

Tulare County Complete Streets Terra Bella Final

Prepared by:

**Tulare County Resource
Management Agency**



Tulare County Complete Streets – Terra Bella

Tulare County RMA

5961 S. Mooney Boulevard

Visalia, CA 93277

December 2015



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Introduction

Complete Streets Vision

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

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

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

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

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

Complete Streets Definition

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

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 were 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 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 extensive public outreach* to ascertain the solutions that best fit within the context of these communities. This culminated in three meetings, 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:

- **California Safe Routes to Schools Funds**
- **Federal Safe Routes to Schools Funds**
- **Highway Safety Improvement Funds**
- **Federal Transportation Activity Program (TAP) Funds**
- **Federal Transit Funds**
- **Federal Communities Putting Prevention to Work Grant**
- **Federal Highway Administration Pedestrian Safety and Design**
- **Strategic Growth Council**
- **Walkable and Livable Communities Institute**
- **California’s Local Public Health and Built Environment Program**
- **State Cap and Trade Funding**

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, five transportation corridors were selected within the community (see Appendix A), and one 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.

Avenue 95

As selected as the highest priority, Avenue 95 from Highway 65 to Road 236, the project proposes to install new curb, gutter, sidewalk, at designated intersections, pedestrian ramps, relocate utilities and drainage. In the spirit of Safe Routes to School, land uses along this corridor include residential, highway commercial (mini-marts, service stations), with the school and children as the main focus of the safety improvements. This project will include two travel lanes, a two-way turn lane, cross walks, parallel parking, street lights, improved/new bus stops, street signage and sidewalks with curb and gutter for drainage.

Road 237

The Road 237 corridor extends between Avenue 96 to Avenue 92 through the residential neighborhood of Terra Bella. This project proposes to install new curb, gutter, sidewalk, pedestrian ramps and drainage

facilities along portions of the north and south sides. Land uses affected by this project include residential, quasi-public.

Project Phasing

Tulare County RMA is proposing two types of projects coming from the community based upon the complexity of the project. The first types of projects could be built with limited improvement. They would be considered Phase 1 Projects and would have only minor needs for storm drain facilities, fence relocations, utility conflicts, etc. Phase 2 Projects are more inclusive and would be classified as medium to long range projects. These projects would need other infrastructure improvements such as storm water basins, major storm drain improvements, utilities to be undergrounded, Caltrans encroachment permits etc.

Phase 1 Projects	Phase 2 Projects
Curb, gutter & sidewalk (storm drain water into existing system); pedestrian ramps; bulb outs (where appropriate)	Curb, gutter & sidewalk (new drainage system)
Street lights	Major storm drain facilities (new pipelines and storm water basins)
Bus shelters, benches, trash receptacles, etc.	Utility relocations (undergrounding)
Fence relocations	Major land acquisition
Street signage and striping	Railroad crossing improvements
Minor utility conflicts	Caltrans Bridge Improvements
Minor land acquisition	

Complete Street Policies

Complete Street Goals

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

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

Complete Streets Objectives

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

Complete Streets Policies

Tulare County General Plan Policies

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

Principle 1: County-wide Collaboration

Support countywide transportation plans that provide choices in travel modes.

Principle 2: Connectivity

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

Principle 3: Community Circulation

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

Principle 4: Pedestrian and Bicycle Facilities

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

These principles are expressed mainly in following policies including:

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

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 is 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 (Circulation Plan).

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

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

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

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

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

The Community Complete Streets Network comprises four types of facilities—vehicular, pedestrian, bicycle, and public transit. This complete streets approach will enable

residents to choose which travel mode best suits them. It also will ensure that streets are designed with the users in mind—accommodating for businesses, children, the elderly, bicyclists, and transit users.

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 Terra Bella. 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

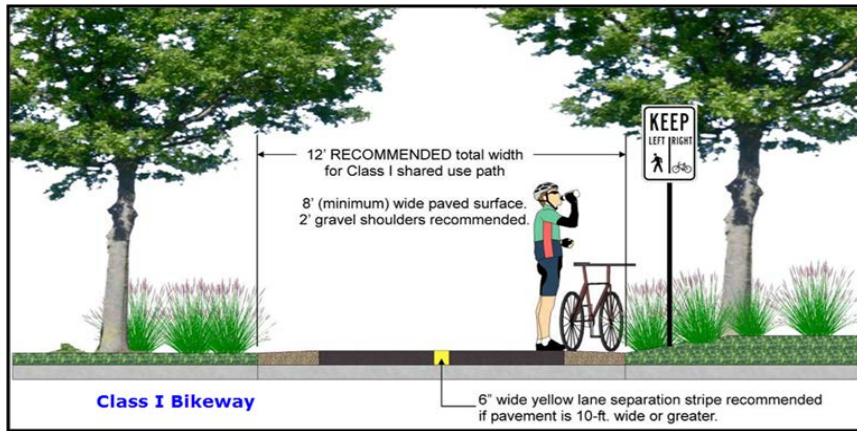
Bicycle facilities consist of Class I, Class II, and Class III facilities as defined below. In Tulare County, this General Plan and the Bicycle Transportation Plan envision a system of bicycle lanes on roadways that will connect the activity centers of the communities to the residents. County has identified pedestrian corridors on the Community of Terra Bella Bicycle, Bus and Pedestrian Plan (see Appendix C).

The 2014 Regional Transportation Plan (adopted June 30, 2014) prepared by the Tulare County Association of Governments (TCAG) provides for a regional bicycle network intended to provide a safe alternative mode of travel. The 2014 RTP identified SR 65 as a proposed Class III Bike Project¹. In Tulare County, bicycle travel is not yet considered a major mode of transportation and bicycles are rarely seen outside of cities and towns. The current bicycle plan provides for connections between the major urban areas and recreation facilities in the County and is expected to be satisfactory for the foreseeable future. The only bike route within or near the community is State Route 65.

¹ TCAG Action Element, TCAG 2014 Regional Transportation Plan. Page 3-89.

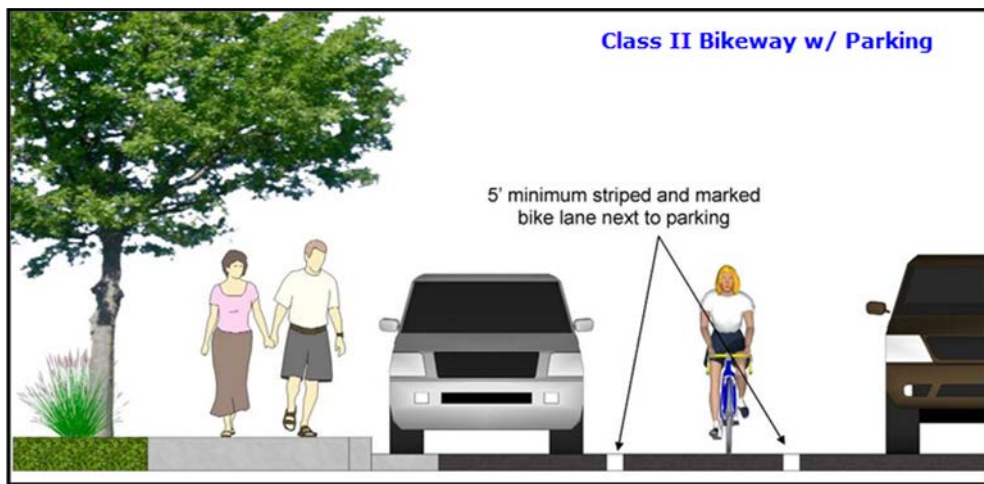
Class I

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



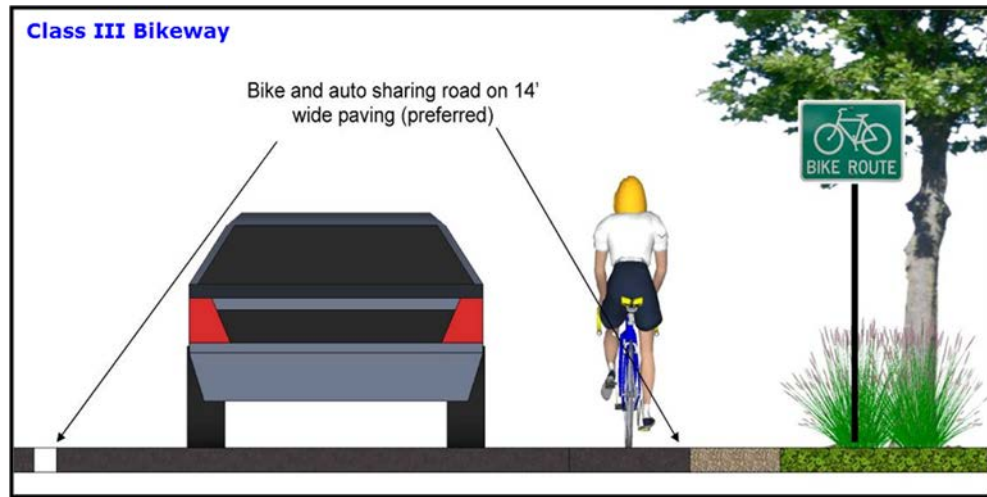
Class II

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 95, Road 236, and Road 238.



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. Class III facilities are proposed on Road 237. Although not signed on many local roads in Terra Bella, bicyclists are allowed use the side of the road or share the road on all County roadway facilities excluding freeways.



