

**Tulare County Complete Streets Policy
Traver
Final**

Prepared for:

**Tulare County Resource
Management Agency**



Prepared by:



Tulare County Complete Streets – Traver

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September 2014

55-7300-11

R1880RPT001.DOCX



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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 range of people to use. The shift to transit is included in improving policies, programs and facilities in the operations of the 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. The community was consulted every two weeks throughout the 3 month window that this report was drafted. Two "walkability" audits were conducted in July. This culminated in two 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 meetings have been held in order to garner input from the local residents and business owners. Balancing the needs of what the people want while following local, state and federal policies and laws with a limited amount of available funding is the principal challenge in each community.

Transportation and related infrastructure costs tend to be exceedingly high and may take years to implement. For purposes of this Study, five roadway segments in each community were selected to be evaluated for implementation of Complete Street standards (see Appendix A). Of the five roadway segments, two segments were developed beyond a preliminary stage of design. 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:

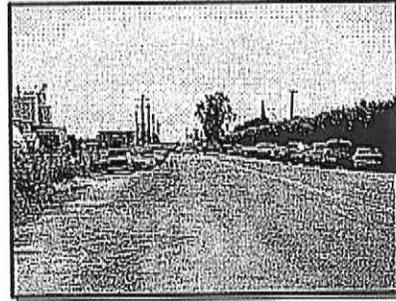
- Sidewalks
- Better road conditions
- Safe walking and biking areas
- Street lights
- Pedestrian crossings
- Safe (lower) vehicle speeds
- Improved drainage
- Increased transit stops
- Improved connectivity (railroad crossings)

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.

6th Street

Along the 6th Street corridor between State Route 99 and Merritt Drive, the project proposes to install new curb, gutter, sidewalk, bulb outs, pedestrian ramps, relocate utilities, undergrounding, and Class II bike lanes along portions of the east and west sides of 6th Street. Land uses

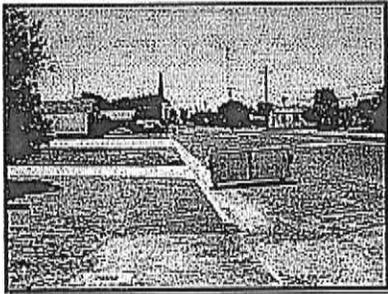
along this corridor include a highway commercial (restaurant and gift shop, mini-marts, service stations, truck travel center, etc.), industrial and agricultural.



Within the existing 70' right-of-way, the project will include two travel lanes, parallel and head-in parking, street lights, a crosswalk, street signage and sidewalks with curbs and gutters for drainage. Storm water will be drained into existing and proposed storm water retention basins identified in the *Traver Storm Drain Master Plan* (Tulare County RMA – June 2011). The Class II bike lane will be signed and striped where appropriate adjacent to the travel lanes.

Merritt Drive

The Merritt Drive corridor extends between Burke Drive (east of the UPRR line) and Canal Drive to the east near the elementary school. This project proposes to install new curbs, gutters, sidewalks, bulb outs, pedestrian ramps, a two-way turn-lane, an improved bus stop, relocating and/or undergrounding utilities, and Class II bike lanes along portions of the north and south sides of Merritt Drive. Land uses affected by this project include residential, commercial, institutional (school), religious and agricultural.



Throughout the 80' right-of-way, this project will include two-travel lanes, a two-way turn-lane, parallel parking, bulb outs, Class II bike lanes, street lights, improved bus stops (benches, shelters, etc.), street signage, and sidewalks, curbs and gutters for drainage. Storm water will be drained into existing and proposed storm water retention basins identified in the *Traver Storm Drain Master Plan* (Tulare County RMA – June 2011).

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 are "shovel ready" that could be built immediately. 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, 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	
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.

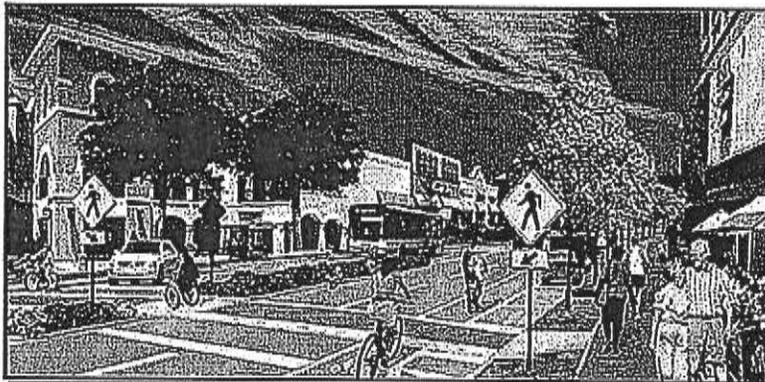
Principle 4: Pedestrian and Bicycle Facilities

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

The depiction below is an example of how complete streets can be designed to incorporate multiple modes of transportation.



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:
 - o Complete streets concepts is in conflict with existing laws, codes, or ordinances.
 - o 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:
 - o Accommodation is not necessary where non-motorized use is prohibited, such as freeways.
 - o Cost of accommodation is excessively disproportionate to the need or probable use as determined by the County Engineer.
 - o A documented absence of current or future need.

