

West Goshen

Complete Streets Plan



Prepared By:

**Tulare County Resource
Management Agency**

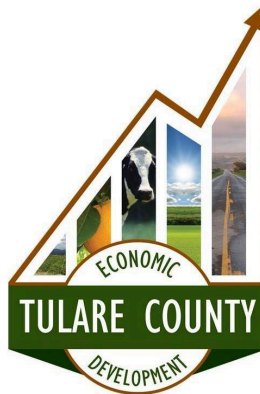
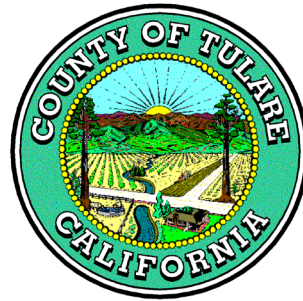
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Tulare County Resource Management Agency
Economic Development and Planning Branch
5961 S Mooney Boulevard
Visalia, CA 93277-9394
(559) 624-7000

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Chuck Przybylski, Planner IV
Jose Saenz, Planner II
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Johnson Vang, Engineer III
Eliza Gonzalez, Administrative Aide

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TABLE OF CONTENTS

West Goshen Complete Streets.....	3
INTRODUCTION.....	9
Complete Streets Vision	9
Complete Street Framework.....	9
Complete Streets Definition	10
Complete Streets Attributes.....	10
Report Outcomes	10
Conclusions and Future Funding Opportunities	11
IMPLEMENTATION	12
Selection of Communities	12
COMPLETE STREET POLICIES.....	12
Complete Street Goals	12
Complete Streets Objectives.....	13
Tulare County General Plan Policies	13
Complete Street Policy Design Criteria	14
Complete Street Mobility Plan	15
Caltrans and Complete Streets	15
Bicycle Facilities.....	16
Pedestrian Facilities.....	18
Transit Facilities	18
Benefits of Complete Streets	19
Cost Benefits Analysis,	19
Community Specific Complete Street Implementation Measures.....	20
Measure R.....	20
Active Transportation Program (ATP)	20
CITIZEN FEEDBACK	20
Public Outreach Efforts	20
West Goshen Public Meetings	21
DESIGN FACILITIES	23
Improvement Standards	23
Tulare County Pavement Management System	24
PROJECTS.....	24
Complete Streets Project Plans.....	24

West Goshen Complete Streets

Complete Streets Funding Opportunities	25
Cost Estimates.....	25

FIGURES

Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads.....	23
Figure 2 - Tulare County Class 3 Four Lane Road.....	23

APPENDIX

Appendix A – Proposed Complete Streets Projects
Appendix B – Circulation Plan
Appendix C – Bicycle, Bus, and Pedestrian Plan
Appendix D – Road Maintenance Plan
Appendix E – Cost Estimates for West Goshen
Appendix F – West Goshen Submittal Plan Set
Appendix G – Complete Streets Outreach

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Introduction

Complete Streets Vision

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

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

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

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

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

Complete Street Framework

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

West Goshen Complete Streets

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

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

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

Complete Streets Definition

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

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

Complete Streets Attributes

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

Report Outcomes

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

- (i) *Addressed* congestion, climate change and oil dependence by shifting to lower-carbon modes;

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

These outcomes are achieved by the following:

- (a) *Included all users* namely, pedestrians, bicyclists, transit vehicles and users, and motorists. In drafting this report, all users were invited to comment on how the County could better serve the community. The implementation of complete streets directly shifts the emphasis to lower-carbon (using) modes of transportation. The shift from the gas using automobile to pedestrian and bicycle transport is achieved through the creation of sidewalks, improving sidewalks, and including bike lanes and/or bike routes for a wider ranger of people to use. The shift to transit is included in improving policies, programs and facilities in the operations of County’s transit systems.
- (b) *Created a comprehensive integrated and connected network* that supports “livable communities” that promote a safe interwoven fabric are provide for by the Policies Section using the transportation goals in the 2030 General Plan Circulation Element and by further defining complete streets network (see Appendix C).
- (c) *Emphasized flexibility* recognizing that all streets with these communities are different, and thus, balancing user needs. No one standard was applied to all streets and the street designs were adjusted to existing conditions, differing jurisdictions and the desires of the community.
- (d) *Considered both new and retrofit projects*, including design, planning, maintenance, and operation, for the entire right-of-way within these communities. In addition to the various sections discussed below Appendix A – D include plans that show the plans, designs, and existing and proposed maintenance plans and operations of the Complete Streets Plan.
- (e) *Used the latest and best design standards*. By using newer design standards as represented in the preliminary design plans verses the County’s Roadway Standards the County is able to provide wider sidewalks and include such amenities as traffic calming measures (bulbouts).
- (f) *Conducted extensive public outreach* to ascertain the solutions that best fit within the context of this community. This culminated in three meetings, wherein, wherein the Community provided final feedback on the preliminary designs.

Conclusions and Future Funding Opportunities

The intended effect of identifying the outcomes and reaching the conclusions in this report is that future funding opportunities will be enhanced because the Community will be supported by fully updated Community Plans. The conclusion to the report includes the Circulation Element of the Community Plan including the policies, and plans. The other conclusion to the report includes preliminary design drawings.

Specifically, the funding sources that are found in the Funding Section will be pursued actively by Tulare County to complete the work identified in the studies include, but are not limited to, the following:

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- CalTrans Sustainable Transportation Planning Sustainable Communities Grant

Implementation

Selection of Communities

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

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

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

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

Given the information provided by the residents and business owners, conceptual layouts and designs based upon the citizens concerns were presented to collect input. Based upon the community planning process, the following sections identify proposed projects for the community of West Goshen. The project proposes to install minor curb, gutter, sidewalk, and minor concrete ramps. Land uses along this corridor include agricultural and residential.

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:

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- 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.

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.

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Principle 4: Pedestrian and Bicycle Facilities

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

These principles are expressed mainly in following policies including:

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

Complete Street Policy Design Criteria

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

West Goshen Complete Streets

- determined by the County Engineer.
- A documented absence of current or future need.

Complete Street Mobility Plan

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

The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasks the Governor’s Office of Planning and Research to release guidelines for compliance with this legislation by January 1, 2014. Implementation of complete streets principles should be tailored to the individual jurisdiction and the individual roadway. The Complete Streets Program for Tulare County focuses on a network-based approach that has been tailored to the needs of the Community of West Goshen. 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

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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 West Goshen. 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)

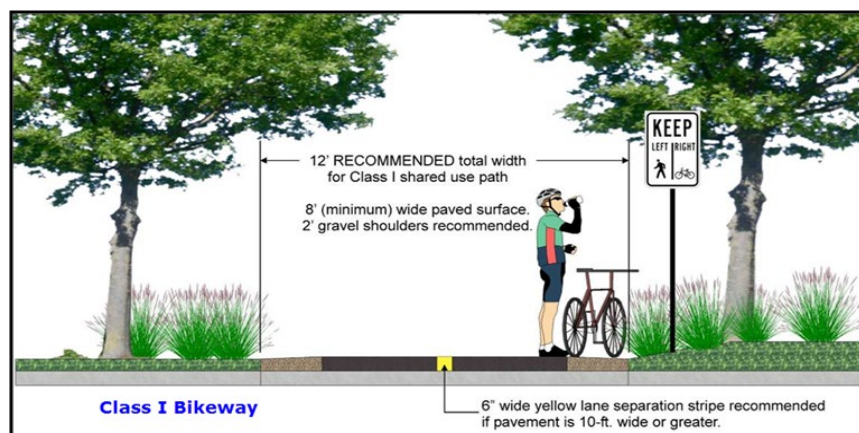
The Tulare County CAP calls for a reduction on a project (over 50 vehicles) by project basis of 6% through a mixture of measures that are spelled out in Appendix J of the CAP. Utilization of alternative means of transportation will reduce GHG emissions and will help projects and the region meet their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

Class I

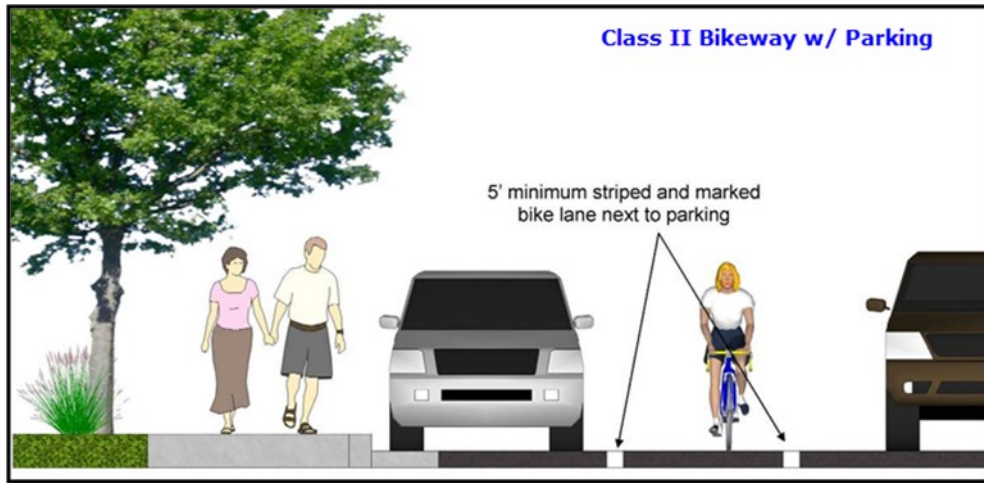
Bike path providing completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. In Tulare County, Class I facilities will primarily be implemented through TCAG. There is no existing or proposed Class I bicycle facilities in West Goshen.



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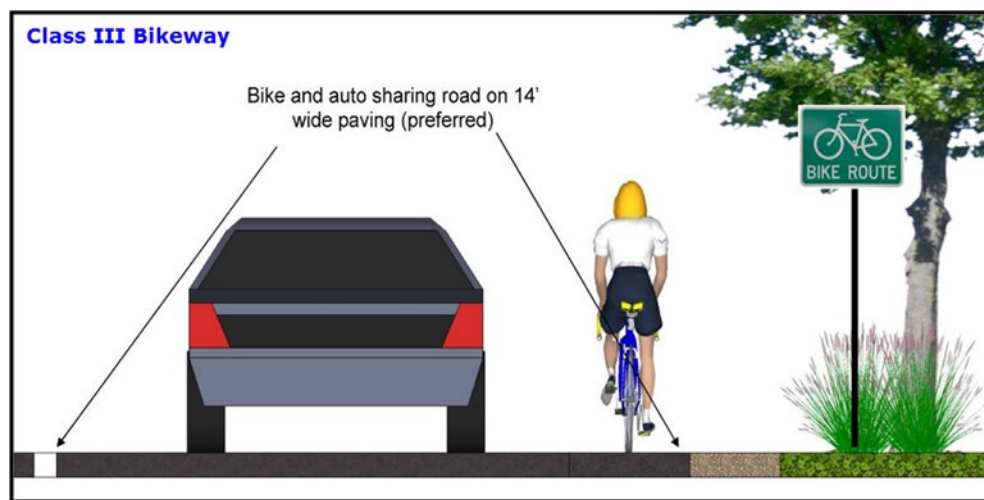
Class II

Bikeway that provides designated lanes for the use of bicycles through the use of striping on the roadway and signage designations for the facility. There is no existing or proposed Class II bicycle facilities in West Goshen.



