda items are accepted, at the time the matter is considered. Individual speakers shall be allowed three minutes to address the Board on each agenda or non-agenda item. The total time limit for input on each item is 15 minutes).

V. ACKNOWLEDGEMENTS AND REPORTS

1. Staff Reports

- a) Employee Groups (Certificated, Classified, Confidential)
- b) Academic Coach Report
- c) Vice Principal – Categorical Manager Report
- d) Superintendent-Principal Report

VI. ROUTINE MATTERS – ACTION REQUIRED

1. Consent Calendar

General Business

- a) Approve payroll for September 2020
- b) Approve Pay Vouchers/Purchase Orders for August 27th, September 3rd, 10th, 23rd, and October 1st of 2020
- c) Approve September 8, 2020, Governing Board Meeting Minutes
- d) Approve September 22, 2020, Special Governing Board Meeting Minutes

MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____

VII. INFORMATION AND DISCUSSION

1. Community and Outside Agencies

- a) Information presented by Susan Simon, Planner for the Tulare county Resources Management Agency

2. Measure O Update

- a) Communication Update: Phone Banking and Brochures
- b) Update on General Measures Information
- c) Discussion on District Identified Projects for Measure O

3. Distance Learning Update

- a) Parent Conference Information and Data
- b) New Management Programs (Go Guardian and JAMF)
- c) Technology Device and Connectivity Update
- d) Other Learning Opportunities
- e) Discussion on TK-2 waiver submittal and COHORT programs
- f) Update on Distance Learning Cohort for Junior High.

Board of Trustee: Kimberly Brazier | Humberto Cardenas | Schuyler Glover | Andy Manning | Humberto Quezada

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4. Maintenance, Operations and Transportation

- a) Current and Feature Projects

5. Board Matters

- a) Title IX Information

VIII. NEW BUSINESS

ACTION ITEMS

1. Approve Budget Revision for 2020-2021 SY.
MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____
2. Approve the Declaration of Need for Fully Qualified Educators Form for 2020-2021 School Year.
MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____
3. Approve the Annual Statement of Need 30-Day Substitute and Designated Subjects Career Technical Education 30-Day Substitute Teaching Permits for the 2020-2021 School Year.
MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____
4. Approve the Committee on Assignments Members for the 2020-2021 School Year.
MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____
5. Approve the 3rd Quarter Williams Valenzuela Complaint Form for 2020-2021 School Year.
MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____
6. Approve Administrative Regulation 4119.12-R Title IX Sexual Harassment
MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____
7. Approve Administrative Regulation 4119.11-R Sexual Harassment
MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____
8. Approve Board Policy 4119.11-R Sexual Harassment
MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____
9. Approve Administrative Regulation 5145.7-R Sexual Harassment
MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____
10. Approve Board Policy 5145.7-R Sexual Harassment
MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____
11. Approve Administrative Regulation 5145.71 Sexual Harassment Complaint Procedures
MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____

Board of Trustee: Kimberly Braziel | Humberto Cardenas | Schuyler Glover | Andy Manning | Humberto Quezada

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12. Approve TK-6 Campus Reopening with Approved Waiver from Tulare County Health and Human Services.
MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____
13. Discuss and approve the change of the Regular Governing Board meeting for December 2020 to meet the purposes of meeting all requirements for First Interim and Organizational Meeting.
MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____
14. Approve the 2020/21 School Year Agency Agreement for Health/School Nursing Services and Supervision Services of the District LVN.
MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____
15. Approve the updated 2020-21 Federal Addendum.
MOTION BY: _____ **SECOND BY:** _____ **VOTES:** _____

IX. NEXT SCHEDULED BOARD MEETING

1. Regular Board Meeting November 10, 2020 (6:00 PM)

X. ADJOURNMENT _____ PM

Board of Trustee: Kimberly Braziel | Humberto Cardenas | Schuyler Glover | Andy Manning | Humberto Quezada

Administration: Steve Tsuboi, Superintendent-Principal | Jody Gunderman, Vice Principal-Categorical Manager

Candy Alari, Business Manager | Jeannette Torres-Marquez, Administrative Secretary



GENERAL BOARD REPORT & NOTES FOR OCTOBER 2020

- **GENERAL REPORT**

We continue to attend County Superintendent's meetings on a weekly basis. We have scheduled Small School Superintendent's Meetings every other Tuesday. Most of the meetings are updates on information, finding out what other districts are doing, general challenges and obstacles, etc.