Complete Street Mobility Plan

Complete Streets

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 Traver. 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 Traver. 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)

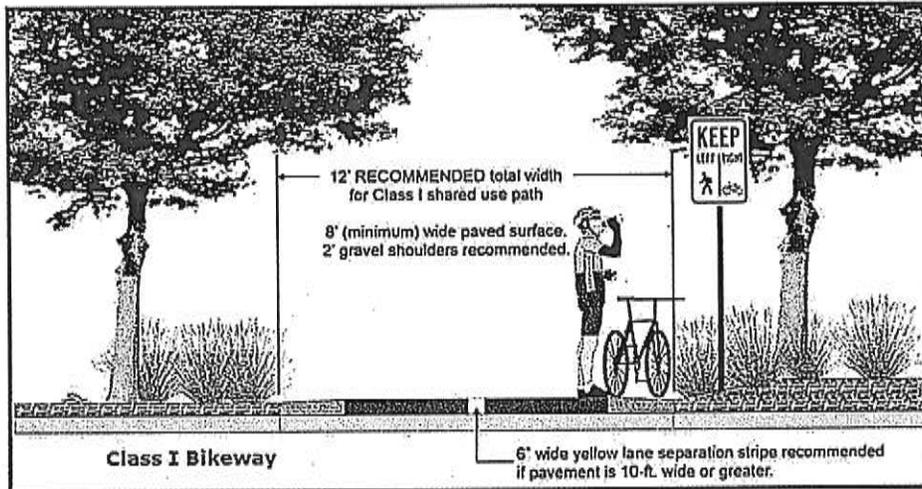
The Tulare County CAP calls for a reduction on a project (over 50 vehicles) by project basis of 6% through a mixture of measures that are spelled out in Appendix J of the CAP. Utilization of alternative means of transportation will reduce GHG emissions and will help projects and the region meet their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

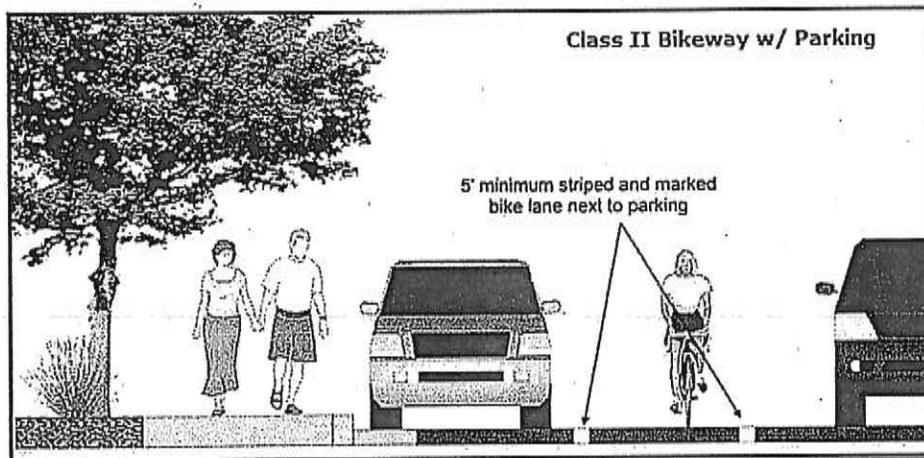
Class I

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



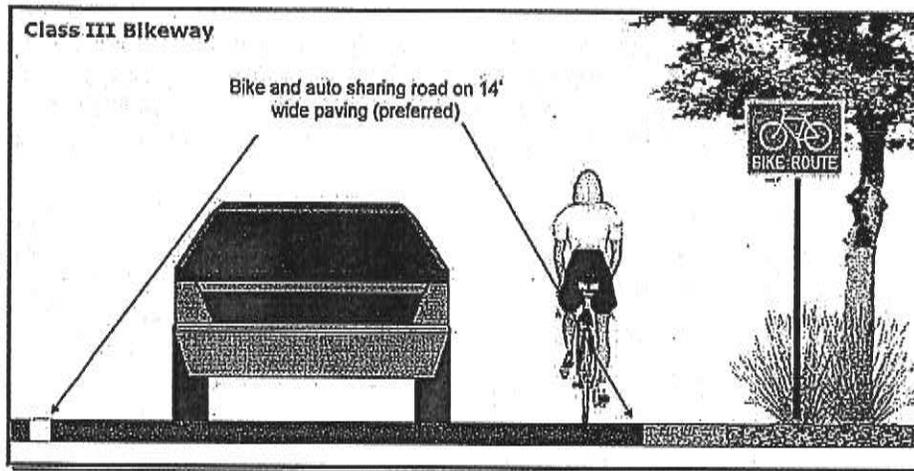
Class II

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 Merritt Avenue and 6th Street.



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 along Church St. and Jacobs Dr. Although not signed on many local roads in Traver, 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). County has identified pedestrian corridors on the Community of Traver Bicycle, Bus and Pedestrian Plan (exhibit attached).

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 Traver.