Class III

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



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Pedestrian Facilities

Pedestrian Paths and Sidewalks

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

Multiuse Trails

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

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 West Goshen 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 West Goshen 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.

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Cost Benefits Analysis, Implementation, and Funding Mechanisms

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

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

Benefits of Complete Streets

The health benefits from walking and bicycle riding include increased overall health, and a reduction in air quality and green house emissions. According to the Caltrans accepted, Victoria Transport Policy Institute, walking has a \$.25 per mile health benefit, while the cost of Greenhouse Gas (GHG) reductions is \$23 per ton. According to the Federal Highway Administration, sidewalks reduce incidences to pedestrians over 80%.¹ According to Caltrans, the average costs of highway incidents are stated below.

Var.	Definition	Value	Unit	Source
V	Daily volume, by vehicle type (passenger vehicle, truck), period (peak, non-peak), facility (HOV, non-HOV, weaving)	#	Trips/Day	User Input
Dist	Project length (distance traveled)	#	Miles per trip	User Input
CostFatal ^{Tr}	Cost per Fatality (Transit)	\$9,800,000	\$/event	1
CostInj ^{A,Tr}	Cost per Level A Injury (Severe) (Transit)	\$466,400	\$/event	1
CostInj ^{B,Tr}	Cost per Level B Injury (Moderate) (Transit)	\$127,000	\$/event	1
CostInj ^{C,Tr}	Cost per Level C Injury (Minor) (Transit)	\$64,900	\$/event	1
CostPD ^{Transit}	Cost per Property damage (Transit)	\$2,700	\$/event	2
CostFatal ^{t,d}	Cost per Accident Fatality (Highway)	\$10,800,000	\$/accident	1
CostInj ^{t,d}	Cost per Accident Injury (Highway)	\$148,800	\$/accident	1
CostPD ^{t,d}	Cost per Accident PDO (Highway)	\$9,700	\$/accident	1
CostAVG	Average Cost per Accident (Highway)	\$185,600	\$/accident	1
FatalAcc ^{t,d}	Fatal Accident Rate	0.006	per mil veh-mi	3
InjAcc ^{t,d}	Injury Accident Rate	0.29	per mil veh-mi	3
PDAcc ^{t,d}	PDO Accident Rate	0.55	per mil veh-mi	3
NFAcc ^{t,d}	Non-Freeway Rate	1.05	per mil veh-mi	4

Source: California Department of Transportation

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

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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 public workshops or community meetings were to engage in discussions with residents and business owners regarding specific topics, e.g., transportation related improvements. This plan's recommendations grew out of ideas that community members shared with the Project Team. The community engagement for this project began during COVID-19 pandemic. As a result, feedback was collected online to protect both participants and the Project Team. Despite the challenge of pivoting to online engagement, the

West Goshen Complete Streets

community of West Goshen, Tulare was able to share their vision for how to build complete streets in West Goshen. This is the equivalent level of engagement the team would have expected during “normal” engagement activities.

Flyers noticing Zoom Workshops were mailed to the West Goshen community using the assessor property owner addresses from the community of West Goshen, Tulare. Surveys were included as part of the mailing with the flyers. Flyers and surveys were prepared in both English and Spanish. One (1) survey was received from the West Goshen Community.

Online zoom workshops were conducted in both English and Spanish, allowed registrants to participate in three activities that directly shaped the recommendations in this plan. Activities included an opportunity to give feedback on specific streets. The workshops were held every other week on the following dates:

- May 27, 2021
- June 10, 2021
- June 24, 2021

West Goshen Complete Streets Flyer

WEST GOSHEN COMPLETE STREETS

PUBLIC OUTREACH SCHEDULE INFORMATION

Be informed. Be involved. Be heard

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

MARK YOUR CALENDAR

PUBLIC MEETING SCHEDULE

Kick-off Session: Thursday, May 27th at 6:00 p.m.

Study Session 1: Thursday, June 10th at 6:00 p.m.

Study Session 2: Thursday, June 24th at 6:00 p.m.

In order to provide Tulare County Resource Management Agency to set their vision and goals, the outreach sessions will be designed as mini goal setting/strategic planning/vision sessions.

LINK FOR PARTICIPATION, KICK-OFF & STUDY SESSIONS

<https://tularecounty-ca.zoom.us/j/94460922381?pwd=K3Q5R2pHcWElcFdvc0pKcTdnVTlVOT09>

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

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

Meeting ID: 944 6092 2381

Passcode: 778218

Phone: 1 669 900 9128

WHAT ARE YOUR ROAD CONCERN?

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

OESTE GOSHEN COMPLETA CALLES

INFORMACIÓN DEL PROGRAMA DE DIVULGACIÓN PÚBLICA

Estar informado. Estar involucrado. Ser Escuchado.

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

HORARIO DE REUNIONES PÚBLICAS

Iniciación: Jueves, Mayo 27 a las 6:00 p.m.

Sesión de Estudio 1: Jueves, Junio 10 a las 6:00 p.m.

Sesión de Estudio 2: Jueves, Junio 24 a las 6:00 p.m.

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

ENLACE PARA LA PARTICIPACION, INICIO Y SESIONES DE ESTUDIO

<https://tularecounty-ca.zoom.us/j/94460922381?pwd=K3Q5R2pHcWElcFdvc0pKcTdnVTlVOT09>

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

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

Reunión ID: 944 6092 2381

Contraseña: 778218

Teléfono: 1 669 900 9128

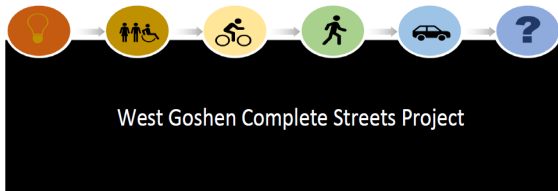
¿CUALES SON SUS PREOCUPACIONES DE CARRETERA?

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

West Goshen Complete Streets

West Goshen Complete Streets Survey

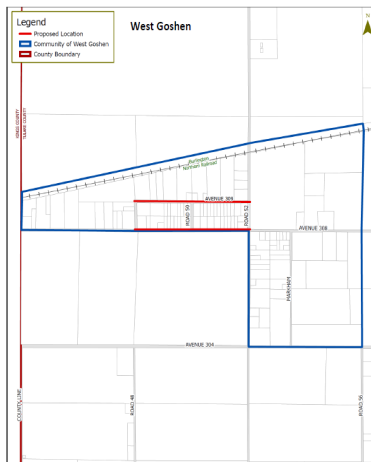
WE WANT TO KNOW WHAT YOU THINK



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

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

We also appreciate any notes you can make!



COMMUNITY VISIONING

COMPLETE STREETS PLANNING

PUBLIC MEETING

COMMUNITY INPUT NEEDED

Return to address below

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

Questions Contact

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



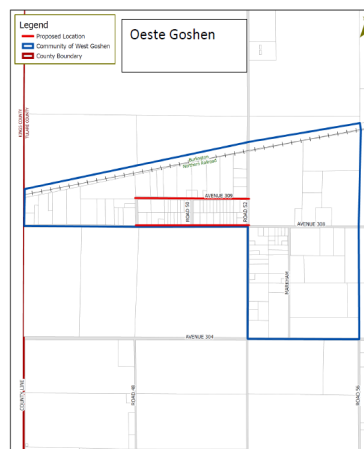
QUEREMOS SABER LO QUE PIENSA



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

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

(También apreciamos cualquier comentario que pueda hacer!)



VISIÓN COMUNITARIA

PLANIFICACIÓN COMPLETA DE LA CALLE

REUNIÓN PÚBLICA

APORTE DE COMUNIDAD

Volver a la dirección

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

Para preguntas contactar

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



West Goshen Complete Streets

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.

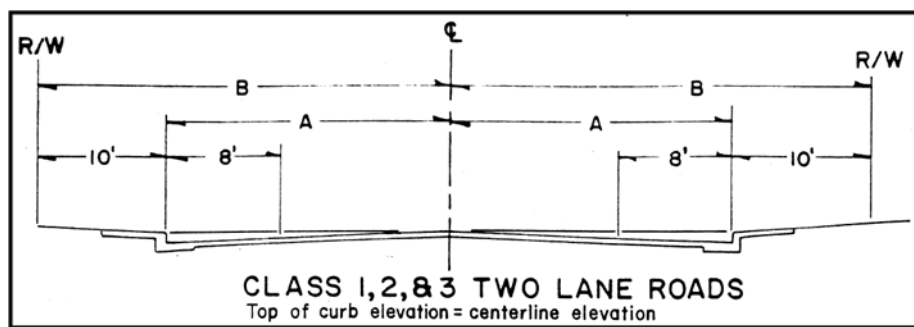


Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads

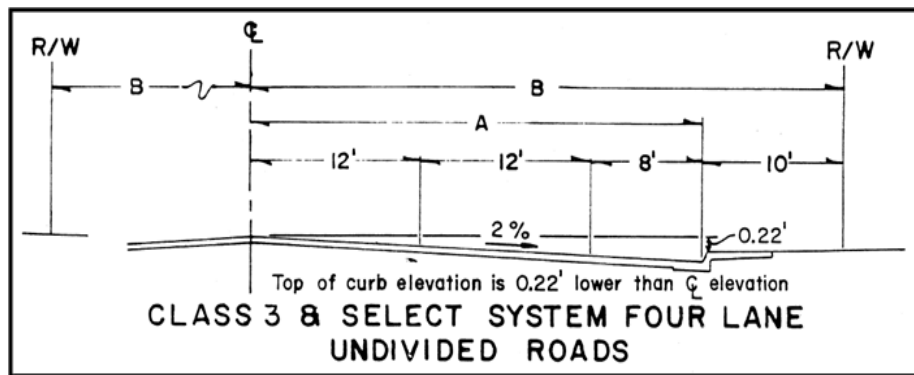


Figure 2 - Tulare County Class 3 Four-Lane Road

West Goshen Complete Streets

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 West Goshen 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.