Pedestrian Facilities

Pedestrian Paths and Sidewalks

Pedestrian paths are primarily developed as part of the roadway and trail systems of a community and reflect the interconnected nature of circulation and transportation systems as a whole. Constructing wide streets increases the distance a pedestrian must travel to cross a street, thereby making it inconvenient for public use and inhibiting pedestrian circulation in the community. Currently, limited continuous sidewalks are provided along major routes in the community. In addition to connecting available pedestrian resources, the communities have prioritized the completion of sidewalks along safe routes to school. Enhanced pedestrian crossings and sidewalks is considered in areas where high pedestrian demand occurs (such as to and around schools).

Multiuse Trails

Multiuse trails are facilities that can be used by bicycles, pedestrians, equestrians, and other recreational users. No multiuse trails exist or are proposed in Terra Bella.

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 Terra Bella 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.

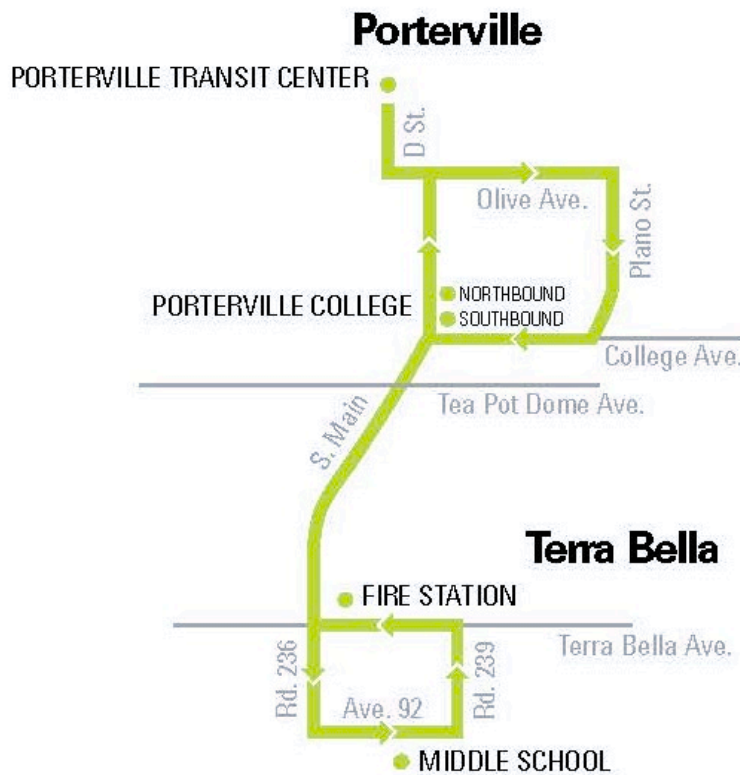
Tulare County Area Transit (TCAT)

Tulare County Transit Agency (TCAT) operates fixed-route services currently available Monday through Friday on a fixed route bus service. TCAT provides round-trip transportation for Terra Bella residents to Porterville via the “80 – Porterville-Terra Bella Route” (See Figure 11) at the Fire Station (Terra Bella Avenue at Road 236) and the Middle School. Route 80 operates Monday through Friday with one morning and one afternoon pick-up/drop off.² Per TCAT staff, TCAT offers route deviation up to 3/4 of a mile from the designated bus route in Terra Bella, though this deviation may be limited to ADA soon. The only publically accessible provider is a common carrier (Orange Belt Lines) with an unstaffed stop at Terra Bella Avenue and Road 232.

The Tulare County Transit Agency (TCAT) operates fixed-route services that link communities with each other and with Visalia and Tulare’s urban transit systems. Terra Bella is connected via TCAT Route 80 to Porterville and its transit center. TCAT Porterville-Terra Bella Route 80 provides service to Porterville twice per day, Monday through Friday. In Porterville, transfers can be made to connect to Visalia, Tulare, Lindsay and Strathmore via Route 40 Southeast County and the remainder of the TCAT public transit system (see TCAT website at: <http://www.tularecounty.ca.gov/rma/index.cfm/public-works/tulare-county-area-transit-tcat/>). TCAT vehicles are wheelchair accessible and all full size buses include bike racks. As such, public transit is likely to remain a limited option due to fiscal constraints and the high cost of providing services to a community of less than one thousand residents. The low level of auto congestion in Terra Bella, now and as forecasted into the future, suggests that driving will continue to be more convenient in rural communities than the use of transit for those with access to a private car.

² Tulare County Transit Agency information accessed on June 26, 2015 at: <http://www.tularecounty.ca.gov/rma/index.cfm/documents-and-forms/public-works-documents/transportation-documents/tcat-bus-route-schedules-maps-and-fees/route-80-porterville-terra-bella-transit-schedule/>

80 Porterville–Terra Bella Route



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 Highway 99.

Cost Benefits Analysis, Implementation, and Funding Mechanisms

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

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

Benefits of Complete Streets

The health benefits from walking and bicycle riding include increased overall health, and a reduction in air quality and green house emissions. According to the Caltrans accepted, Victoria Transport Policy Institute, walking has a \$.25 per mile health benefit, while the cost of Greenhouse Gas (GHG) reductions is \$23 per ton. According to the Federal Highway Administration, sidewalks reduce incidences to pedestrians over 80%.³ According to Caltrans, the average costs of highway incidents are stated below.

Cost of Highway Accident	Dollars Per Accident
Fatal Accident	\$4,800,000
Injury Accident	\$67,400
Property Damage Only (PDO) Accident	\$10,200
Average Cost per Accident	\$52,500
 Cost of an Event	 Dollars Per Event
Cost of a Fatality	\$4,400,000
 Cost of an Injury	
Level A (Severe)	\$221,400

³ http://www.dot.ca.gov/hq/tpp/offices/eab/benefit_cost/LCBCA-economic_parameters.html

Level B (Moderate)	\$56,500
Level C (Minor)	\$26,900
Cost of Property Damage	\$2,500

Source: California Department of Transportation

Community Specific Complete Street Implementation Measures

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

1. Evaluating Roadways as potential Bike/Pedestrian travel routes,
2. Completing pedestrian infrastructure, as appropriate,
3. Providing safe and accessible pedestrian facilities in high use areas,
4. Designing and building sidewalks for safer routes to school,
5. Designating roadways for bicycle routes that are aligned with the Tulare County comprehensive bicycle network,
6. Coordination with County Transit.
7. Submitting the following list of project and cost to 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 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 (2015) – is located in Appendix Tip.

Terra Bella Public Meetings

- Complete Streets Meeting January 15, 2015
- Complete Streets Meeting March 12, 2015
- Complete Streets Meeting August 13, 2015

Community feedback was gathered and incorporated into the design of the Complete Street Plans and further discussed in July and August 2014 meetings to receive further community and business owner responses. 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.

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.

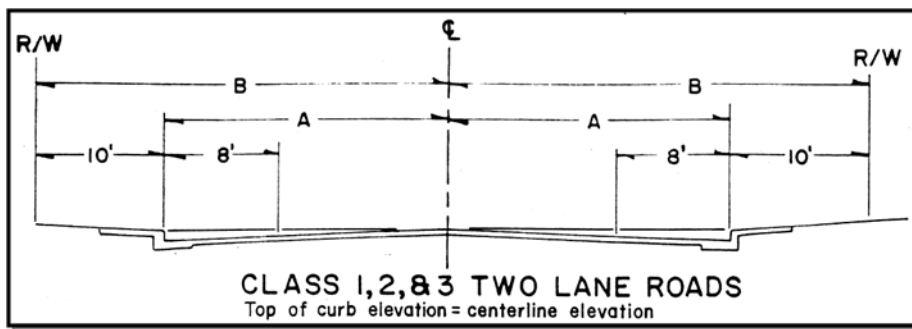


Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads

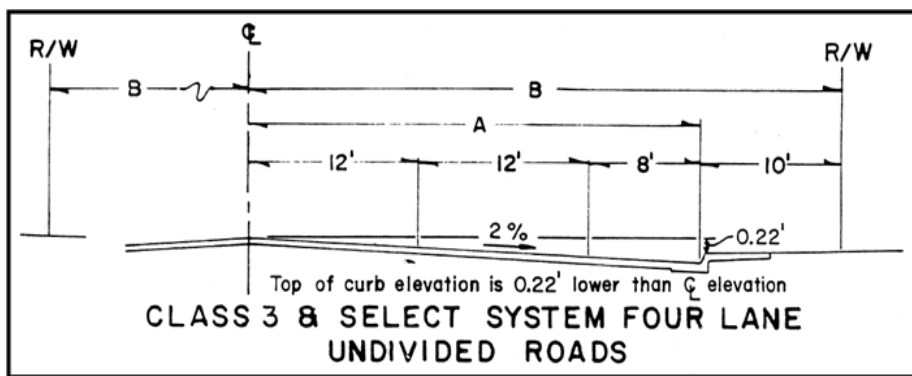


Figure 2 - Tulare County Class 3 Four Lane Road

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 Terra Bella that is a result of the PMS.

Projects

Complete Streets Project Plans

The plans and projects in the appendices are identified as part of the complete streets policy to identify corridors for various user types and to demonstrate examples of design policies. These plans and are the result of input obtained through the community outreach process, multiple Tulare County agencies and divisions and professional engineering consultants.