Transit Facilities

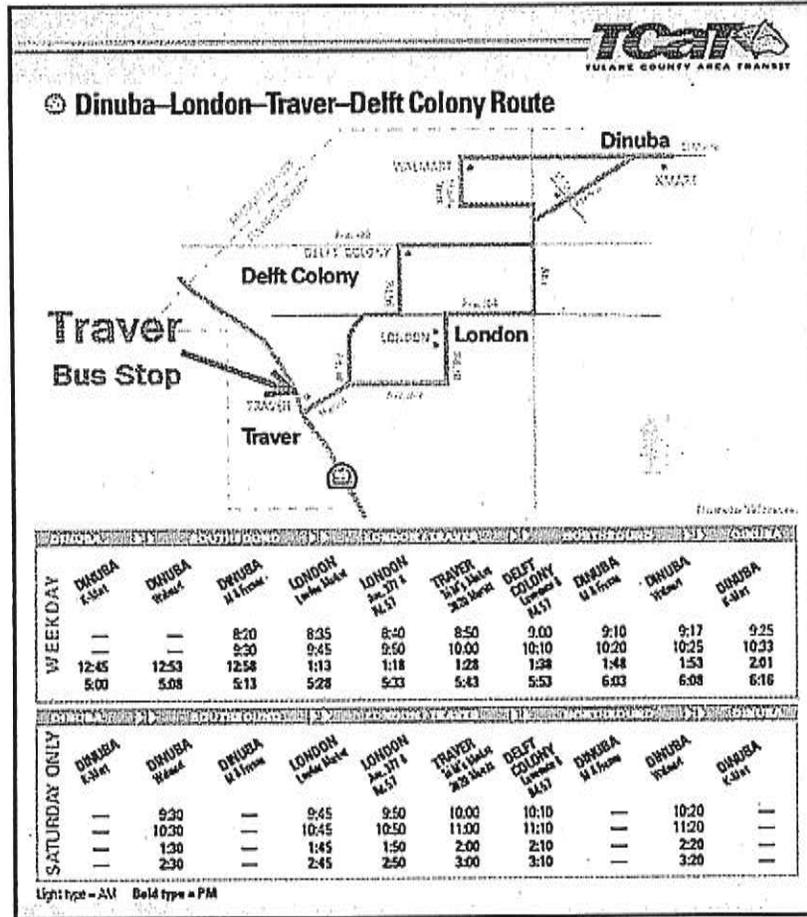
Transit options give users the ability to get to a destination without relying on the automobile. This also provides other community benefits, including reduced vehicle miles traveled (VMT). Reducing VMT will help the County achieve their greenhouse gas reduction target,

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 (Traver) 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.

Traver



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:

- o 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.
- o Economic Revitalization: Complete streets can reduce transportation costs and travel time while increasing property values and job growth in communities.
- o 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.
- o Quality of Place: Increased bicycling and walking are indicative of vibrant and livable communities.
- o Improved Safety: Design and accommodation for bicyclists and pedestrians reduces the incidence of crashes.
- o 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.

Cost of Highway Accident	Dollars Per Accident
Fatal Accident	\$4,800,000
Injury Accident	\$67,400
Property Damage Only (PDO) Accident	\$10,200

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

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
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 (2014) – is located in the Appendix.

Traver Public Meetings

- Complete Streets Meeting February 18, 2014
- Complete Streets Meeting March 25, 2014
- Complete Streets Meeting April 30, 2014
- Complete Streets Meeting July 30, 2014

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.

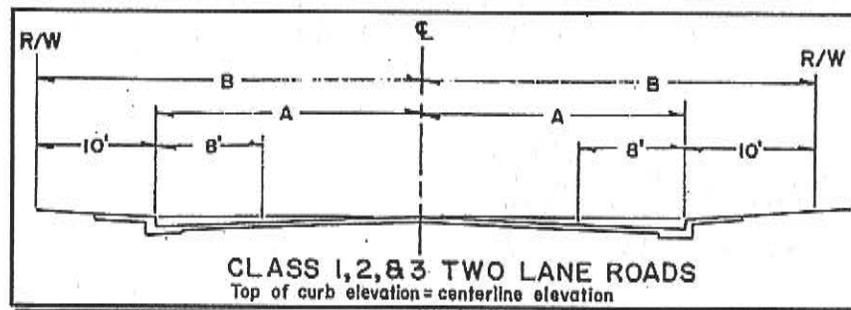


Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads

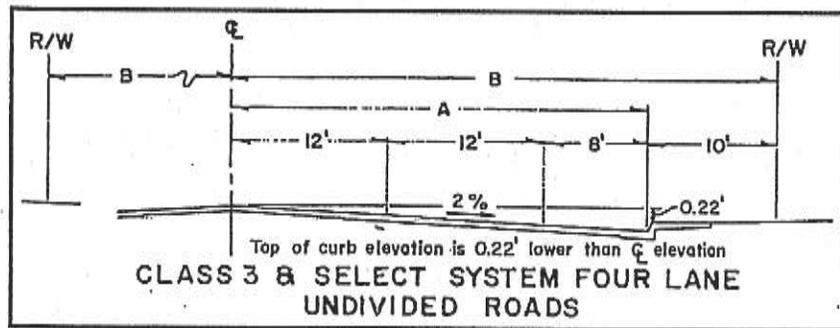


Figure 2 - Tulare County Class 3 Four Lane Road

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 Traver 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 Traver. Two 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.