West Goshen Complete Streets

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

- Avenue 308 between Road 48 to Road 52
- Avenue 309 between Road 48 to Road 52

Complete Streets Funding Opportunities

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

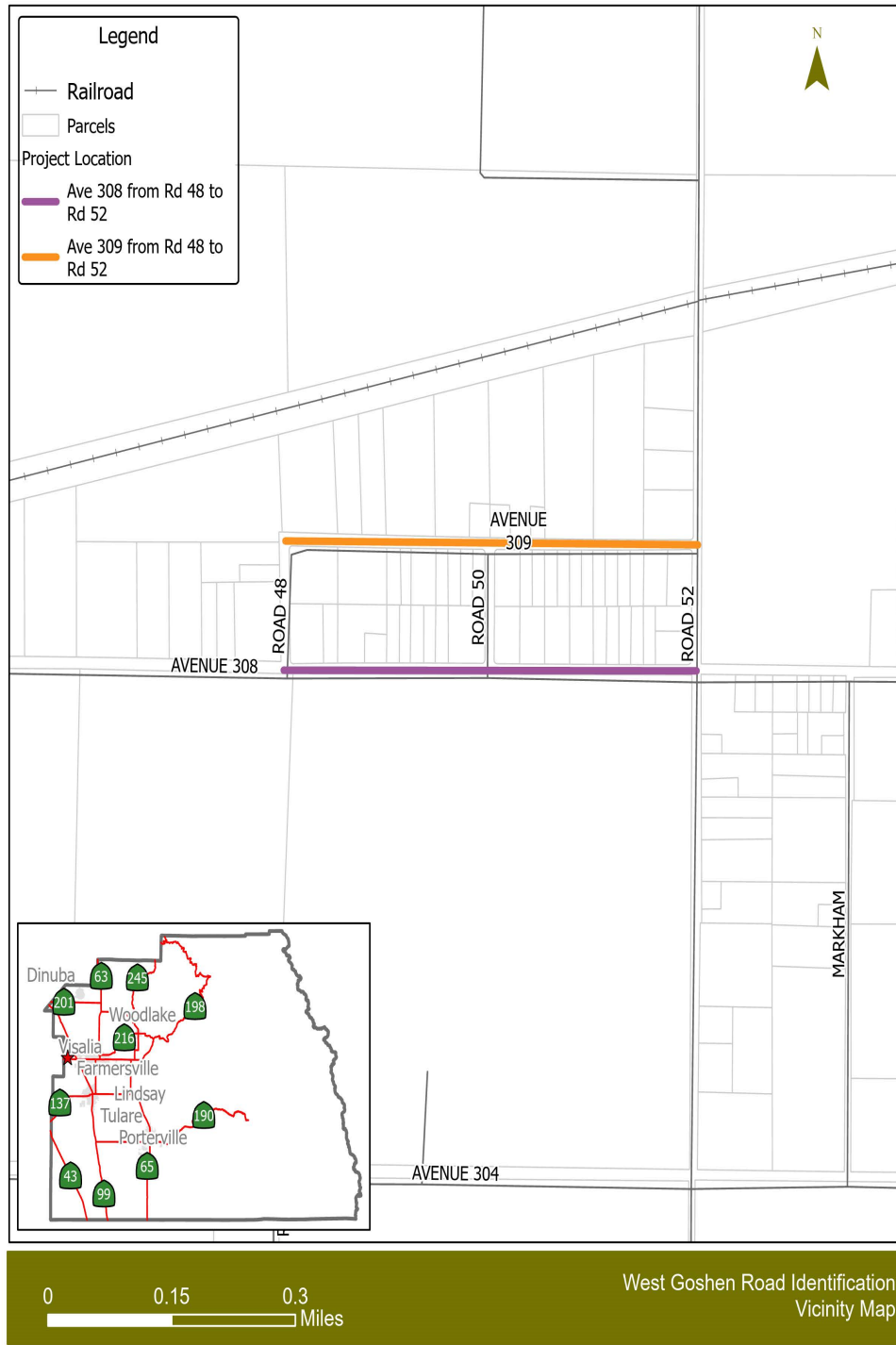
West Goshen Complete Streets

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West Goshen Complete Streets

Appendix A – Proposed Complete Streets Project

Appendix A - Proposed Complete Streets Projects

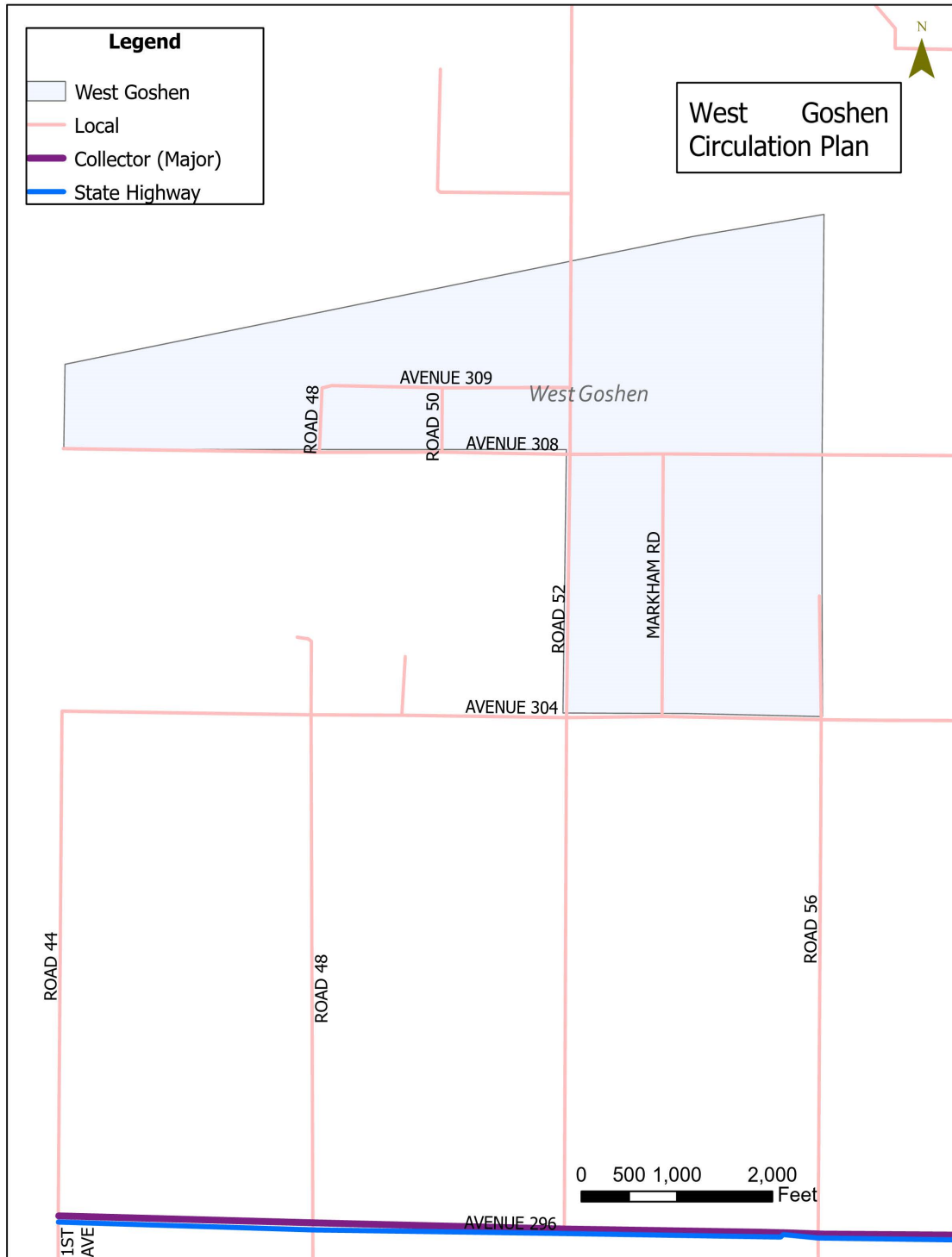


West Goshen Complete Streets

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West Goshen Complete Streets