We are now a voting member on the Workmen's Compensation board for Tulare County. I believe I was also elected to serve as treasurer for the group. I am thrilled to serve.

Association of California School Administrators – trying to attend both charter and regional meetings which are all on ZOOM. I serve as Membership Chair for the Tulare Charter. I am trying to get out of that position. We are also on the state ACSA committee for small schools who will be meeting soon.

The Tulare County Office of Education Foundation also met for the first time in a while. This group brings together a few educators and those in the private sector. The group is currently working on a county wide event for the spring time . . . COVID permitting.

Met with our Campus Leadership Team on October 6 to discuss different ideas on reopening.

Tulare County Hispanic Leadership Network met and is planning a winter event.

- **PROFESSIONAL DEVELOPMENT**

We hosted a virtual professional development with Nancy Frey (a renowned speaker) and Aida Allen on October 12 and October 13. This was on the Distance Learning Playbook, a well-known resource for these challenging times. On October 12 we had a small groups from Waukena, Woodville, and Sausalito attend. We also had at least one coach from the Tulare County Office of Education participate. We also invited our instructional aides to attend, which about three of them did (non-work day, so we paid them). This was two full days of training with no instruction.

INFORMATION AND DISCUSSION

1. **COMMUNITY AND OUTSIDE AGENCIES**

Susan Simon will be joining us on a ZOOM to present their plans for Plainview. The presentation should be included in your packet and/or is available on our website.



2. **MEASURE O UPDATE**

- a. Phone Banking and Brochures: Brochures went out the week of September 28. You should have all received one in the mail. All return address flyers were sent to Humberto Cardenas' business address. Right now we have the following phone banking those who have been identified as non-regular voters: Eileen Demerath (teacher), Ana Bravo (instructional – behavior aide), Rudy Ruiz (past and future board member), Duane Hilty (past board member), and Pete Lara (PUSD board member, community).

They are contacting and will follow up with at least 15 voters each. We will get reports from Greg Isom, our consultant weekly to find out if these folks have voted. Additional contacts were made with general voters.

- b. Greg has been in contact on a regular basis. On the flyer you should have seen a conglomeration of folks from different backgrounds that were asked to be part of the flyer. They are your definite supporters. It would be good if administration and board members participated in making contacts.
- c. Please review the Facility Master Plan that was provided to you in the summer. I would request that the board discuss the main issues they would like to address if the bond measure passes. I would also like to request that the board identify a small project they would like to start with as soon as the measure passes. We can later refund ourselves but it would show that the district is thinking ahead and is not dragging their feet. This can be something like an outdoor learning space, a security measure or upgrade, etc. I would definitely lean towards something that can be seen and directly impacts students.

3. **DISTANCE LEARNING**

Parent Conference Data – At the time of this report we are looking at **94.9% COMPLETED CONFERENCES**, with a remaining 18 students whose parents have been contacted multiple times and will not show up or schedule a conference. The percent completed far exceeds any number ever (to my knowledge) at Sunnyside. The staff was unsure what the response would be because there were MANY disastrous grades to report. Conferences went EXTREMELY well. Parents thought their kids were completing work and doing what was expected. They were very supportive. Emails were pouring in from students about how to get caught up.

GoGuardian – this has been a huge success. This program allows staff to control the screens of students. For example, they can close any open tab on the screen, see what students are working on, communicate directly with the student through the program, control access to websites, etc. In the first day of implementation the staff has caught habitual users of You Tube, students lying to teachers on what they are working on, etc. We have a couple whooper stories to share that are almost news worthy. This includes students all the way down into kindergarten who were misusing their device. We should have had this program from the beginning.