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

- Avenue 95 from Highway 65 to Road 236:
 - Replace sidewalk,
 - Class 2 bike lane;
- Road 237 from Avenue 96 to Avenue 92:
 - Replace sidewalk,
 - Class 3 bike lane;
- Road 236 (Orange Belt) from trailer park north of U.S. Post Office to Avenue 88:
 - Sidewalk, Class 2 bike lane, Class 2 bike lane north towards Porterville and south toward Ducor;
- Rd 238 from Avenue 95 to Avenue 92:
 - Sidewalk, Class 2 or Class 3 bike lane; and
- Avenue 94 (Acacia) from Road 236 to Road 238:
 - Sidewalk south side.
 - Funded as part of ATP program, construction planned late 2015

Complete Streets Funding Opportunities

The following sections identify opinions of probable cost estimates for Complete Street transportation related improvements in Terra Bella. 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 Appendix E 30% Design Plans and Appendix F.

Appendix A –

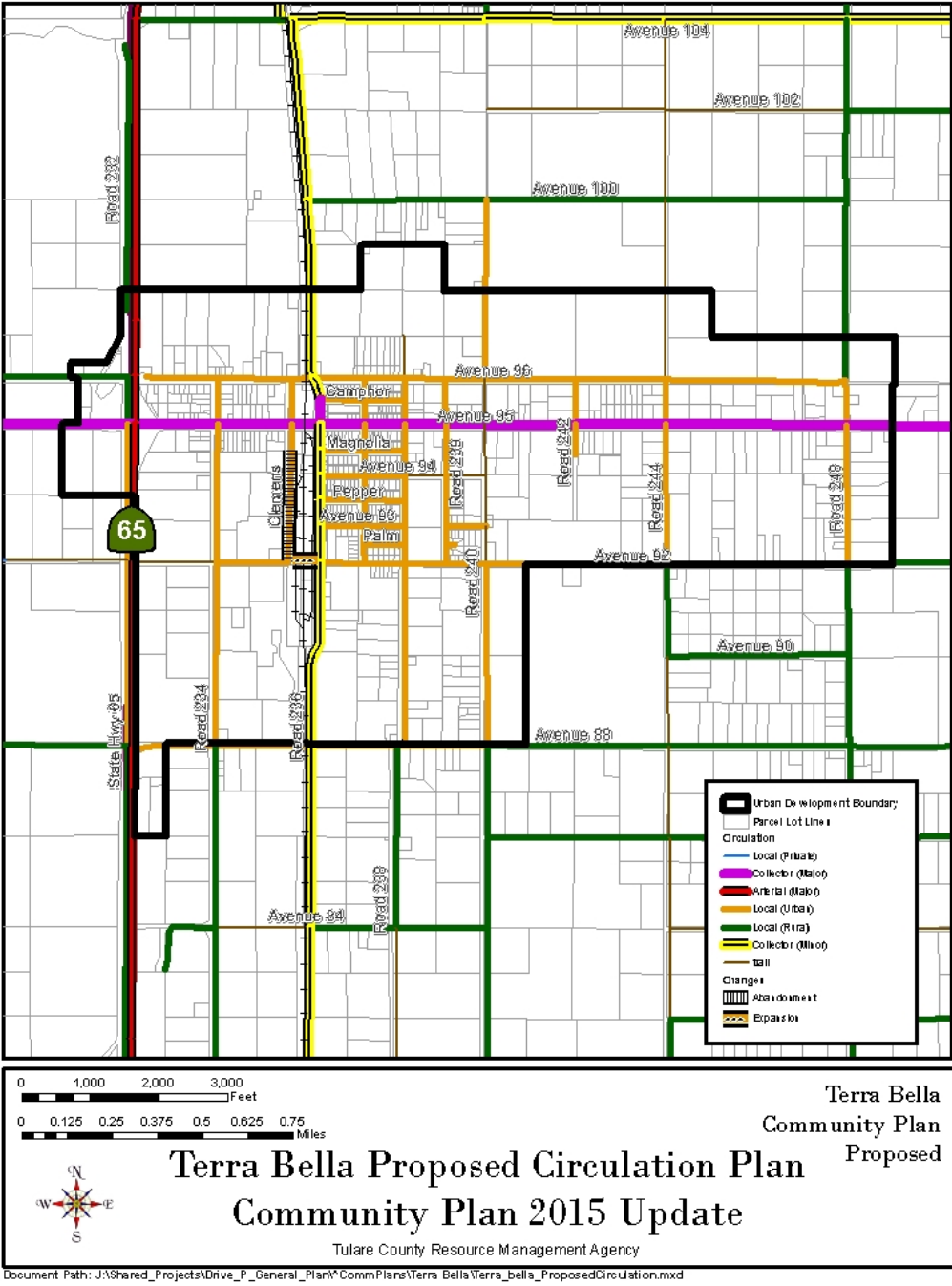
Proposed Complete Streets Projects

- Avenue 95 from Highway 65 to Road 236:
 - Replace sidewalk,
 - Class 2 bike lane;
- Road 237 from Avenue 96 to Avenue 92:
 - Replace sidewalk,
 - Class 3 bike lane;
- Road 236 (Orange Belt) from trailer park north of U.S. Post Office to Avenue 88:
 - Sidewalk, Class 2 bike lane,
 - Class 2 bike lane north towards Porterville and south toward Ducor;
- Rd 238 from Avenue 95 to Avenue 92:
 - Sidewalk, Class 2 or Class 3 bike lane; and
- Avenue 94 (Acacia) from Road 236 to Road 238:
 - Sidewalk south side.
 - Funded as part of ATP program, construction planned late 2015