Appendix B – Circulation Plan

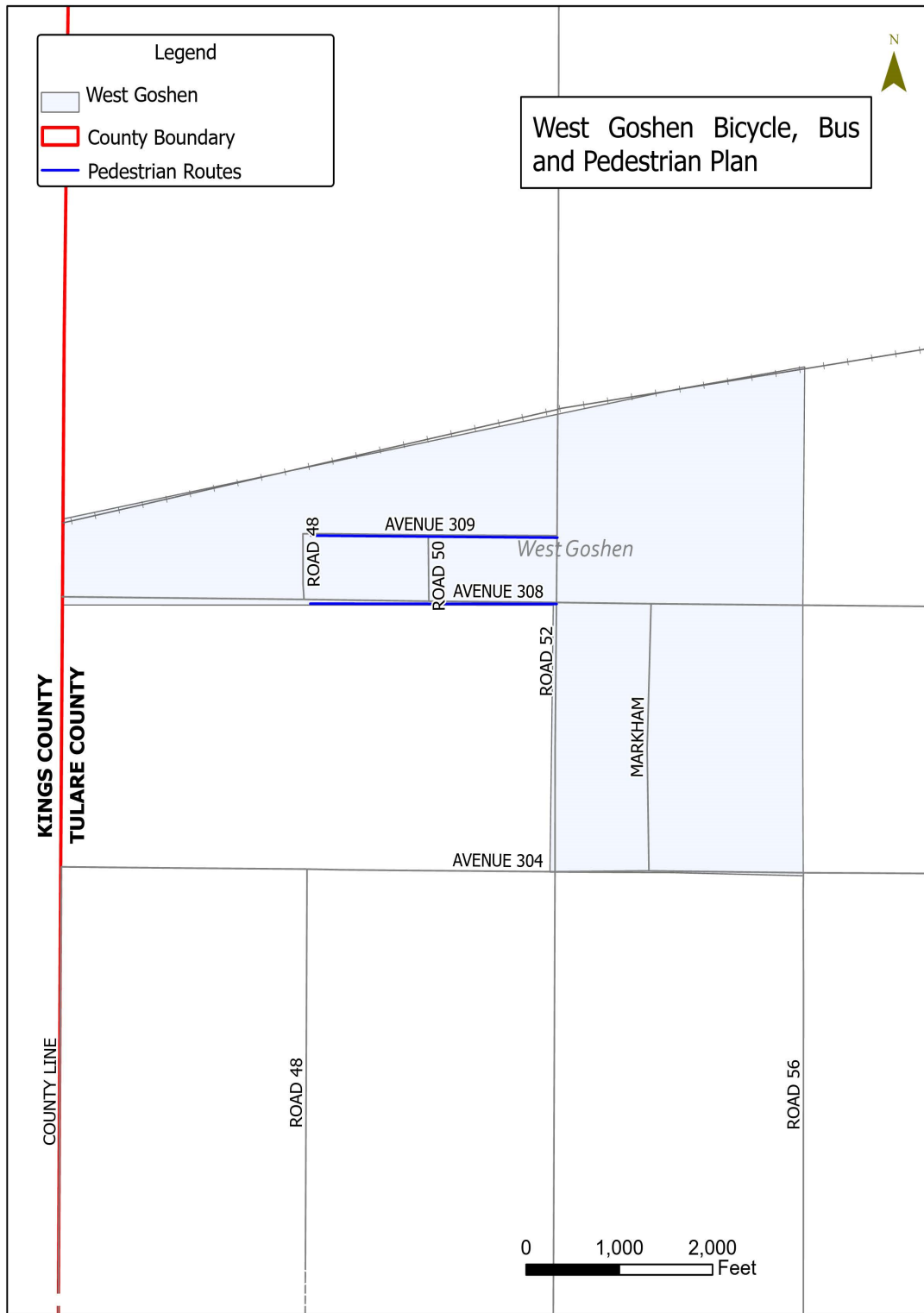


West Goshen Complete Streets

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West Goshen Complete Streets

Appendix C – Bicycle, Bus, and Pedestrian Plan

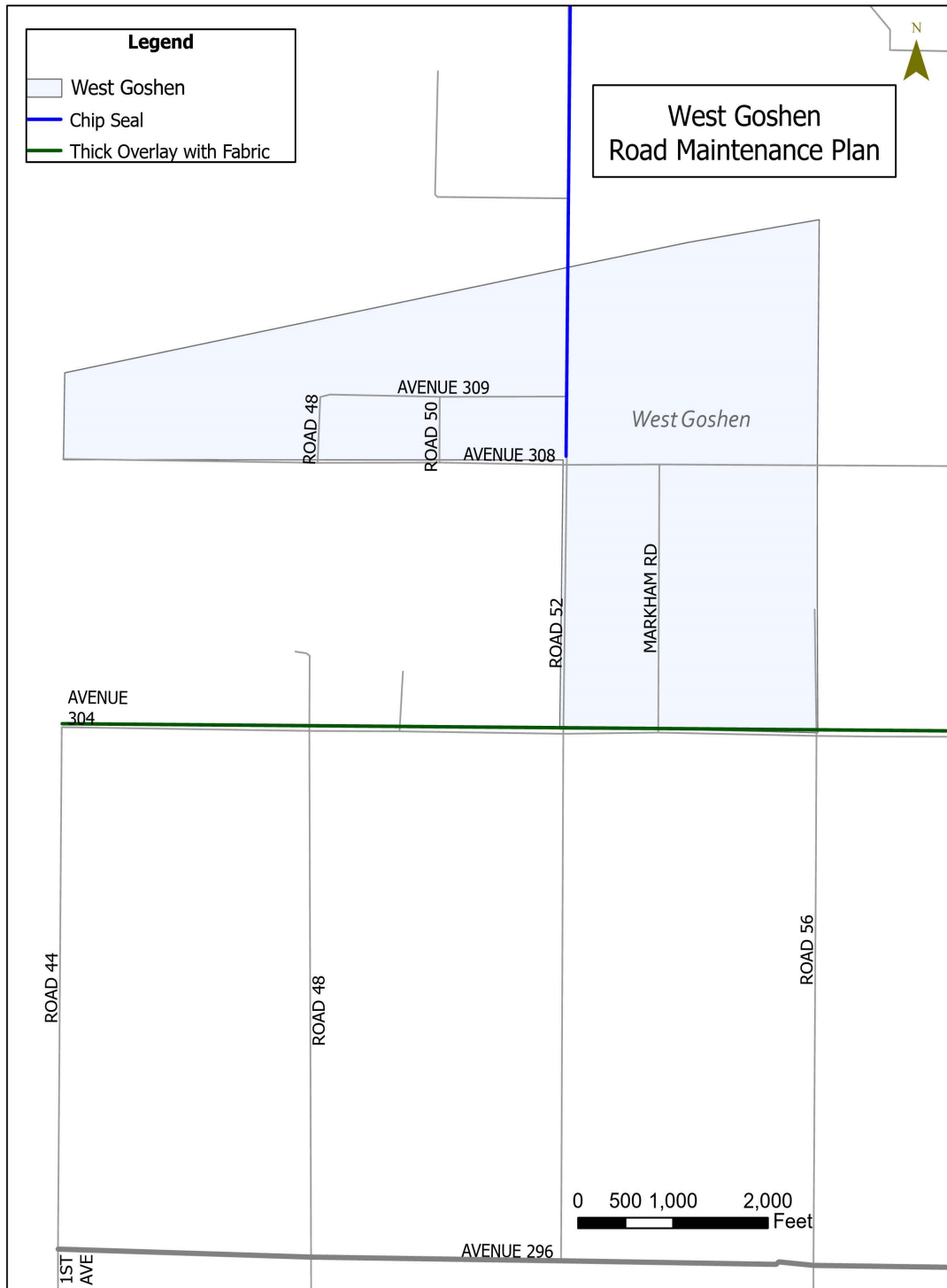


West Goshen Complete Streets

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West Goshen Complete Streets

Appendix D – Road Maintenance Plan



West Goshen Complete Streets

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West Goshen Complete Streets

Appendix E – Cost Estimate for West Goshen

Detailed Engineer's Estimate						
Agency:		Tulare County Resource Management Agency				
Project Name:		Complete Streets- West Goshen				
Project Location:		Ave 308 - Rd 48 to Rd 52 & Ave 309 - Rd 48 to Rd 52				
Date of Estimate:		November 29, 2021				
Prepared by:		Omar Padilla				
Construction Items						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
1	999990	Mobilization	LS	1	\$385,000	\$385,000
2	050126	Construction Staking	LS	1	\$75,000	\$75,000
3	120090	Construction Area Signs	LS	1	\$20,000	\$20,000
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	\$35,000	\$35,000
8	220101	Finishing Roadway	LS	1	\$20,000	\$20,000
9(F)	190101	Roadway Excavation	CY	10760	\$100	\$1,075,985
10(F)	250201	Class 2 Aggregate Base	CY	6269	\$100	\$626,863
11	390133	Hot Mix Asphalt (Type A)	TON	8164	\$120	\$979,721
12	394090	Place Hot Mix Asphalt (HMA Ramp)	SQFT	385	\$150	\$57,750
13	397005	Tack Coat	TON	0.1	\$2,000	\$200
14	398200	Cold Plane Asphalt Concrete Pavement	SQYD	155	\$2.50	\$387
15	731504	Minor Concrete (Curb & Gutter)	LF	8732	\$40	\$349,280
16	731521	Minor Concrete (Sidewalk)	SQFT	37845	\$8	\$302,760
17	731623	Minor Concrete (Ramp)	EA	11	\$5,000	\$55,000
18	731516	Minor Concrete (Driveway)	SF	12870	\$15	\$193,050
19		Signing & Striping	LS	1	\$10,000	\$10,000
20		Misc Items	LS	1	\$4,500	\$4,500
					Sub-Total:	\$4,230,496
					*Contingency:	\$423,050
					TOTAL:	\$4,653,546
(F) = Final Pay Item						
* Up to 10% Contingency may be included in Engineer's Estimate						
Non-Construction Related Cost						
Item No.	Caltrans Item code	Description	Units	Quantity	Unit Cost	Total
21	-	Environmental Clearance	% of CON	5%	\$4,230,496	\$211,525
22	-	Preliminary Engineering (PE)	% of CON	10%	\$4,230,496	\$423,050
23	-	Construction Engineering (CE)	% of CON	15%	\$4,230,496	\$634,574
24	-	R/W Acquisition	LS	1	\$12,000	\$12,000
25	-	Utility Relocations	LS	1	\$2,500	\$2,500
					Total:	\$1,283,649
Total Construction & Non-Construction Items						\$5,937,194.53

West Goshen Complete Streets

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West Goshen Complete Streets

Appendix F – West Goshen Improvement Plan

West Goshen Complete Streets

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West Goshen Complete Streets

INDEX OF SHEETS

PAGE	SHEET NO.	DESCRIPTION
1-1	T1	TITLE SHEET
2-3	X1-X2	TYPICAL CROSS SECTIONS
4-6	L1-L5	PLAN SHEET

**STATE OF CALIFORNIA
COUNTY OF TULARE**

**PROJECT PLANS FOR CONSTRUCTION OF
COMPLETE STREETS IMPROVEMENT
PROJECT - WEST GOSHEN
FUNDING
INFO**

TO BE SUPPLEMENTED BY STANDARD PLANS AND STANDARD SPECIFICATIONS OF
THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION DATED 2018

ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
AP	ANGLE POINT
AVE	AVENUE
CL	CENTER LINE
CONC	CONCRETE
CONST	CONSTRUCTION
DI	DROP INLET, DRAINAGE INLET
DIA	DRAWN
DR	DRIVE
DWY	DRIVERWAY
EC	END OF HORIZONTAL CURVE
EG	EXISTING GROUND
EP	EDGE OF PAVEMENT
EXIST	EXISTING
FL	FLOW LINE
HMA	HOT MIX ASPHALT
LOL	LAYOUT LINE
LT	LEFT
NTS	NOT TO SCALE
MAX	MAXIMUM
MIN	MINIMUM
PE	PROFESSIONAL ENGINEER
PROP	PROPOSED
R	RADIUS
RD	ROAD
RE	RESIDENT ENGINEER
REM	REMOVE
R/W	RIGHT OF WAY
RT	RIGHT
STA	STATION
STD	STANDARD
SW	SIDEWALK