Students are getting caught on inappropriate sites (beating the filter, but not GOGuardian). GoGuardian has caught kids lying to staff and has become a very effective tool.

TECHNOLOGY DEVICES:

MacBooks – we will be issuing 8th grade students MacBooks to use for distance learning. These units are approximately \$1000 in value. We purchased additional insurance from an outside vendor to cover many of the potential damages and loses. This was about \$3500 for one year of insurance. The district is going to pick up this cost. Our computer tech is going to have after school Macbook Clubs and tutorials on video editing and other engaging components. JAMF is a device management system that we purchased to allow staff to control MacBooks. This is an added security measure.

We are also looking at potentially ordering another grade level set of Macbooks for the 7th graders. In addition, we are reviewing quotes to get iPads for Kindergarten –Second Grade. If we can pull this off we could introduce technology with IPADs at the primary level, use Chromebooks in the middle grades (3-6) and finish off with Macbooks in seventh and eighth grade. This would give exposure to a variety of platforms. We would also have a bank of Chromebooks that could be used at any time by any grade level.

OTHER OPPORTUNITIES

We have staff providing online tutoring in the evenings:

- (a) Mr. Kimball: All grade levels and subjects
- (b) Mrs. Dieterle: Language Arts
- (c) Mr. Rodriguez (he long term subbed for us last year): Math
- (d) Mrs. A. Balderas (online with language support)

We are not getting much of a turnout. They are on for one hour twice a week. A couple students show up regularly but we have not had much success.

Mr. Kimball is working on putting together an E-Sports club but there are lots of logistical and legal issues we need to make sure we address.

Ms. Lawson is working on putting together an online choir.

WAIVER:

We submitted and corrected/edited our Waiver Plan to reopen for TK-2 and possibly up to 6th grade. We have done everything that Health and Human Services has asked and we are still awaiting approval. We have not been given provisional county approval yet. Once this happens it is sent up to CDPH for their blessing. Other districts who submitted similar plans have been



approved. I was told by HHSA the plan looked good, Dr. Haught had reviewed and to make some minor edits. Still no official word while others have been approved for K-6 reopening. Hopefully we will have some good news to report to you at the meeting. No matter what I would recommend a slow rollout of bringing students back on campus. I say this for both the students and the staff.

COHORT

We started the Junior High (6-8) Cohort on Wednesday, October 7. We went from 8:15 – 11:10. Here is what it looked like:

- Health Screened prior to parent leaving
- Group of ten students and two adults (Ana Bravo & Richard Miranda)
- Hi Needs Group
- Socially Distanced with portable plexiglass in between
- Students were provided with: pencil, water bottle, water bottle in class, 5 masks, headsets
- Room was marked for path of travel
- Sidewalk was marked for travel
- Lunch for today and Lunch and Breakfast for today and tomorrow was provided prior to leaving
- Students were provided online support
- 15 minute outdoor break
- Lined up outside with food (if they took one) social distanced awaiting pick-up.
- All went well. Students well behaved. A couple WHY this WHY that questions

MAINTENANCE, OPERATIONS AND TRANSPORTATION

Some of the major projects:

1. Working on completing the middle hallway restroom. It should be close, if not ready for your walkthrough on Tuesday night.
2. We had the Mulberry Trees cut all the way back in the Early Childhood Playground
3. Venting Room 12 (storage room, the one over the top of the old boiler room) to house the wood cutting machine, engraver, etc. so we can get that up and going again.
4. Plexiglass barriers for tables and teacher desks. One per classroom.
5. Working on outdoor classroom/stage/gathering area where the old trees are located.



BOARD MATTERS

TITLE IX REQUIREMENTS

1. Coordinator – Cannot be decision maker, can be investigator
2. Decision Maker – Cannot be the Coordinator
3. Appeals Coordinator - ??? Does the board want this role. MANDATORY TRAINING REQUIRED.