Complete Streets Funding Opportunities

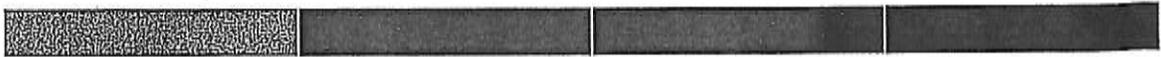
The following sections identify opinions of probable cost estimates for Complete Street transportation related improvements in Traver. As shown in the tables, the funding sources include local, state and federal programs. Typically, local matches are required for acquiring state and federal funds. Measure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

TRAVER COMMUNITY DEVELOPMENT					
Complete Streets Program - Summary					
Project Name	Project Description	Type of Project Designation	Estimated Cost	Purpose and Need	Potential Funding Sources
Traver Complete Streets - 6th Street Improvements	6th Street between Traver SR 99 Off-ramp to Merrill Dr. (approx 3100 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, drainage facilities and paveout of the roadway.	Complete Streets	\$ 1,166,552	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Traver Complete Streets - Merritt Street Improvements	Merritt Drive between 6th & Canal, (approx 2500 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, class II bike lanes, drainage facilities and paveout of the roadway.	Complete Streets	\$ 1,301,596	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Traver Complete Streets - Church Street Improvements	Church Street between Kiehnner & Jacob (approx 1700 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, class III bike lanes, drainage facilities and paveout of the roadway.	Complete Streets	\$ 1,300,000	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Traver Complete Streets - Bullard Street Improvements	Bullard Street between Burke & Baker (approx 1700 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, drainage facilities and paveout of the roadway.	Complete Streets	\$ 1,100,000	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Traver Complete Streets - Jacob Street Improvements	Jacob Street between Burke & Canal (approx 2100 feet), the project proposes install curb, gutter, sidewalk, driveways, ramp, class III bike lanes, drainage facilities and paveout of the roadway.	Complete Streets	\$ 1,700,000	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R

Cost Estimates

Detailed cost estimates are included in the Appendix.

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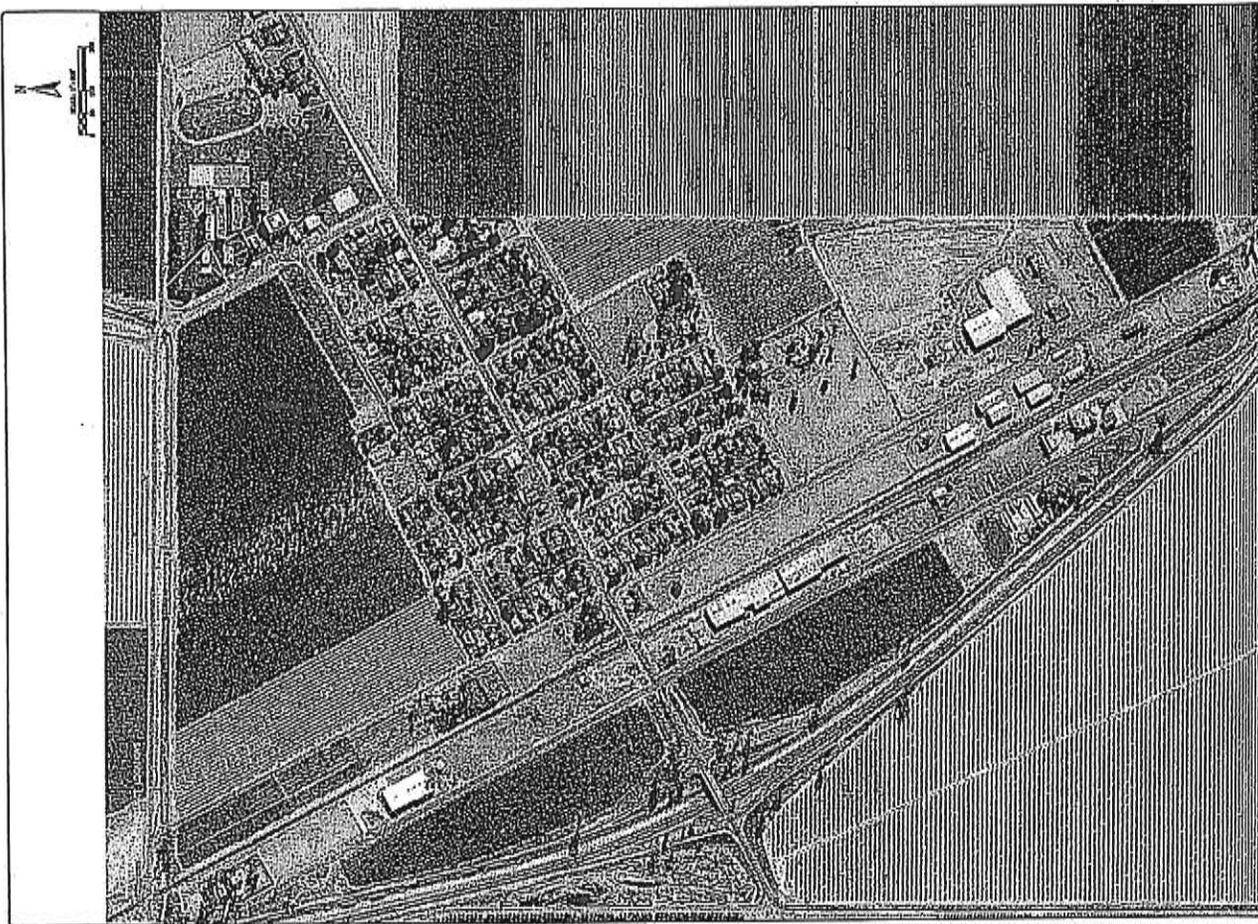