VICINITY MAP

LOCATION MAP

REVISIONS

NO.	DATE	DESCRIPTION

**COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY**

500 SOUTH JACKSON BLVD.
TULARE, CA 93201
TEL: 805/834-7000
WWW.TULARECOUNTY.CA.GOV/PWA

TITLE SHEET

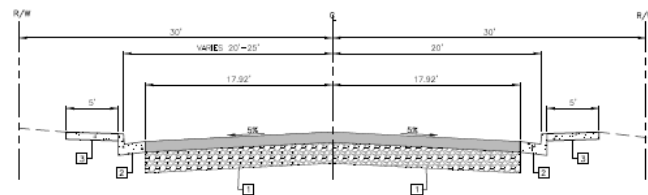
**COMPLETE STREETS IMPROVEMENT
PROJECT - WEST GOSHEN
TULARE COUNTY**

SCALE	NTS
DISTANCE	SECTION
JOB NO.	21015-1
DESIGNED BY	DP
DRAWN BY	DP
CHECKED BY	WSP
DATE	2/20/2018
PRINTED	11/15/2017

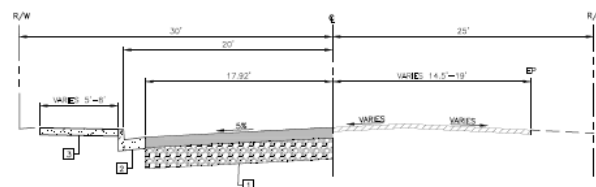
T1

West Goshen Complete Streets

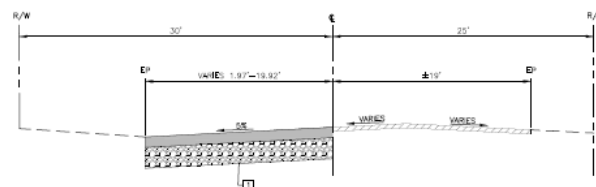
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RD 48
40+44.94 TO 46+21.71







AVR 308
07+90.08 TO 07+95.10
08+76.87 TO 21+05.03
21+89.88 TO 34+30.56



AVR 308
02+50.00 TO 07+90.08

LEGEND

- | | |
|---|--------------------------------|
|  | HOT MIX ASPHALT |
|  | AGGREGATE BASE |
|  | PROPOSED CONCRETE |
|  | GRIND AND REPLACE (TYPE A HMA) |

TYPICAL STRUCTURAL SECTIONS

- 1 20-YEAR DESIGN
0.5" HOT MIX ASPHALT (TYPE A)
1" CLASS 2 AGGREGATE BASE, 95% COMPACTION
0.5" COMPACTED NATIVE 95% COMPACTION
- 2 MINOR CONCRETE, BARRIER TYPE, COMPACTED NATIVE
- 3 CONCRETE SIDEWALK, 4" THICK TYPICAL

NOTES

1. ALL CONSTRUCTION SHALL BE INSIDE OF COUNTY RIGHT OF WAY AND VERIFIED BY RE
2. SEE PLAN SHEET FOR EXACT LOCATIONS OF DRIVEWAYS.
3. GRADE AREA BEHIND SIDEWALK TO PROVIDE SMOOTH TRANSITION WITHIN R/W. THIS IS INCLUDED IN THE PAYMENT FOR FINISHING ROADWAY.

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

[illegible]

**COUNTY OF TULARE
TREE MANAGEMENT AGENCY**
5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559)624-7000
WWW.TULARECOUNTY.CA.GOV/RMA



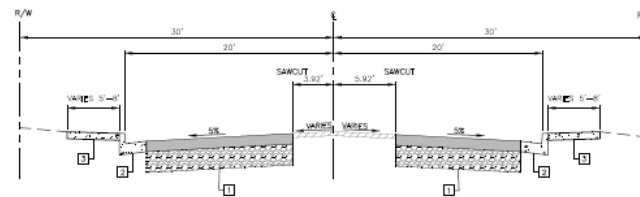
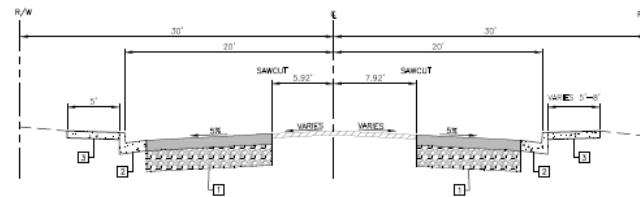
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DIVISION	DESIGN
JOB NO.	21015-1
DESIGNED	DP
DRAWN	DP
CHECKED	BWF
FILE	21015-1X001.DWG
DATE	11/13/2021
SHEET No.	X1
	2 of 8

West Goshen Complete Streets

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West Goshen Complete Streets



30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REVISIONS	DATE	BY

COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY
3801 SOUTH WISSETT BLVD.
HANA, CA 93277
WWW.TULARECOUNTY.CA.GOV/RMA



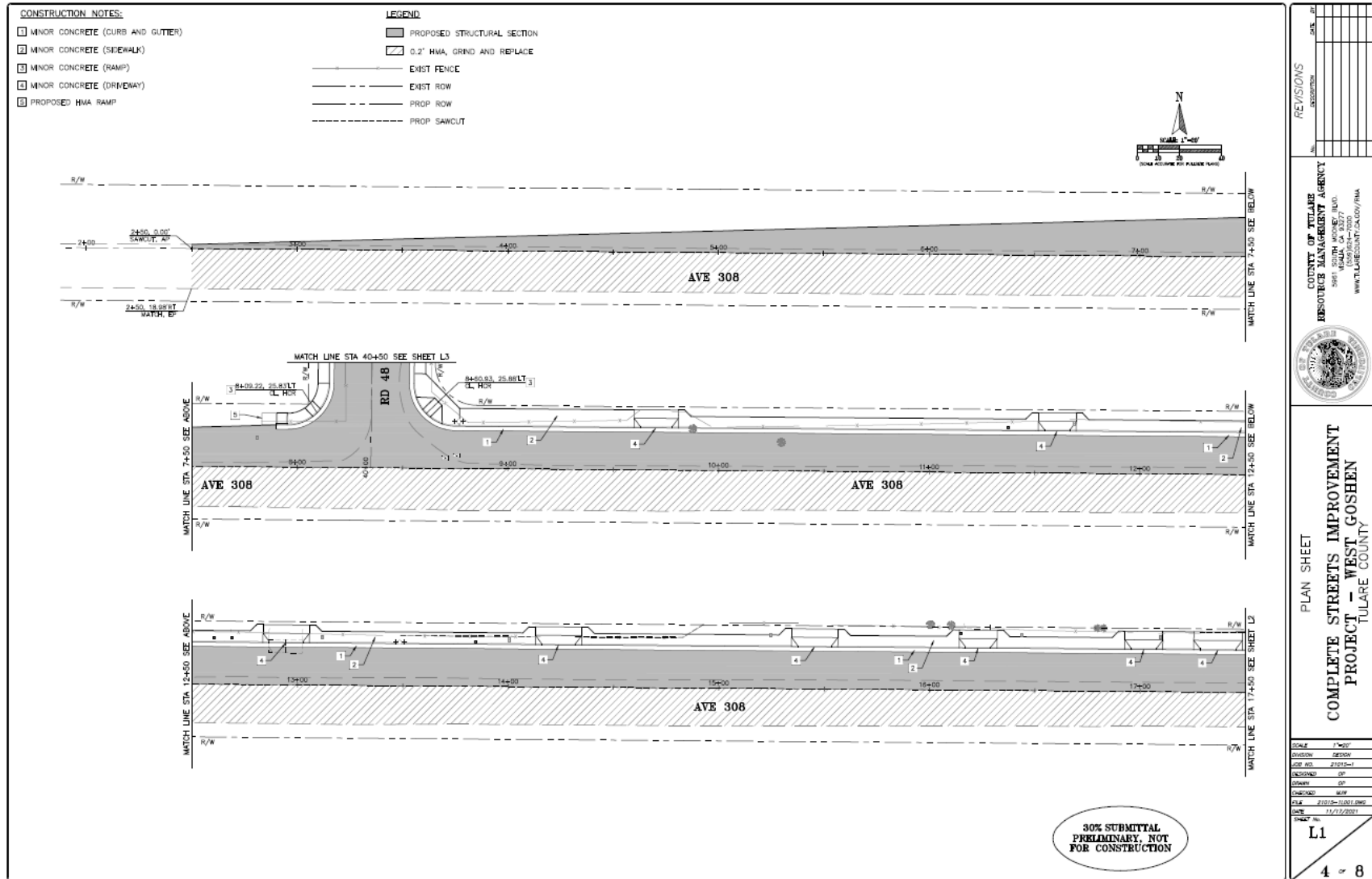
TYPICAL CROSS SECTIONS
COMPLETE STREETS IMPROVEMENT
PROJECT - WEST GOSHEN
TULARE COUNTY

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PROJECT	
OWNER	
CONTRACT	
FILE	2/10/15-10/10/2015
DATE	11/10/2015
BY	X2
3	8

West Goshen Complete Streets

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West Goshen Complete Streets