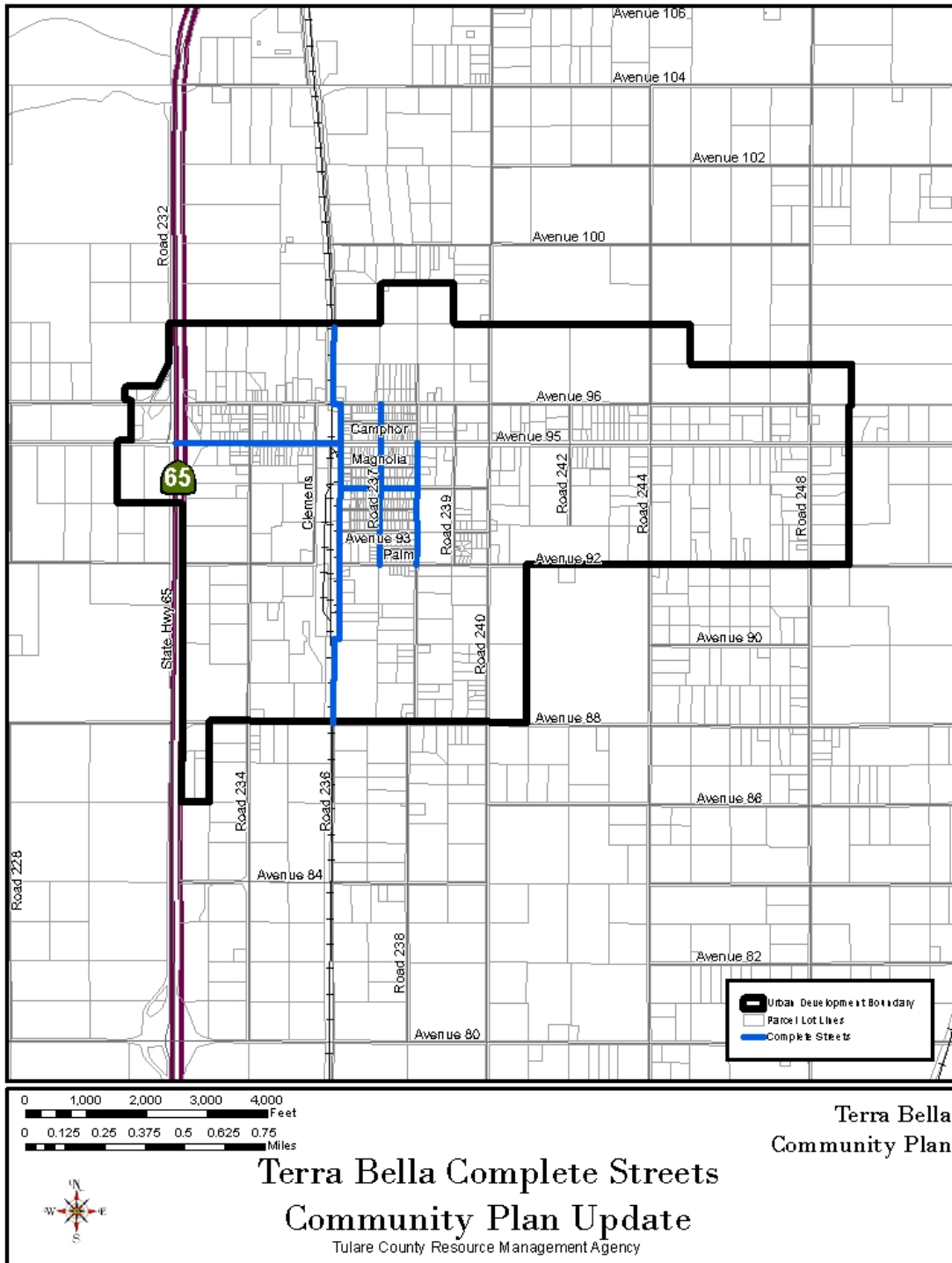


Appendix B –

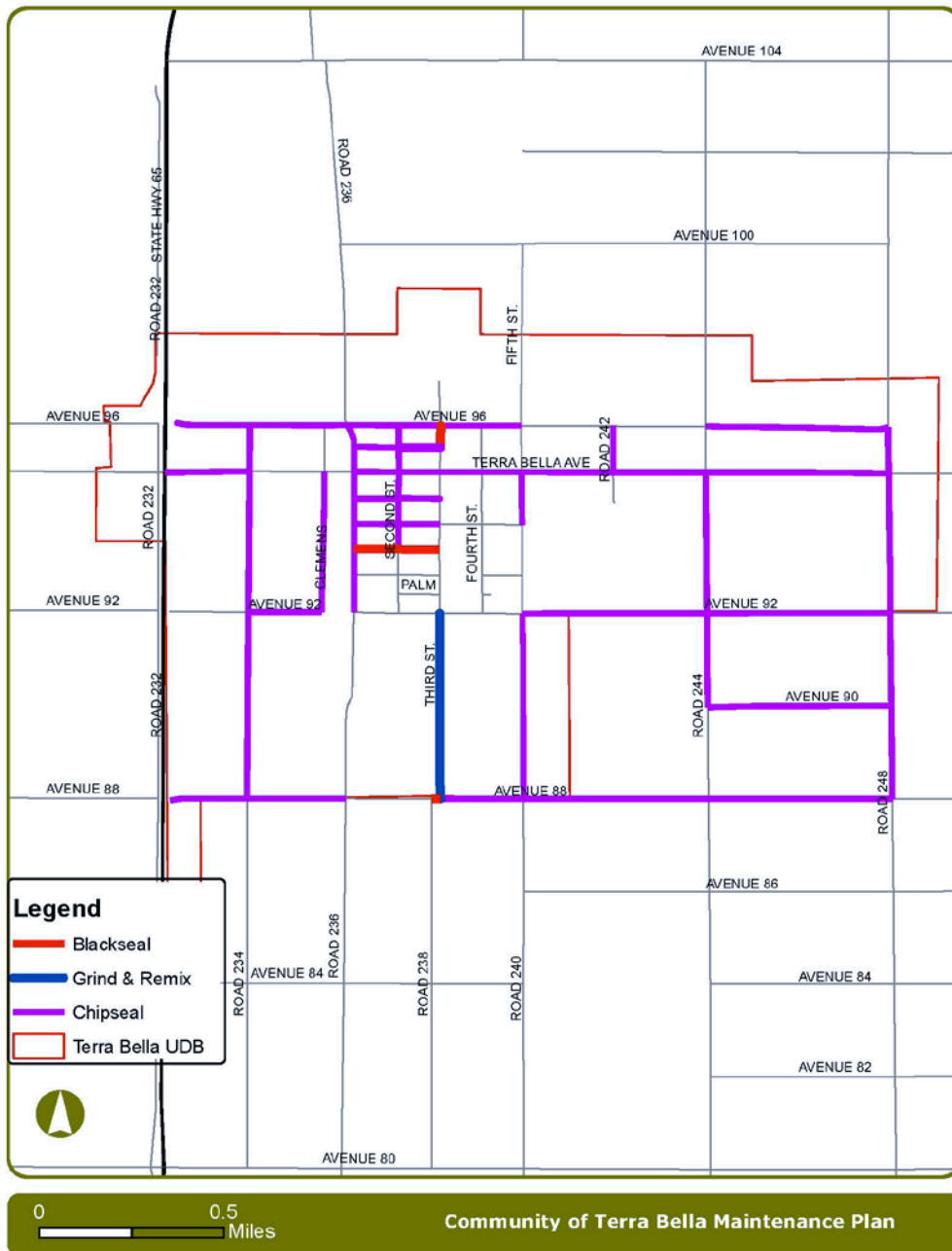
Circulation Plan



Appendix C – Bicycle, Bus, and Pedestrian Plan



Appendix D – Road Maintenance Plan



Appendix E – Engineer's Cost Estimate for Terra Bella

	Detailed Engineer's Estimate					
	Agency: Tulare County Resource Management Agency					
	Project Name: Complete Streets Phase 3 Terra Bella					
	Project Location: Ave 95 - Hwy 65 to Rd 236					
	Date of Estimate: December 8, 2016					
	Prepared by: Jared Fite/Diego Corvera					
Construction Items						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
1	999990	Mobilization	LS	1	\$100,000	\$100,000
2	050126	Construction Staking	LS	1	\$20,000	\$20,000
3	120090	Construction Area Signs	LS	1	\$25,000	\$25,000
4	120100	Traffic control system	LS	1	\$25,000	\$25,000
5	120300	Temporary Pavement Marker (Refl.)	LS	1	\$20,000	\$20,000
6	130200	Prepare Water Pollution Control Program	LS	1	\$10,000	\$10,000
7	220101	Finishing Roadway	LS	1	\$15,000	\$15,000
8	150712	Remove Painted Pavement Markings	SQFT	120	\$5	\$600
9	152390	Remove Roadside Sign	EA	13	\$200	\$2,600
10	152379	Relocate Fence	LF	1767	\$30	\$53,010
11(F)	190101	Roadway excavation	CY	1533	\$100	\$153,333
12(F)	250201	Class 2 Aggregate Base	CY	641	\$95	\$60,870
13	390133	Hot Mix Asphalt (Type B)	TON	692	\$120	\$83,040
14	394090	Place hot mix asphalt (miscellaneous area)	SQYD	15	\$100	\$1,500
15	731504	Minor Concrete (Curb & Gutter)	LF	2400	\$25	\$60,000
16	731521	Minor Concrete (Sidewalk)	SQFT	16200	\$8	\$129,600
17	731623	Minor Concrete (Ramp)	EA	12	\$4,000	\$48,000
18	731516	Minor Concrete (Driveway)	SF	6300	\$15	\$94,500
19	840519	Thermoplastic Pavement Marking (White)	SF	160	\$10	\$1,600
20	152469	Adjust Utility Cover to Grade	EA	3	\$800	\$2,400
21	568023	Install Roadside Sign	EA	13	\$500	\$6,500
22		Remove Tree	EA	3	\$1,000	\$3,000
23		Minor Concrete (Continuous Gutter)	LF	84	\$50	\$4,200
24		Relocate Mailbox	EA	5	\$500	\$2,500
25		Relocate Private Sign	EA	2	\$5,000	\$10,000
					Sub-Total:	\$932,254
					*Contingency:	\$93,225
					TOTAL:	\$1,025,479

* Up to 10% Contingency may be included in Engineer's Estimate

(F) = Final Pay Item

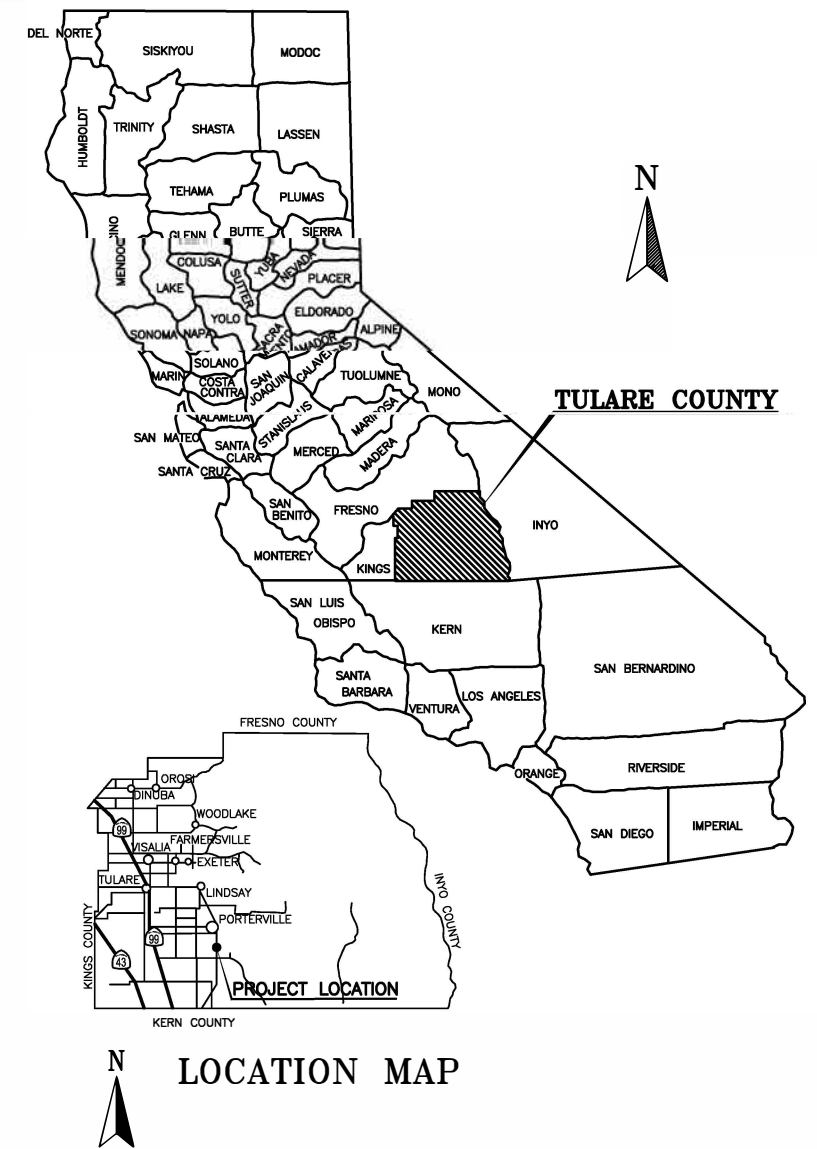
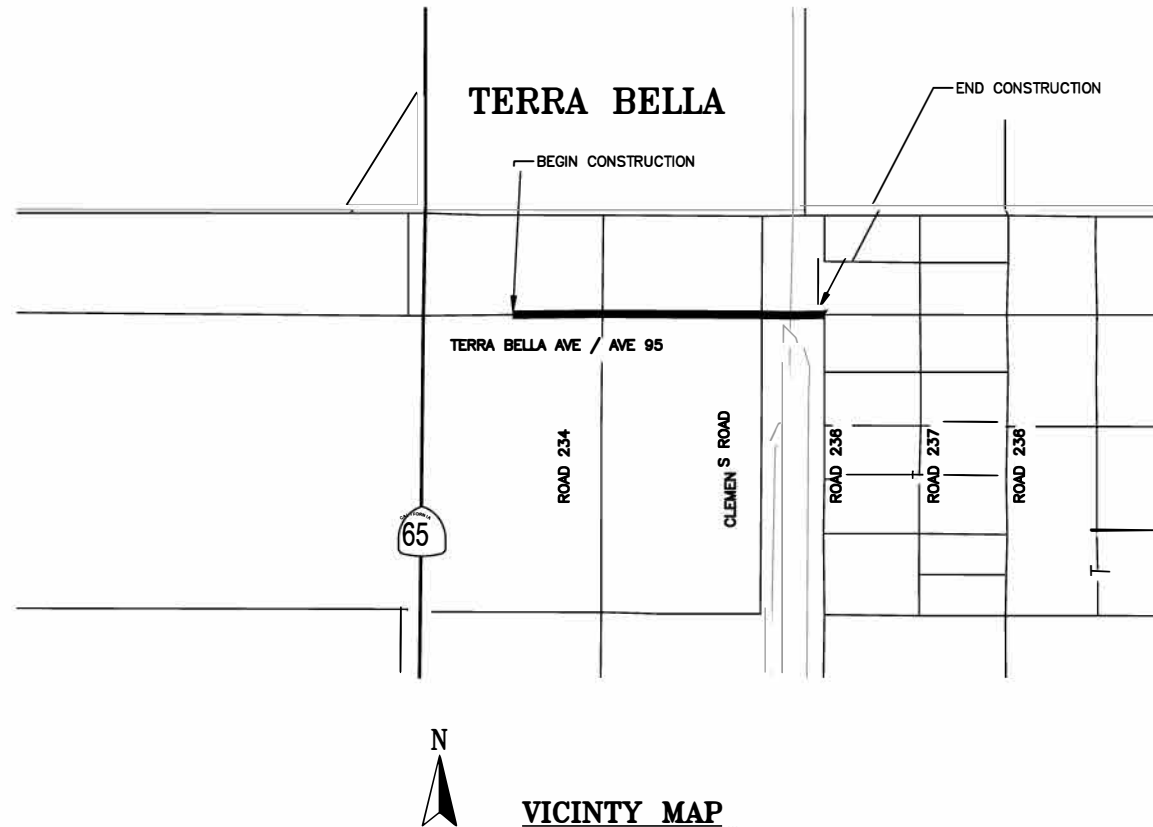
* Up to 10% Contingency may be included in Engineer's Estimate