Appendix A –

Proposed Complete Streets Projects



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REVISIONS

NO.	DATE	DESCRIPTION

COUNTY OF TULARE
 RESOURCE MANAGEMENT AGENCY
 1841 SOUTH AVENUE 1875
 TULARE, CALIFORNIA 95324
 www.tularecounty.ca.gov/rma

TRAYER
 PROPOSED COMPLETE STREET
 PROJECTS
 TULARE COUNTY

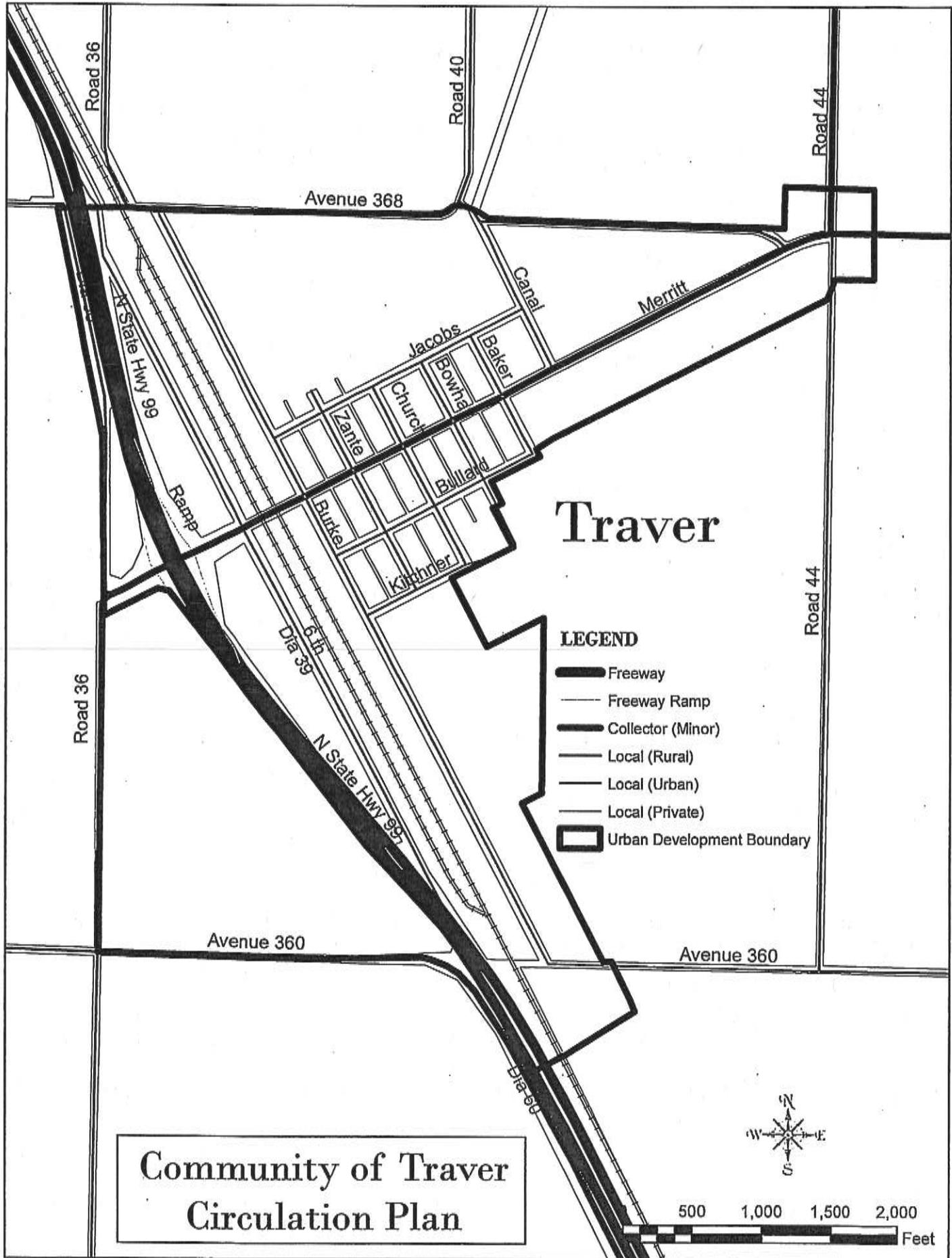
SHEET NO. 1 OF 1
 DATE: 08/14/2014
 SCALE: AS SHOWN
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]
 EX 1
 1 of 1