KEY COMPONENTS

1. All employees must report known sexual harassment.
2. All employees must be trained
3. Required Postings in Handbooks and Campus Locations
4. If Suspension and Expulsion are involved, you must follow Title IX procedures first.
5. Employee to Employee may be resolved informally if agreed upon
6. Staff to Student may not be resolved informally.
7. Coordinator can independently initiate if they feel there is cause

NEW BUSINESS ACTION ITEMS

- #5 I will have for you Tuesday night the three teachers who were selected by their peers to serve on the Committee on Assignments. This is a one year term that reviews and approves teacher assignments outside of their credentialed area. For example, a math teacher teaching technology for an elective. This credential does not allow for he/she to teach technology so they have to prove they are qualified through interview, experience, sample lessons, etc. RECOMMEND YOU APPROVE THE SLATE OF TEACHERS WHEN PRESENTED ON TUESDAY NIGHT.



SUNNYSIDE UNION SCHOOL DISTRICT

21644 Avenue 196 - Strathmore, California 93267 - (P) 559-568-1741 - www.sunnysideunion.com

AGENDA ITEM SUMMARY SHEET

Agenda Heading

- ☐ Closed Session
- ☐ Acknowledgement and Reports
- ☒ Routine Matters – Consent Calendar
- ☐ Information and Discussion
 - ☐ Business
 - ☐ Maintenance, Operations, and Transportation
 - ☐ Instruction
 - ☐ Board
- ☐ Local Control Accountability Plan
- ☒ Action Items

Agenda Item: VI. 1. a. General Business, Payroll Approval for September 2020

Date: October 13, 2020

Presented By: Candy Alari

Attachments: Yes ☐ No ☒

Summary

The total payroll paid for the month of September 2020, is \$244,253.24.

Board of Trustee: Kimberly Brazier | Humberto Cardenas | Schuyler Glover | Andy Manning | Humberto Quezada
Administration: Steve Tsuboi, Superintendent-Principal | Jody Gunderman, Vice Principal-Categorical Manager
Candy Alari, Business Manager | Jeannette Torres-Marquez, Administrative Secretary





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AGENDA ITEM SUMMARY SHEET

Agenda Heading

☐

Closed Session

☐

Acknowledgement and Reports

☒

Routine Matters – Consent Calendar

☐

Information and Discussion

☐

Business

☐

Maintenance, Operations, and Transportation

☐

Instruction

☐

Board

☐

Local Control Accountability Plan

☒

Action Items

Agenda Item: VI. 1. b. General Business, Approve Pay Voucher/Purchase Orders for August 27th, September 3rd, 10th, 23rd, and October 1st of 2020

Date: October 13, 2020

Presented By: Dena Tallerico or Candy Alari

Attachments:

Yes

☒

No

☐

Summary

The following pay vouchers cover invoices processed and paid on August 27th, September 3rd, 10th, 23rd, and October 1st of 2020, numbering from 210176-210357, totaling 205,534.23.

Board of Trustee: Kimberly Brazier | Humberto Cardenas | Schuyler Glover | Andy Manning | Humberto Quezada

Administration: Steve Tsuboi, Superintendent-Principal | Jody Gunderman, Vice Principal-Categorical Manager

Candy Alari, Business Manager | Jeannette Torres-Marquez, Administrative Secretary





Sunnyside Union School District
Education Is Not The Filling Of A Pail, But The Lighting Of A Fire