West Goshen Complete Streets

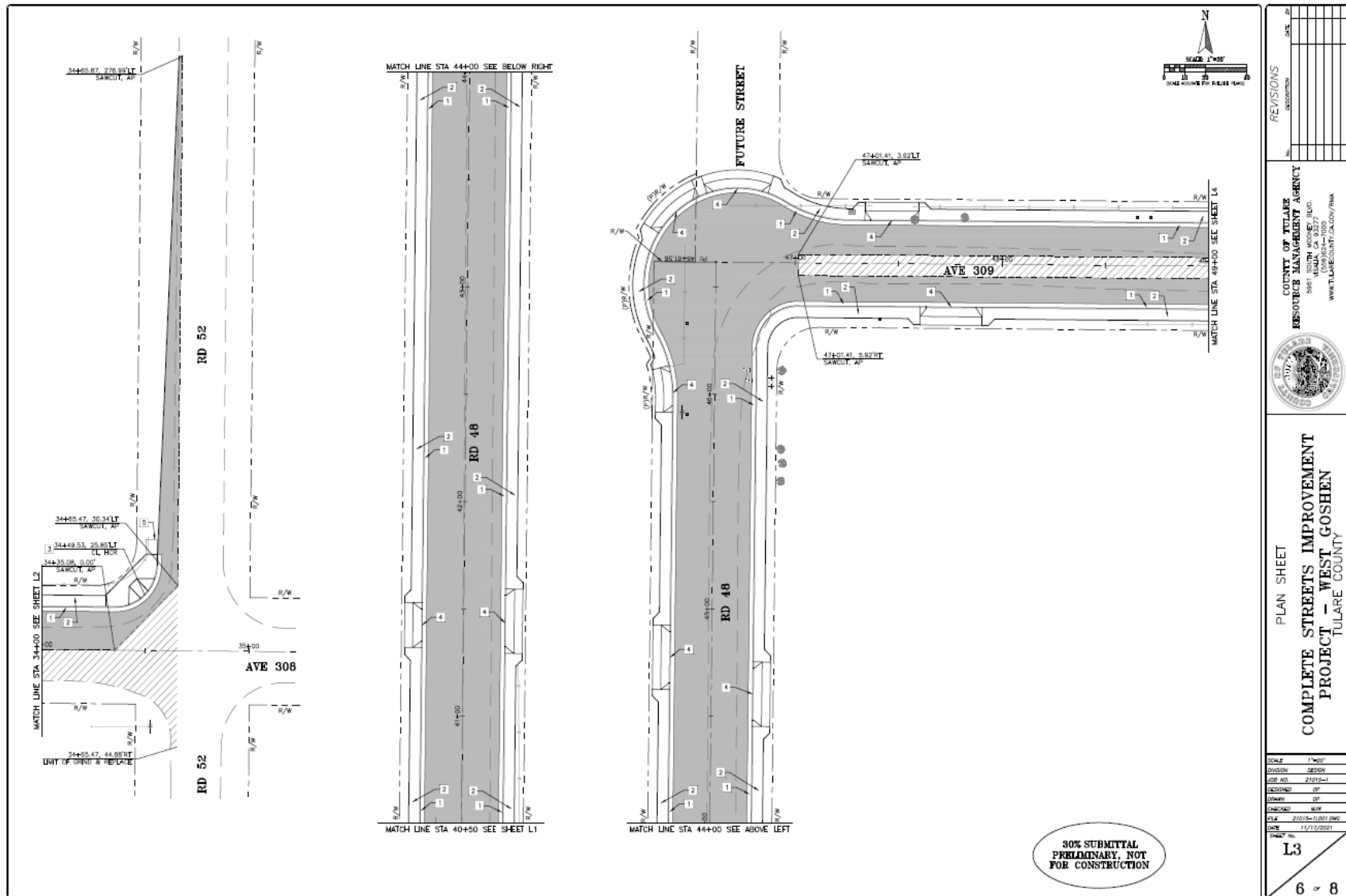
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*Tulare County Complete Streets –West Goshen
Tulare County RMA*

West Goshen Complete Streets

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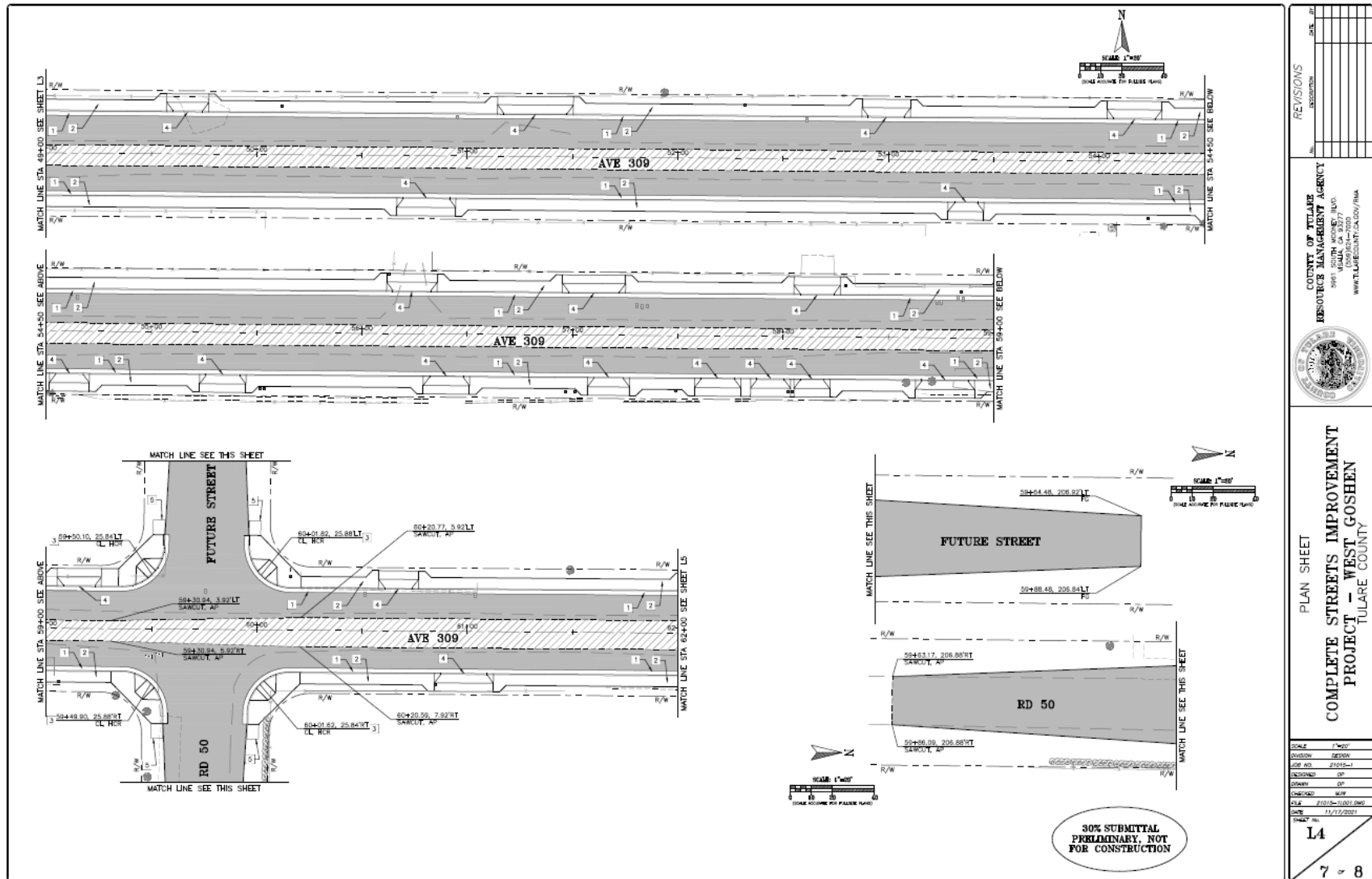
West Goshen Complete Streets



West Goshen Complete Streets

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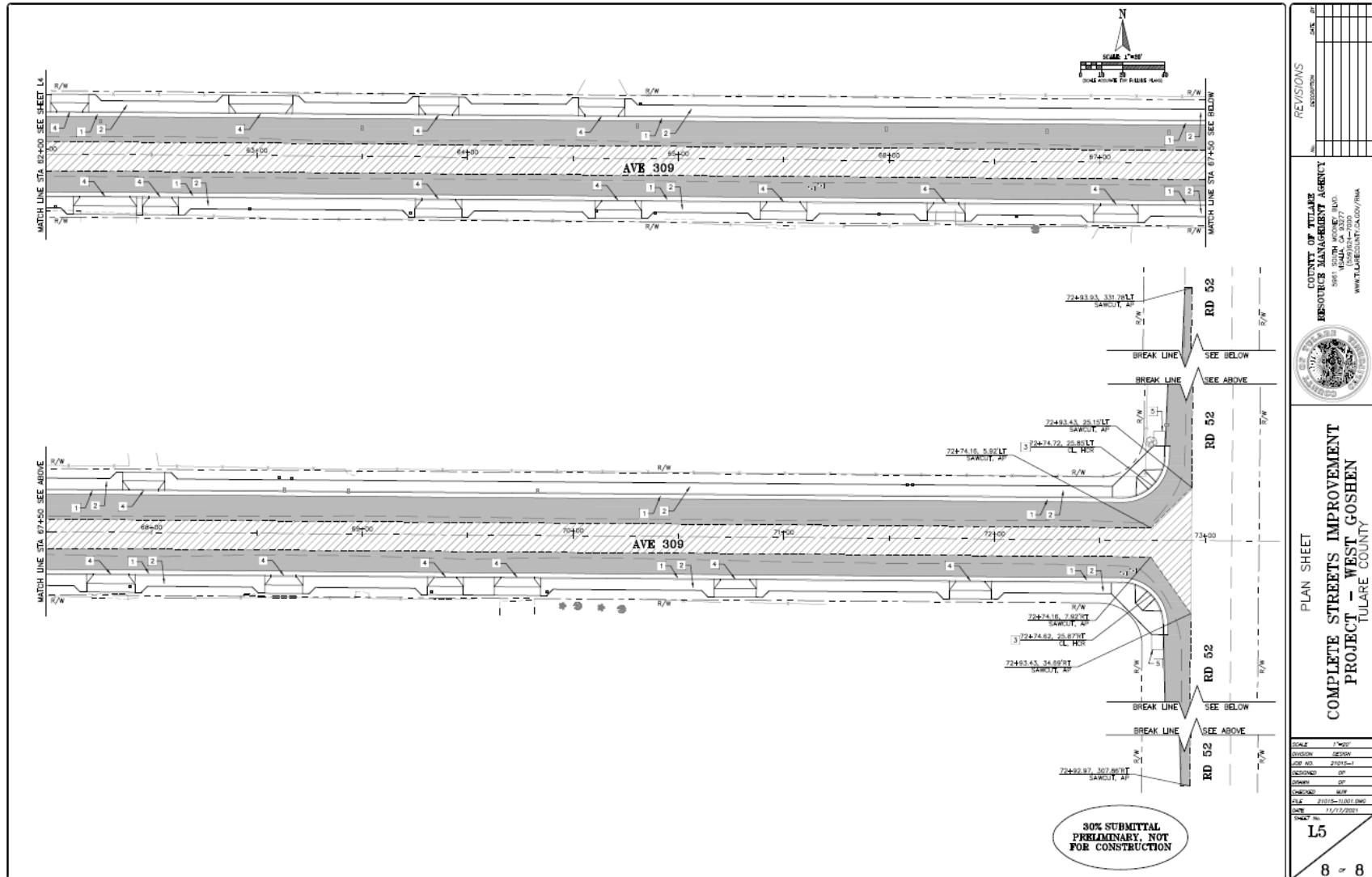
West Goshen Complete Streets



West Goshen Complete Streets

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West Goshen Complete Streets



West Goshen Complete Streets

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West Goshen Complete Streets