Appendix B –

Circulation Plan

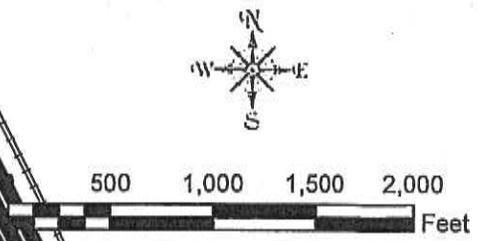


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**Community of Traver
Circulation Plan**

- LEGEND**
-  Freeway
 -  Freeway Ramp
 -  Collector (Minor)
 -  Local (Rural)
 -  Local (Urban)
 -  Local (Private)
 -  Urban Development Boundary



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Appendix C –

Bicycle, Bus, and Pedestrian Plan



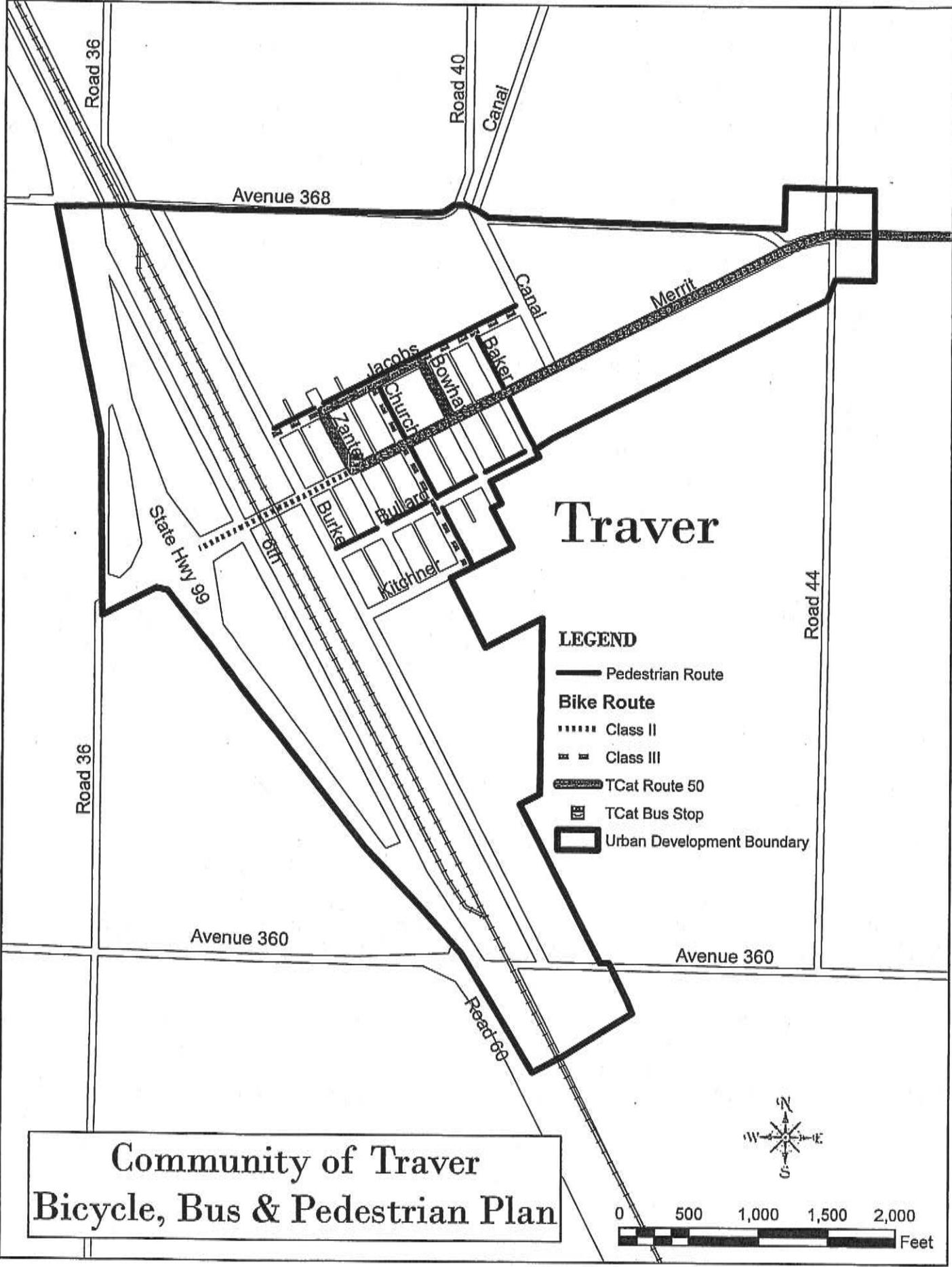
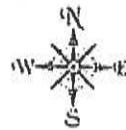
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Traver

LEGEND

- Pedestrian Route
- Bike Route**
 - Class II
 - ▣▣ Class III
 - ▨▨ TCat Route 50
 - TCat Bus Stop
 - Urban Development Boundary