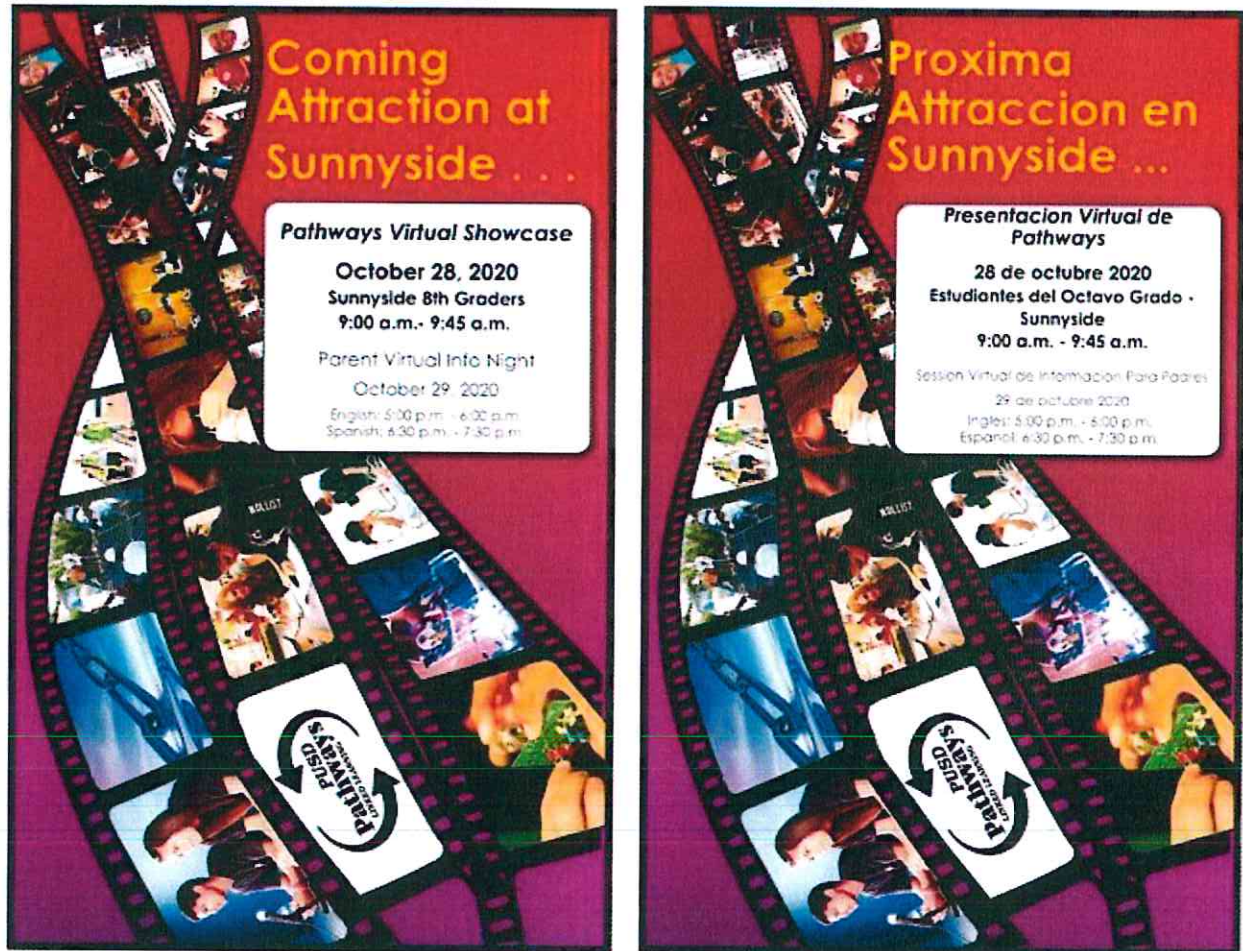
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IMPORTANT DOCUMENTS



LINKS TO IMPORTANT DOCUMENTS

STEVE TSUBOI

MONDAY, AUGUST 10, 2020

JUST ADDED: PLAINVIEW COMPLETE STREETS PRESENTATION BY TULARE COUNTY
RESOURCE MANAGEMENT.

Please use the following links to access the following:

DRAFT - Learning Continuity and Attendance Plan: <https://tinyurl.com/yxvl2mw4>

LEARNING CONTINUITY PLAN (BOARD APPROVED SEPTEMBER 22, 2020)

<https://5il.co/lbzw>



Covid Information: <https://tinyurl.com/y3doz3tm>

UPDATED: REOPENING PLAN (9-14-20): <https://5il.co/l29q>

Board Agendas and Minutes: <https://tinyurl.com/y2cqaytx>

Parent Resources and Distance Learning 2020-21: <https://tinyurl.com/y36xya7l>

Disclosure Letter and Board Policy 0470 COVID 19 Mitigation Plan <https://5il.co/kqah>