Appendix G – Complete Streets Outreach

West Goshen Complete Streets

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Legend

- Proposed Location
- Community of West Goshen
- County Boundary



KINGS COUNTY
TULARE COUNTY

COUNTY LINE

Burlington
Northern Railroad

AVENUE 309

ROAD 50

ROAD 52

AVENUE 308

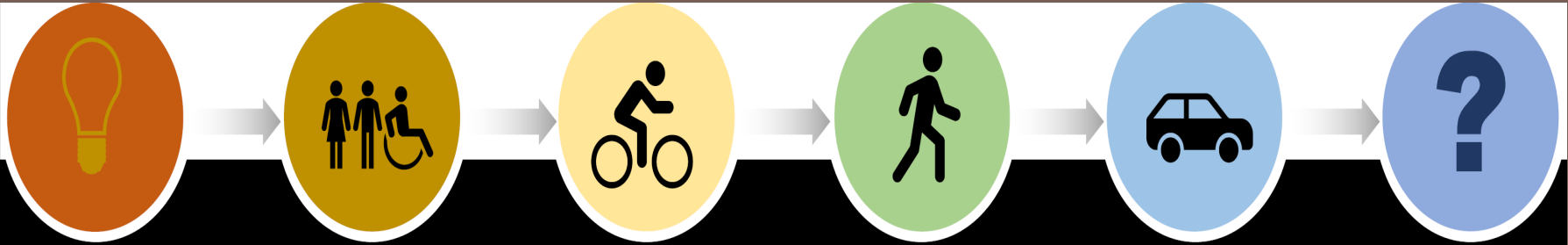
MARKHAM

AVENUE 304

ROAD 48

ROAD 56

0 1,250 2,500 Feet



West Goshen Complete Streets 2021

Presented By:

Aaron Bock, Assistant Director

Chuck Przybyski, Planner IV

Resource Management Agency



May 27, 2021

West Goshen Complete Streets 2021

2

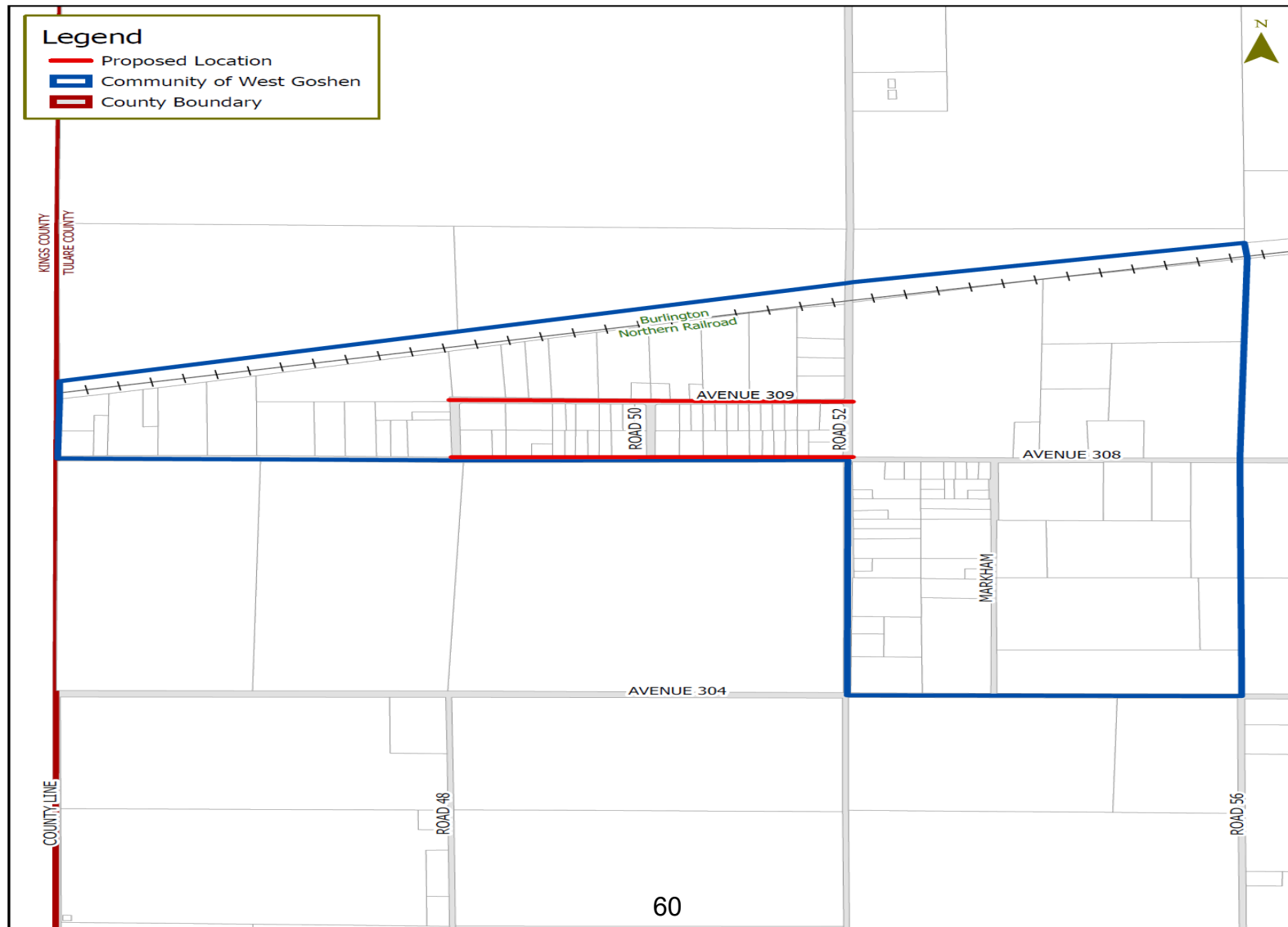
Project Funding

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

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

West Goshen Complete Streets 2021

3



West Goshen Complete Streets 2021

4

Next
Public
Outreach

- Study Session 1: Thursday, June 10, 2021 at 6:00 pm
- Study Session 2: Thursday, June 24, 2021 at 6:00 pm

5

Questions



Aaron Bock

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

Johnny Wong

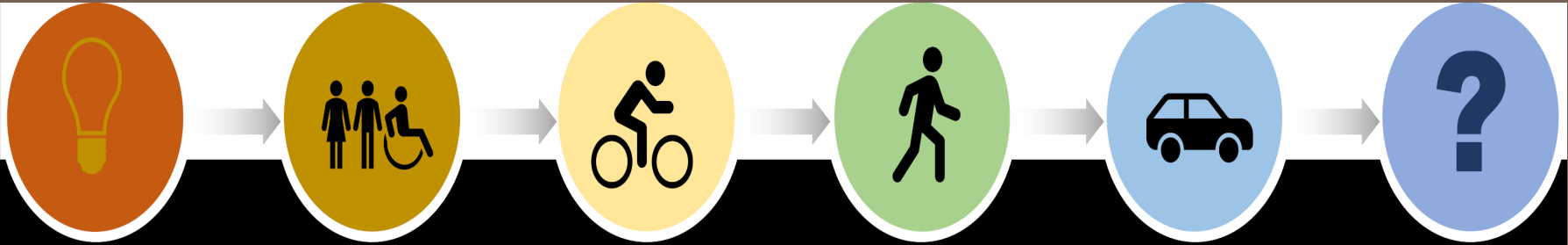
Tulare County RMA, Chief Engineer
(559) 624-7170
jwong@tularecounty.ca.gov
(Pot hole questions)

Chuck Przybyski

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

Susan Simon

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



West Goshen Complete Streets 2021

Presented By:

Aaron Bock, Assistant Director

Chuck Przybyski, Planner IV

Resource Management Agency



June 10, 2021

West Goshen Complete Streets 2021

2

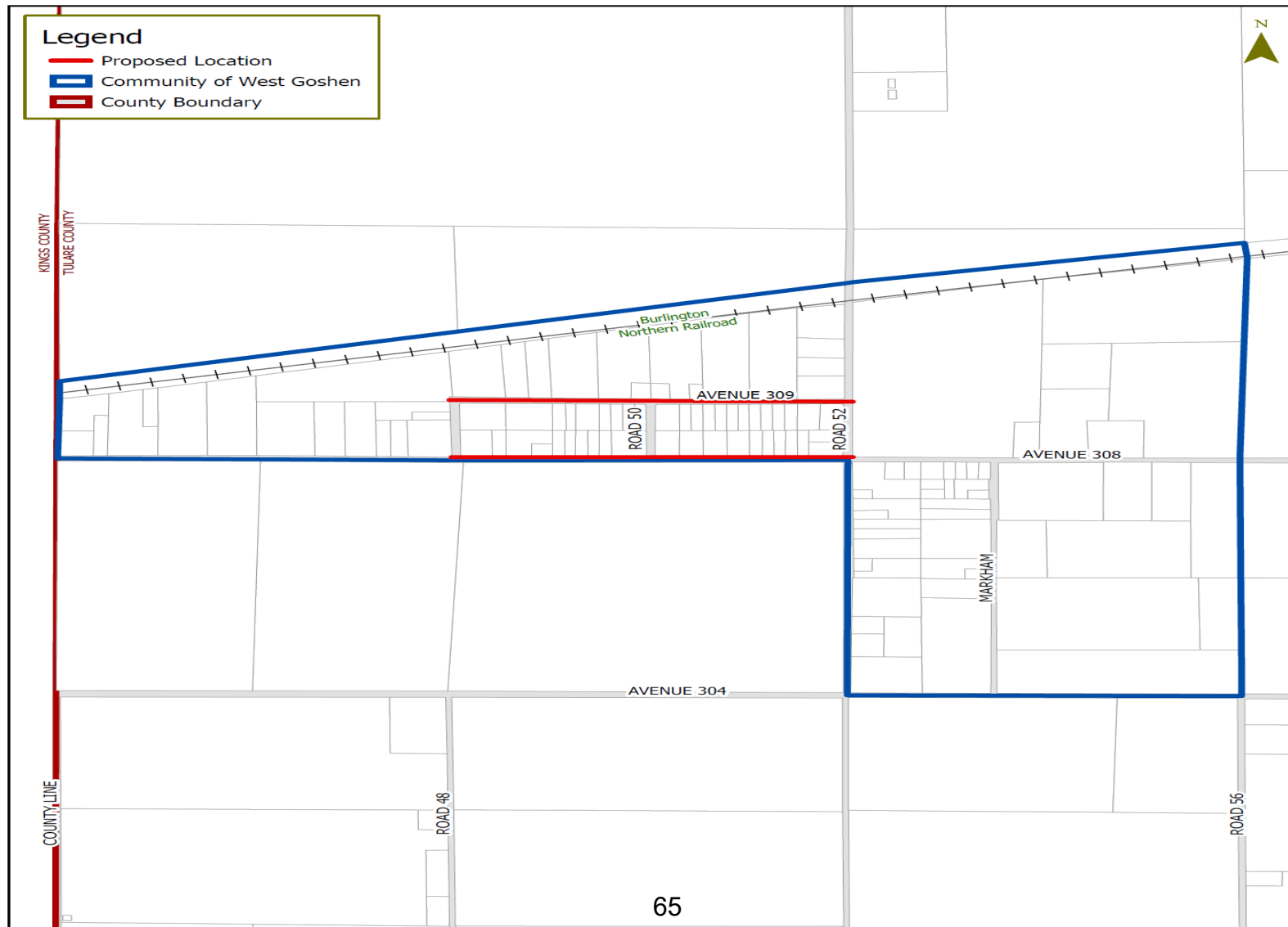
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Project Communities include: Goshen, Matheny Tract, West Goshen, and East Tulare Villa.