(F) = Final Pay Item

Non-Construction Related Cost						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
33	-	Environmental Clearance	% of CON	5%	\$932,253.70	\$46,612.69
34	-	Preliminary Engineering (PE)	% of CON	10%	\$932,253.70	\$93,225.37
35	-	Construction Engineering (CE)	% of CON	15%	\$932,253.70	\$139,838.06
36	-	Utility Pole Relocations	EA	3	\$25,000.00	\$75,000.00
Total:						\$354,676.11

Total Construction & Non-Construction Items					\$1,380,155.19
--	--	--	--	--	-----------------------

Appendix F – 30% Design Plans



Know what's **below.**
Call before you dig.
 Contractor shall call
 Underground Service Alert at
 811 two working days prior
 to excavation

**30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION**

[illegible]

RESOURCE MANAGEMENT AGENCY
561 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559)624-7000
WWW.TULARECOUNTY.CA.GOV/RMA



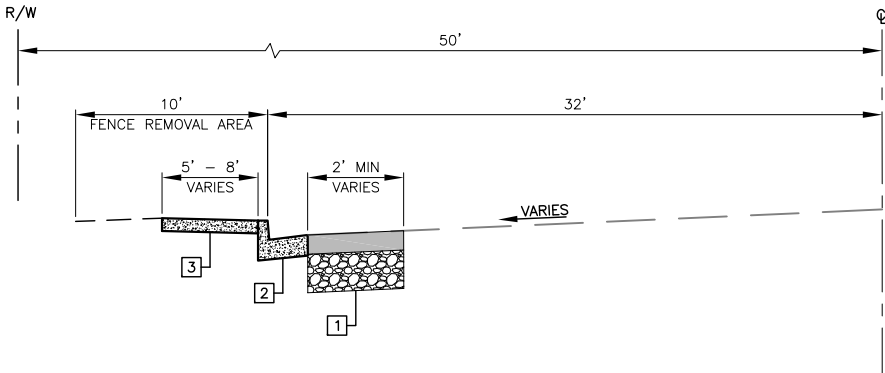
COMPLETE STREETS PHASE II
TERRA BELLA
TULARE COUNTY

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DESIGNED	PAO
DRAWN	JDF
CHECKED	PAO
DATE	16015-1T001.DWG
	11-15-2016
SHEET No.	

T1

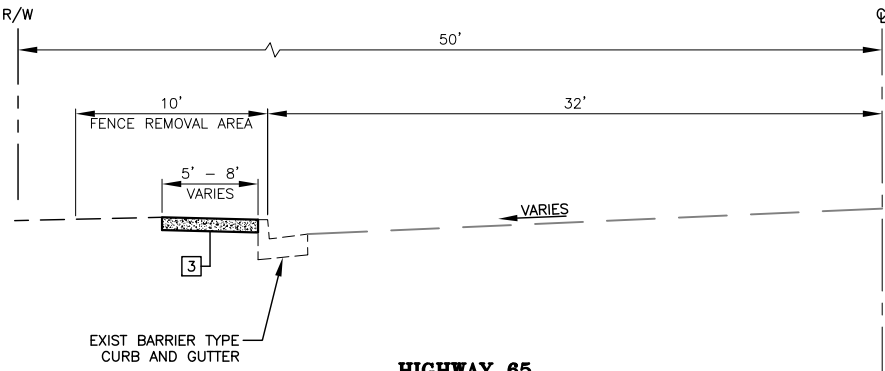
1 OF 4

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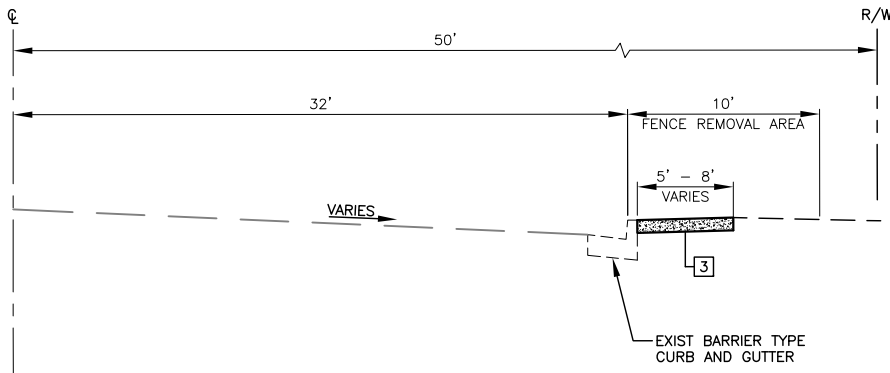
HIGHWAY 65

STA 7+76.27 TO STA 7+96.27	STA 17+19.64 TO STA 17+41.64
STA 8+46.44 TO STA 8+62.44	STA 17+93.05 TO STA 18+09.05
STA 9+42.41 TO STA 10+48.47	STA 18+44.41 TO STA 19+69.34
STA 10+82.01 TO STA 10+98.01	STA 20+12.95 TO STA 20+27.95
STA 11+12.58 TO STA 11+36.58	STA 20+38.73 TO STA 20+56.73
STA 11+56.41 TO STA 11+80.41	STA 21+41.48 TO STA 23+52.53
STA 12+15.93 TO STA 12+35.93	STA 24+32.54 TO STA 26+11.98
STA 14+76.40 TO STA 15+07.40	STA 26+80.61 TO STA 27+17.61
STA 15+32.83 TO STA 15+54.83	
STA 16+17.00 TO STA 16+35.00	



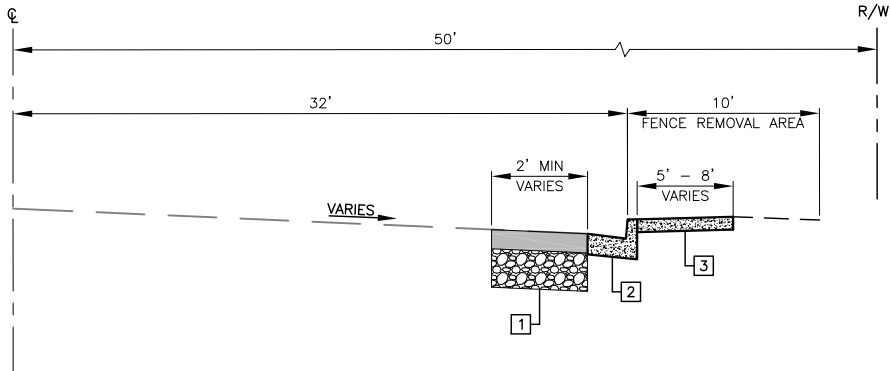
HIGHWAY 65

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STA 8+62.44 TO STA 9+42.41	STA 17+41.64 TO STA 17+93.05
STA 10+48.47 TO STA 10+82.01	STA 18+09.05 TO STA 18+44.41
STA 10+98.01 TO STA 11+12.58	STA 19+69.34 TO STA 20+12.95
STA 11+36.58 TO STA 11+56.41	STA 20+27.95 TO STA 20+38.73
STA 11+80.41 TO STA 12+15.93	STA 20+56.73 TO STA 21+41.48
STA 12+35.93 TO STA 12+80.73	STA 26+11.98 TO STA 26+80.61
STA 13+60.75 TO STA 14+76.40	STA 27+17.61 TO STA 27+82.28
STA 15+07.40 TO STA 15+32.83	