DIR/Prevailing Wage Bid Form: <https://5il.co/kqal>

TITLE IX REQUIREMENTS AND INFORMATION: <https://5il.co/lc18>

GoGuardian Parent Notice - English: <https://5il.co/lng8>

GoGuardian Parent Notice - Spanish: <https://5il.co/lng9>

PLAINVIEW COMPLETE STREETS PROJECT PRESENTATION: <https://5il.co/lzqe>

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CONTACT

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Sunnyside Union School District
Education Is Not The Filling Of A Pail, But The Lighting Of A Fire

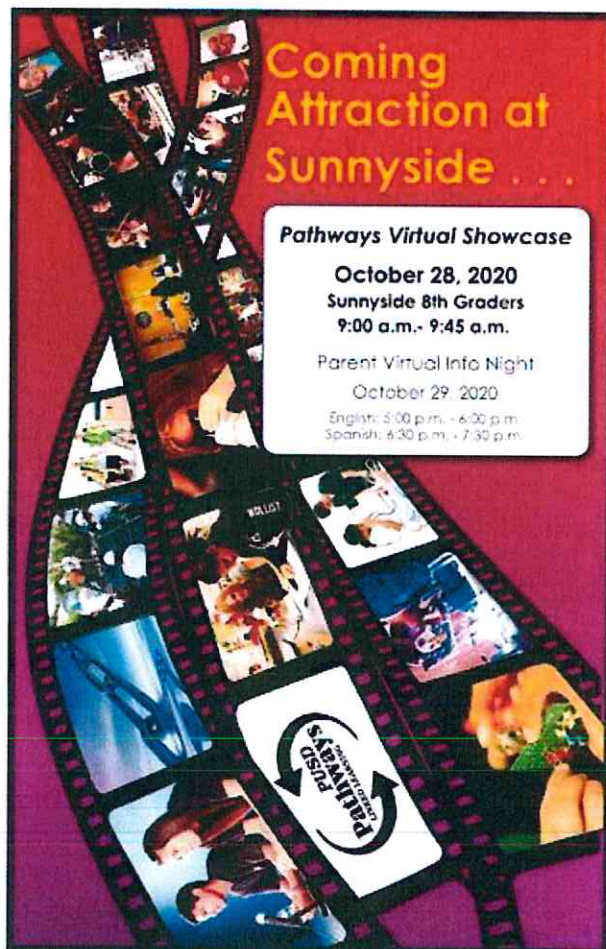
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CONTACT

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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:

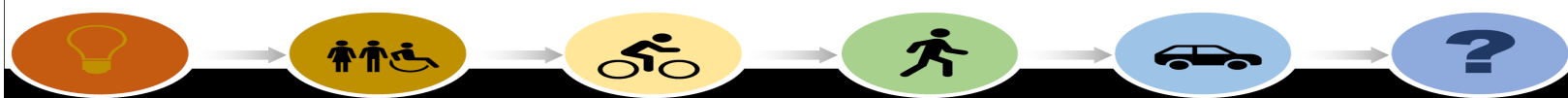
- Mr. Winton has received topo's for Plainview
- Mr. Winton working on 30% plans and estimate for Plainview
- Mr. Przybylski to discuss East Tulare Villa budget with Mr. Bock (approximately \$10,000 for topo's)
- Goshen fourth zoom meeting held 4/20/2021, fourteen people attended.
- Lindsay first zoom 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

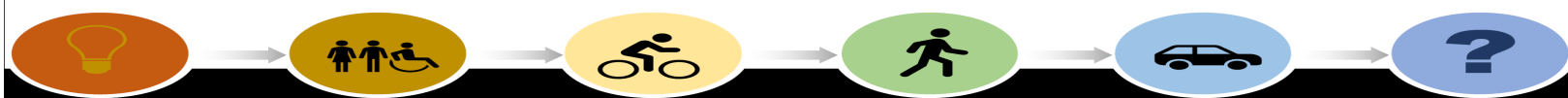
Reports:

- 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

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
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 - 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