West Goshen Complete Streets 2021

3



West Goshen Complete Streets 2021

4

Next
Public
Outreach

- Study Session 2: Thursday, June 24, 2021 at 6:00 pm

5

Questions



Aaron Bock

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

Johnny Wong

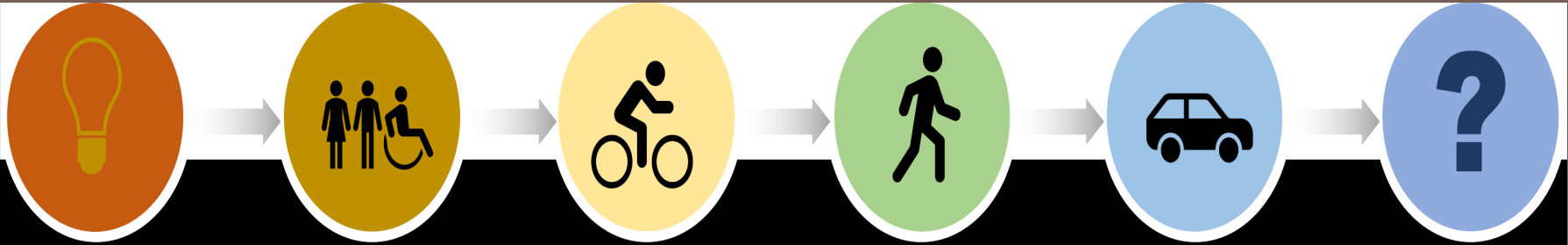
Tulare County RMA, Chief Engineer
(559) 624-7170
jwong@tularecounty.ca.gov
(Pot hole questions)

Chuck Przybyski

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

Susan Simon

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(559) 624-7126
ssimon@tularecounty.ca.gov



West Goshen Complete Streets 2021

Presented By:

Aaron Bock, Assistant Director

Chuck Przybyski, Planner IV

Resource Management Agency



June 24, 2021

West Goshen Complete Streets 2021

2

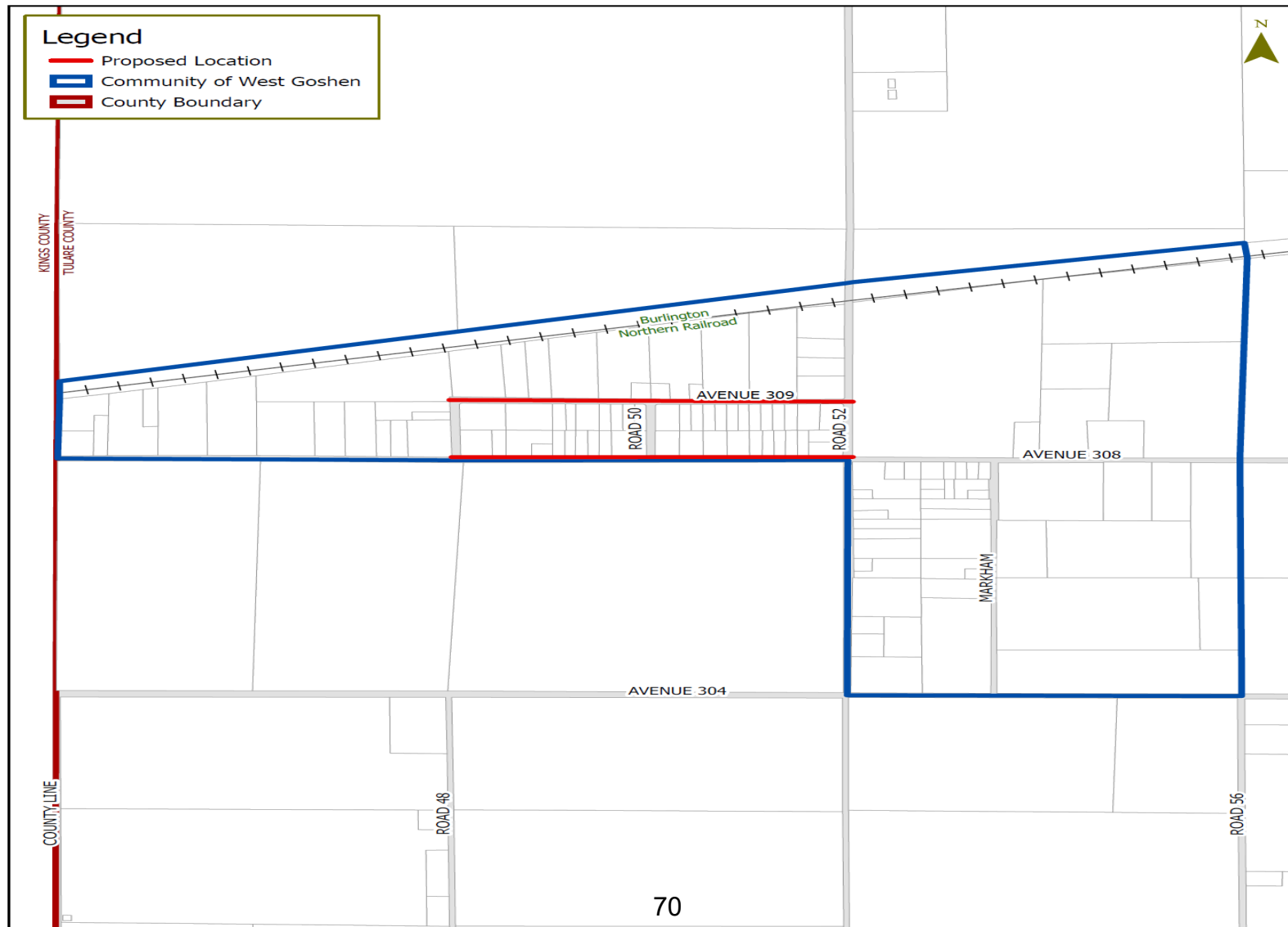
Project Funding

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

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

West Goshen Complete Streets 2021

3



4

Questions



Aaron Bock

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

Johnny Wong

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

Chuck Przybyski

Tulare County RMA, Planner IV
(559) 624-7000
CPrzybyl@tularecounty.ca.gov

Susan Simon

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

WE WANT TO KNOW WHAT YOU THINK

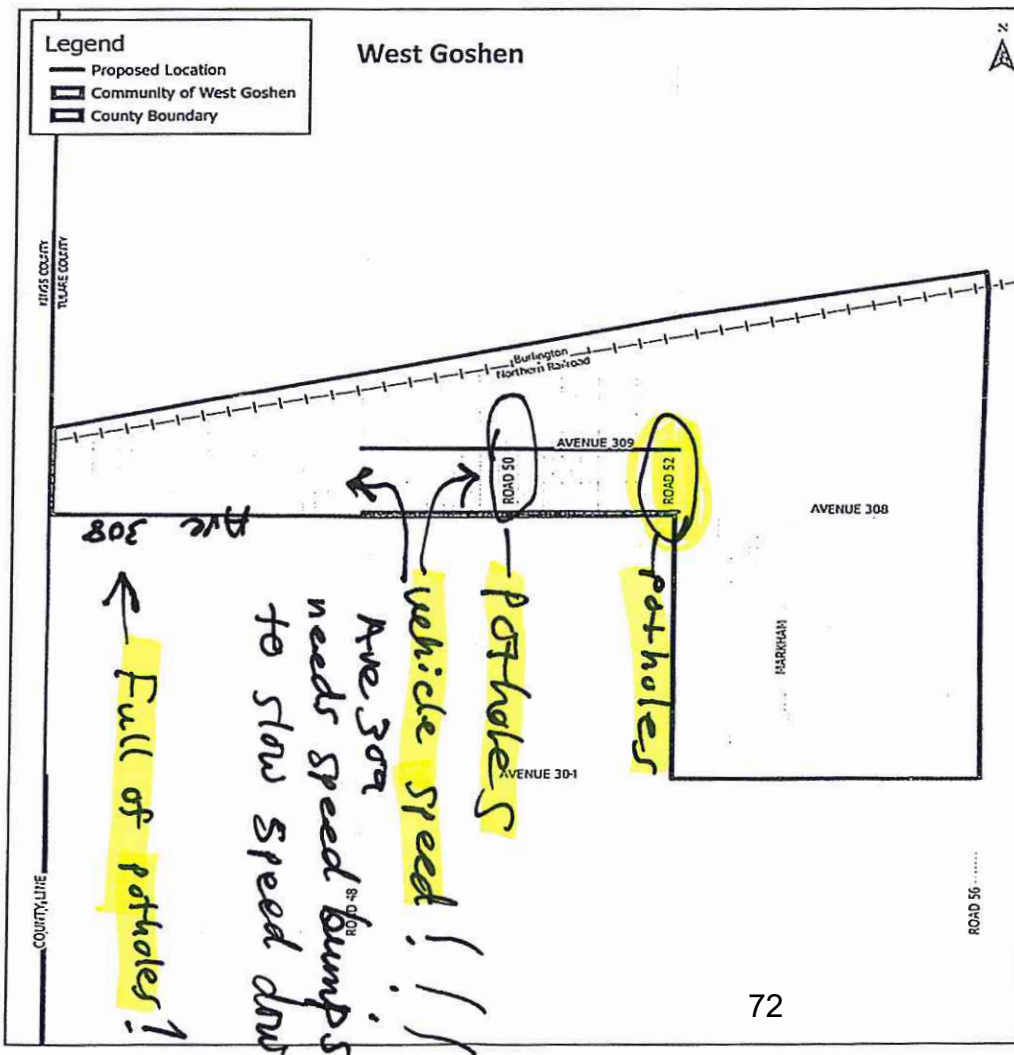


West Goshen Complete Streets Project

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

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

We also appreciate any notes you can make!



COMMUNITY VISIONING

COMPLETE STREETS PLANNING

PUBLIC MEETING

COMMUNITY INPUT NEEDED

Return to address below

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

Questions Contact

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