HIGHWAY 65

STA 8+03.39 TO STA 9+49.39
STA 13+60.18 TO STA 14+34.95
STA 14+50.95 TO STA 14+83.03
STA 15+45.17 TO STA 15+87.24
STA 16+10.24 TO STA 16+45.83
STA 16+69.83 TO STA 16+87.94
STA 17+95.45 TO STA 18+44.16
STA 22+69.69 TO STA 23+51.77



HIGHWAY 65

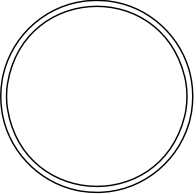
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STA 9+49.39 TO STA 12+80.19
STA 14+34.95 TO STA 14+50.95
STA 14+83.03 TO STA 15+45.17
STA 15+87.24 TO STA 16+10.24
STA 16+45.83 TO STA 16+69.83
STA 16+87.94 TO STA 17+95.45
STA 18+44.16 TO STA 22+69.69
STA 24+31.78 TO STA 27+81.60

- NOTES:
- FOR EXACT LOCATIONS OF CURB AND GUTTER, CURB, AND SIDEWALK, SEE PLAN SHEETS.
 - ALL MAILBOXES, FENCES, TREES, SIGNS, STRUCTURES, OR OBSTRUCTIONS IN THE PROPOSED SIDEWALK AREA, EITHER EXISTING OR PROPOSED MUST CONFORM TO CURRENT ADA REQUIREMENTS FOR CLEARANCE AND OTHER STATUTES FOR WHEELCHAIR ACCESSIBILITY.
 - ALL EXISTING STRUCTURES, OBJECTS, OR FENCES IN THE CONSTRUCTION AREA OR R/W SHALL BE RELOCATED OR REMOVED UPON CONSULTING THE RESIDENT ENGINEER (RE) OR PROPERTY OWNER. POINT OF REMOVAL OF EXISTING CONCRETE STRUCTURES SHALL BE A CLEAN CUT OR SEPARATION BY SAW-CUT AND DETERMINED BY THE RE.
 - KNOWN UNDERGROUND UTILITIES ARE SHOWN AS APPROXIMATE IN LOCATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND VERIFY ALL UNDERGROUND UTILITIES IN THE CONSTRUCTION AREA BY EITHER CONTACTING USA OR THE UTILITY OWNER.
 - BACK OF WALK GRADING SHALL MATCH EXISTING GROUND AT 10% MAXIMUM SLOPE WITH NATIVE MATERIAL, DG, ASPHALT, CONCRETE OR PRE-EXISTING MATERIAL SUCH THAT A SMOOTH TRANSITION IS PROVIDED. PAYMENT FOR BACK OF WALK GRADING IS INCLUDED IN THE PAYMENT FOR ROADWAY EXCAVATION.
 - PAVING OR PAVE-OUT FROM PROPOSED TO EXISTING ROAD SHALL NOT EXCEED 15% FOR TRANSITION SLOPE OR PER ACCEPTANCE BY THE RE. ALL PAVING TO MATCH EXISTING SHALL HAVE A CLEAN CUT EDGE OR SAW-CUT AND SPRAYED WITH ASPHALT BINDER.

TYPICAL STRUCTURAL SECTIONS

- 20-YEAR DESIGN
0.5' AC (TYPE B)
1' AB (CLASS II)
- BARRIER TYPE CURB AND GUTTER,
- CONCRETE SIDEWALK, 4" THICK TYPICAL

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION



REVISIONS

No.	DESCRIPTION	DATE	BY

COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559)624-7000
WWW.TULARECOUNTY.CA.GOV/RMA

TYPICAL CROSS SECTIONS
COMPLETE STREETS PHASE III
TERRA BELLA
TULARE COUNTY

SCALE	N.T.S.
DIVISION	DESIGN
JOB NO.	16015-1
DESIGNED	PAO
DRAWN	JDF
CHECKED	PAO
FILE	16015-1X001.DWG
DATE	11-15-2016
SHEET No.	X1

2 OF 4

MAPROJECTS\16015-1\16015-1X001.DWG 12/8/2016 1:25 AM

CONSTRUCTION NOTES (SHEETS L1 & L2):

- 1 MINOR CONCRETE (CURB & GUTTER)
- 2 MINOR CONCRETE (SIDEWALK) WIDTH PER PLAN
- 3 MINOR CONCRETE (RAMP) CASE C
- 4 MINOR CONCRETE (RAMP) CASE F
- 5 MINOR CONCRETE (CONTINUOUS GUTTER CURB RETURN)
- 6 MINOR CONCRETE (DRIVEWAY)
- 7 MISCELLANEOUS AC RAMP
- 8 ADJUST UTILITY TO GRADE
- 9 RELOCATE CHAIN LINK FENCE
- 10 RELOCATE WOOD FENCE

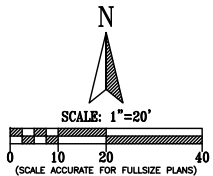
- 11 RELOCATE WROUGHT IRON FENCE
- 12 REMOVE TREE
- 13 RELOCATE UTILITY POLES (BY OTHERS)
- 14 RELOCATE PRIVATE SIGN

LEGEND

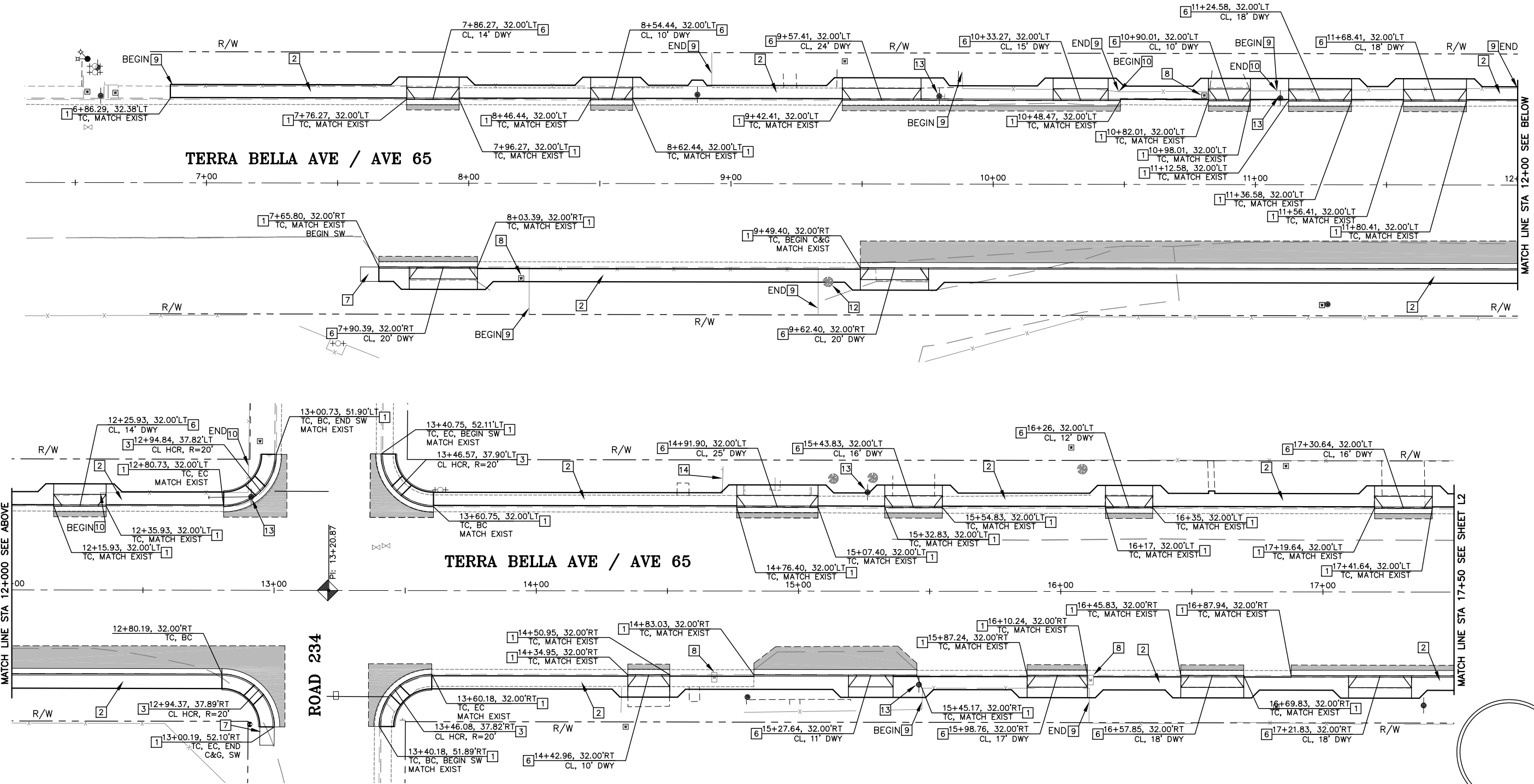
- PROPOSED STRUCTURAL SECTION
- EXIST FENCE
- EXIST MANHOLE
- EXIST ELECTRICAL POLE
- EXIST TREE
- EXIST FIRE HYDRANT
- EXIST WATER METER
- EXIST WATER VALVE
- EXIST SIGN
- EXIST MAILBOX
- MONUMENT

GENERAL NOTES:

- GRIND AREAS SHOWN ARE APPROXIMATE, EXACT GRIND & REPLACE AREAS SHALL BE MARKED BY ENGINEER.
- SAWCUT BOUNDARIES ARE APPROXIMATED FOR THE CONSTRUCTION LIMITS AND SHALL BE DEFINED IN THE FIELD BY THE ENGINEER.



30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION



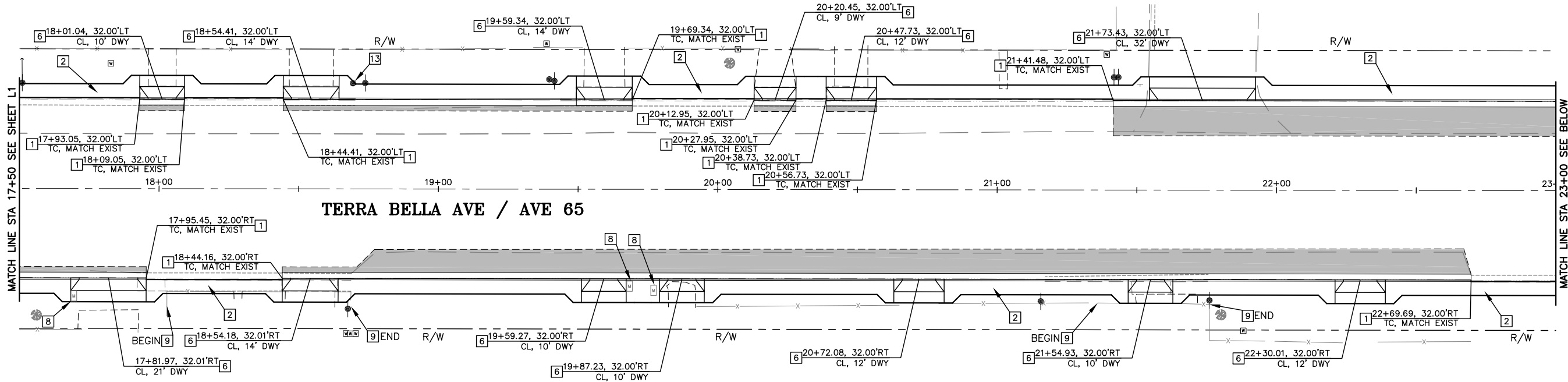
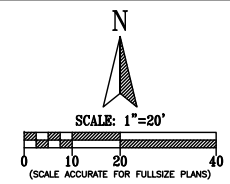
REVISIONS	
DATE	BY

COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY
5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559)624-7000
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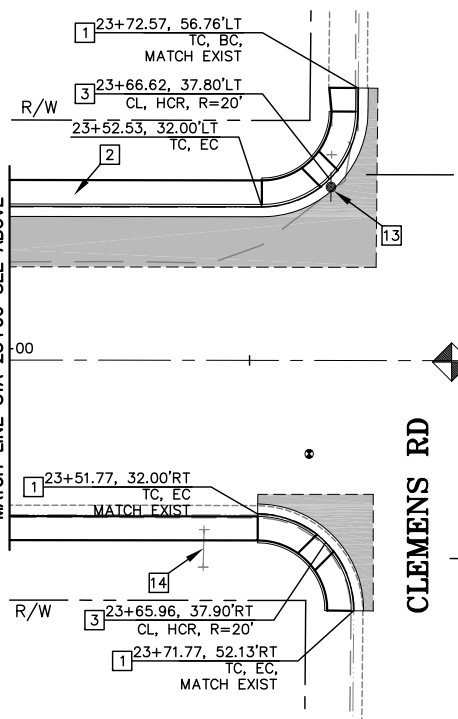


LAYOUT SHEET
COMPLETE STREETS PHASE III
TERRA BELLA
TULARE COUNTY

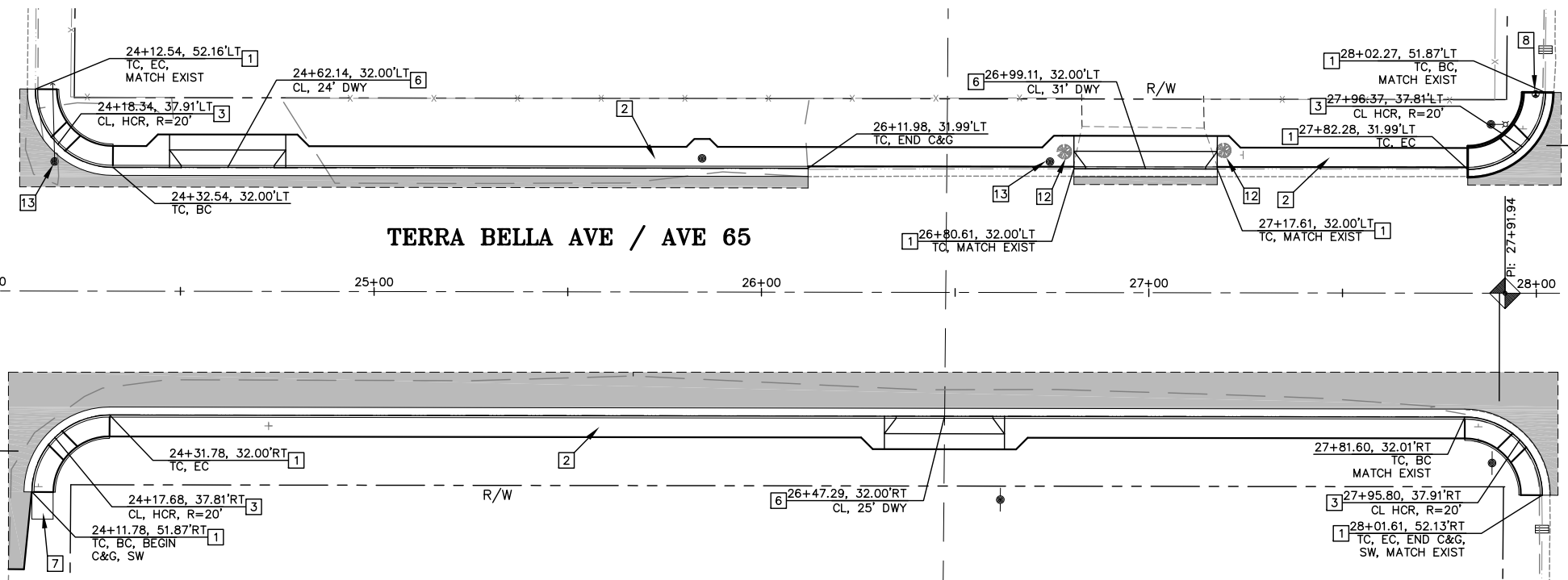
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JOB NO.	16015-1
DESIGNED	PAO
DRAWN	JOF
CHECKED	PAO
FILE	16015-1L001.DWG
DATE	11-15-2016
SHEET No.	



TERRA BELLA AVE / AVE 65



CLEMENS RD



TERRA BELLA AVE / AVE 65

RD 236

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REVISIONS	
DATE	BY

COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559)624-7000
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LAYOUT SHEET

COMPLETE STREETS PHASE III

TERRA BELLA

TULARE COUNTY

SCALE	1"=20'
DIVISION	DESIGN
JOB NO.	16015-1
DESIGNED	PAO
DRAWN	JDF
CHECKED	PAO
FILE	16015-11001.DWG
DATE	11-15-2016
SHEET No.	

L2

4 OF 4

Appendix G – Complete Streets Outreach

Planning Meeting Summary

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 the local middle school, Carl Smith Middle School, located at 9121 Road 240 in Terra Bella.

Publicity for meeting times and locations generally consisted of local newsletter informational items, citizens distributing fliers, handing out bi-lingual fliers to school children to be given to the student's parents (or guardians), posting fliers at local community businesses, local school board meeting agendas, non-profit agency assistance, email and other forms of communication.

Terra Bella Public Meetings

- January 15, 2015
- March 12, 2015
- August 13, 2015

Community feedback was gathered and incorporated into the design of the Complete Street plans and the Community Plan update. 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.





The Tulare County Resource Management Agency will be hosting a
**Terra Bella Community Plan Update and
Complete Streets Workshop** on
*Thursday, January 15, 2015, at 6:30p.m. at the
Terra Bella School Cafeteria
9121 Road 240
Terra Bella, CA*

We will be discussing updating the existing Terra Bella Community Plan which will include proposed Land Use, Zoning, and Circulation changes in the area. Our discussion will also include a new Complete Streets Program. We will be discussing proposed new changes in the area and are asking for community input on these important Community projects. This is the start of a series of meetings we will have with the community.

For more information call: Kyria at 559-624-7154



El condado de Tulare va dar una **Presentación Informativa de
Planificación y Ingeniería** para la comunidad de Terra Bella el día
*Jueves 15 de enero a las
6:30 p.m.* en la

**Cafeteria de la escuela de Terra Bella
9121 Road 240
Terra Bella, CA**

Por favor venga y únase a nosotros para un seguimiento de la presentación de Comunidades Saludables y discusión de usos de la tierra. Vamos a discutir propuestas de nuevos cambios en el área y pedir opiniones de la comunidad. Esta es parte de una serie de reuniones que el condado esta haciendo.

Si quiere mas informacion llame a: Kyria -559-624-7154



TERRA BELLA UNION SCHOOL DISTRICT
BOARD OF TRUSTEES' MEETING
AGENDA

Thursday, January 15, 2015
6:10 P.M. Open Session
6:15 P.M. Closed Session
6:35 P.M. Open Session

CAFETERIA
Carl Smith Middle School

-
- O. CALL TO ORDER: Time: _____
1. PLEDGE OF ALLEGIANCE: Led by: _____
2. ROLL CALL: Arrive: Depart: Absent:
- | | | | | |
|-----------|--------------------|-------|-------|-------|
| Chairman | Suzanne Lujan | _____ | _____ | _____ |
| Clerk | Anthony Giannetto | _____ | _____ | _____ |
| Trustee | Juan Figueroa, Jr. | _____ | _____ | _____ |
| Trustee | Vicki Jagers | _____ | _____ | _____ |
| Trustee | Mariana Lopez | _____ | _____ | _____ |
| Secretary | Frank H. Betry | _____ | _____ | _____ |
3. CONVENE INTO CLOSED SESSION AT 6:15 P.M.
- 3.1 PERSONNEL (Gov. Code, 54957) It is the intention of the Board to meet in Closed Session to: discuss employment for the 14-15 school year.
- 3.2 CONFERENCE WITHY LABOR NEGOTIATOR (Gov. Code 54957.6) It is the intention of the Board to meet in Closed Session to Review its position with the District's bargaining units and to instruct its Labor Negotiator, Frank Betry.
- 3.3 Reconvene into OPEN SESSION at: _____ P.M.
- 3.4 Pledge of Allegiance with Audience Led by: _____
4. Introduction of Visitors:
5. APPROVAL OF MINUTES: Regular Meeting held on December 11, 2014.
6. HEARING OF THE PUBLIC AND ADA ACCOMMODATIONS REQUIREMENTS:
- 6.1 Members of the public that wish to address the Board about an agenda item will be allowed five (5) minutes each at this time or prior to the Board's vote during the actual item. Members of the public may also bring before the Board matters that are not on the agenda. The Board will take no action on such items, but may place them on future agendas for discussion or action.
- 6.2 Persons who are in need of a disability-related modification or accommodation in order to participate in the board meeting may make a request for accommodation to District Superintendent, Frank H. Betry, or designee, at the Terra Bella Union Elementary School District Office, 9121 Road 240, Terra Bella, CA 93270, Telephone (559) 535-4451. Such a request may be made in writing, in person, or by telephone. A request for 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 request should be made as soon as possible and no later than 2 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 American with Disabilities Act.
- 6.3 Notice: If documents are distributed to board members concerning an agenda item within 72 hours of a regular Board Meeting, at the same time the documents will be available for public inspection at the Terra Bella Union Elementary School District Office located at 9121 Road 240, Terra Bella, CA 93270.



Complete Streets/Community Plan Meeting Sign in Sheet

01/15/2015

	Name	Mailing Address	Email	Phone #	Add to mailing list?
1					y/N
2	Angela Hernandez				y/N
3	Maria Mayado				y/N
4	Maria Luisa Cazares				y/N
5	Yvonne Valdez				y/N
6	Norma Moreno				y/N
7	Esmeralda Tapia				y/N
8	Angelica Hernandez				y/N
9	Janet Martinez				y/N
10	Edith Lopez				y/N
11	Marciana Ramos				y/N
12	Kynthia Flores				y/N
13	Eric Gayne				y/N
14	Aaron Bock				y/N
15	Sup. Mike Ennis				y/N

Thursday, January 15, 2015
Carl F. Smith Middle School Cafeteria
23825 Avenue 92
Terra Bella, CA 93270

The Tulare County Planning team and Supervisor Mike Ennis held two meetings on Jan 15 to kick off the Terra Bella Community Plan update process. This is a summary of issues raised at a business community meeting held with Setton Pistachio officials and a separate public presentation given this same evening at the Terra Bella School Board meeting.

Issues raised by business community:

Tax and/or recording issue for property swap between Setton Pistachio and Porterville Citrus:

We are trying to facilitate a land swap for a couple of very important industrial customers: Setton Pistachio and Porterville Citrus.

Basically, these folks want to swap two adjacent parcels of vacant land to facilitate both companies' business interests.

Once Setton completes this exchange, Setton intends to double the size of the Setton Park that they built for the community along one long linear strip. Porterville Citrus will then develop their two parcels, which will now be lined up in one long contiguous M-1 zoned parcel.

This has been hung up for some time. Rita Woodard is working with Roland Hill on this right now.

Road closure and road extension:

After the land swap is complete, Setton and Porterville Citrus want to vacate the county road between their existing businesses and the newly aligned Porterville Citrus properties. They will be the principal parties affected by this closure (in a positive way).

Then, as part of this action, they request that we extend Ave. 95 through to allow commercial truck traffic to be re-routed away from the urban center of Terra Bella and away from the areas most frequented by kids and pedestrians.

Locals have also requested a road sign be installed at Ave. 95 and Road 234. (Sign ordered and scheduled for installation)

Abatement of condemned commercial building in downtown area.

This boarded up substandard unused Commercial building located west of Setton Processing Plant. It is currently boarded up.

We were notified of a collapsing eave about a year ago and we subsequently closed the sidewalk and attempted to remove the eave that overhangs this sidewalk because of health and safety concerns. School Board members have been complaining to the county for more than a year that they are worried about roof tiles falling on kids or people walking by this building.

The current owner is not opposing demolition, rather the owner can not afford a full demolition, which could cause as much as \$60-\$80K.



The barrier to just pulling down the eave is the Air Board's concern and requirement for an asbestos assessment. Dennis Lehman has spoken to the property owner's attorney Brodersen. They appear to have performed an asbestos assessment and the county is attempting to obtain a copy.

When the County launched its substandard building abatement program last year, they chose to also focus on one "big" project - demo of Tagus Ranch, which cost more than abating almost a dozen other properties. Given budget, RMA would like to create a secondary abatement program that focuses on at least one massive or large scale abatement project each year. RMA Code Enforcement unanimously recommends that if this becomes fiscally possible, they would like to focus on removal of this building in Terra Bella, primarily for health and safety reasons and secondary for blight. There is also a compelling economic development strategy to do so.

We discussed internally, and county workers are not comfortable removing the eyebrow or eave of this building and thus want to contract out removal, with the associated costs being levied against the tax bill for this property.

We currently have placed A frames up, caution signs and caution tap to prevent people from walking along the building front and under the eave.

During the Terra Bella school board meeting held Thursday 1/15 the board members specifically cited health the health concerns for children related to this building.

Abandoned Labor Camp located adjacent to Setton Pistachio plant:

Setton Pistachios raised health and safety concerns about this building's infestation with rats and the dilapidated building conditions. Setton reports the back side of the abandoned labor camp - viewable from inside the Setton Property - most of the roof structure is missing and has been patched with metal signs. Setton reports they have seen people who are living there. Next week we will have an inspector to confirm any occupancy, if any. In addition, to what appears to be an unsafe roof structure or and if anyone living their Setton expressed their concern of rats coming into their property from the labor camp.

Recommended actions:

Code enforcement will reinspect the abandon labor camp.

Visit the condemned commercial building to address any changes/verify sidewalk barriers still in place.

Code enforcement would like to create a special budget for the demolition of the condemned abandoned commercial building for FY 15/16, if funding is available. This would be an addition to any continued funding for substandard demos.

County staff in attendance: Aaron Bock, Kyria Fierros, Eric, Coyne, Supervisor Mike Ennis and Dave Bryant.

Participants included adults, children, Terra Bella school officials, County Planners, and County Staff.

It was presented bilingual.

The meeting was held in the Terra Bella , 23825 Avenue 92.

The meeting started at 7:00p.m. and ended at 7:30p.m.

We concluded the meeting by telling the community we would host another meeting at their community parent meeting. Frank Betry was going to let us know the dates.







The Tulare County Resource Management Agency will be hosting a
**Terra Bella Community Plan Update and
Complete Streets Workshop** on
Thursday, March 12, 2015, at 6:30p.m. at the
Terra Bella School Cafeteria
9121 Road 240
Terra Bella, CA

We will be discussing updating the existing Terra Bella Community Plan which will include proposed Land Use, Zoning, and Circulation changes in the area. Our discussion will also include a new Complete Streets Program. We will be discussing proposed new changes in the area and are asking for community input on these important Community projects. This is a series of meetings we will have with the community.

For more information call: Kyria at 559-624-7154



El condado de Tulare va dar una **Presentación Informativa de
Planificación y Ingeniería** para la comunidad de Terra Bella el día
Marzo 12 a las
6:30 p.m. en la
Cafeteria de la escuela de Terra Bella
9121 Road 240
Terra Bella, CA

Por favor venga y únase a nosotros para un seguimiento de la presentación de Comunidades Saludables y discusión de usos de la tierra. Vamos a discutir propuestas de nuevos cambios en el área y pedir opiniones de la comunidad. Esta es parte de una serie de reuniones que el condado esta haciendo.

Si quiere mas informacion llame a: Kyria -559-624-7154