Community of Traver Bicycle, Bus & Pedestrian Plan



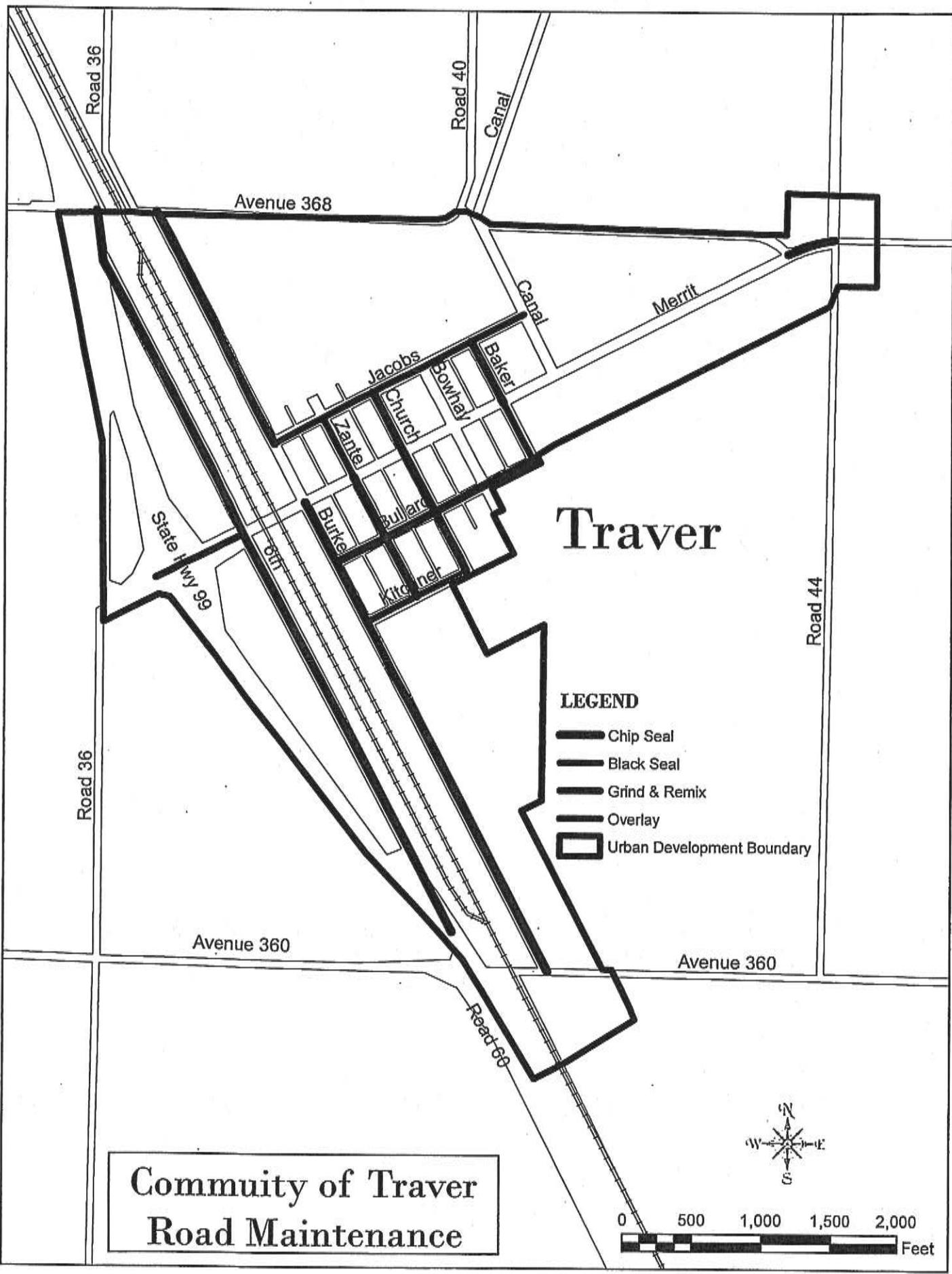
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Appendix D –

Road Maintenance Plan



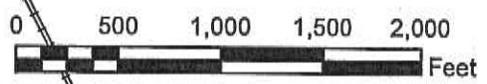
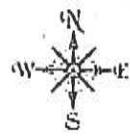
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**Community of Traver
Road Maintenance**

LEGEND

-  Chip Seal
-  Black Seal
-  Grind & Remix
-  Overlay
-  Urban Development Boundary



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Appendix E –
Cost Estimates for Traver



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COST ESTIMATE - TRAVER COMPLETE STREETS POLICY

District-County 6-Tulare
PM _____
EA _____
Program Code _____

Project Description:

Limits: 6th Street: from State Route 99 to Merritt Drive

Proposed Improvements (Scope): Complete Streets Improvements per Project Description

Alternative: N/A

SUMMARY OF PROJECT COST ESTIMATE:

CONSTRUCTION COST	\$	<u>1,115,001</u>
CONST CONTINGENCY (25%)	\$	<u>278,750</u>
CONSTRUCTION MGMT	\$	<u>111,500</u>
RIGHT OF WAY CAPITAL	\$	<u>40,000</u>
RIGHT OF WAY ACQUISITION	\$	<u>4,800</u>
FINAL ENGINEERING	\$	<u>111,500</u>
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$	<u>1,661,552</u>

Reviewed by District Program Manager _____

Approved By _____
Project Manager (Signature)

Date _____

Phone No. (559) 734-5895

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Dist-Co	6-Tulare
PM	-
EA	-
PP No.	0

I. ROADWAY ITEMS

Section 1 Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	4 879	CY	\$ 15	\$ 73 187	
Imported Borrow			\$	\$	
Clearing & Grubbing	1	LS	\$ 10 000	\$ 10 000	
Develop Water Supply			\$	\$	
Topsoil Reapplication			\$	\$	
Stepped Slopes and Slope Rounding (Contour Grading)			\$	\$	
			Subtotal Earthwork		\$ 83 187

Section 2 Structural Section*	Quantity	Unit	Unit Price	Item Cost	Section Cost
PCC Pavement (— Depth)			\$	\$	
PCC Pavement (— Depth)			\$	\$	
Asphalt Concrete (HMA)	3300	TON	\$ 100	\$ 329 974	
Lean Concrete Base			\$	\$	
Cement Treated Base			\$	\$	
Aggregate Base	3253	CY	\$ 50	\$ 162 639	
Treated Permeable Base			\$	\$	
Aggregate Sub-Base			\$	\$	
Pavement Reinforcing Fabric			\$	\$	
			\$ -	\$ -	
			\$ -	\$ -	
			Subtotal Pavement Structural Section		\$ 492 613

Section 3 Drainage	Quantity	Unit	Unit Price	Item Cost	Section Cost
Large Drainage Facilities			\$	\$	
Storm Drains	1	LS	\$ 40 000	\$ 40 000	
Pumping Plants			\$	\$	
Project Drainage (X-Drains, Oversize, etc.)			\$	\$	
			\$ -	\$ -	
			Total Drainage		\$ 40 000

* Reference sketch showing typical pavement structural section elements of the roadway. Include (if available) T.I., R-Value and date when tests were performed.

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

	Dist-Co 6-Tulare
PM	-
EA	-
PP No.	0

Section 8 Minor Items

	Unit Cost	Section Cost
\$ 884 922 x(5%)* =	\$ 44 246	
(Subtotal Section 1-7)		
Total Minor Items		\$ 44 246

Section 9 Roadway Mobilization

\$ 929 168 x(10%) =	\$ 92 917	
(Subtotal Section 1-8)		
Total Roadway Mobilization		\$ 92 917

Section 10 Roadway Additions

Supplemental Work

\$ 929 168 x(10%)*	\$ 92 917
(Subtotal Section 1-8)	

Contingencies

\$ 929 168 x(0%)**	\$ -
(Subtotal Section 1-8)	

Total Roadway Additions \$ 92 917

TOTAL ROADWAY ITEMS - (Total of Section 1 - 10) \$ 1 115 001

Estimate Prepared By _____ Phone _____ Date _____
(Print Name)

Estimate Checked By _____ Phone _____ Date _____
(Print Name)

* Use 5% - 10%.

**Use appropriate percentage per Chapter 20.

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

	Dist-Co 6-Tulare
PM	-
EA	-
PP No.	0

III. RIGHT OF WAY ITEMS

	<u>Escalated Value</u>
A. Acquisition, including excess lands & damages to remainder(s) and Goodwill	\$ 15 000
B. Utility Relocation	\$ 25 000
C. Relocation Assistance	_____
D. Clearance/Demolition	_____
E. Title and Escrow Fees	_____
Total Right of Way Items	\$ 40 000
(Escalated Value)	

Anticipated Date of Right of Way Certification _____
 (Date to which values are escalated)

F. Construction Contract Work

Brief Description of Work

Right of Way Branch Cost Estimate for Work* _____
 *This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate. Do not include in Right of Way Items.

Estimate Prepared By _____ Phone _____ Date _____

COST ESTIMATE - TRAVER COMPLETE STREETS POLICY

District-County 6-Tulare
PM _____
EA _____
Program Code _____

Project Description:

Limits: Merrit Drive: from Burke Drive to Canal Drive

Proposed Improvements (Scope): Complete Streets Improvements per Project Description

Alternative: N/A

SUMMARY OF PROJECT COST ESTIMATE:

CONSTRUCTION COST	\$	831,997
CONST CONTINGENCY (25%)	\$	207,999
CONSTRUCTION MGMT	\$	83,200
RIGHT OF WAY CAPITAL	\$	85,000
RIGHT OF WAY ACQUISITION	\$	10,200
FINAL ENGINEERING	\$	83,200
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$	1,301,596

Reviewed by District Program Manager _____

Approved By _____
Project Manager (Signature)

Date _____

Phone No. (559) 734-5895

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

Dist-Co	6-Tulare
PM	-
EA	-
PP No.	0

I. ROADWAY ITEMS

Section 1 Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	3 079	CY	\$ 15	\$ 46 191	
Imported Borrow			\$	\$	
Clearing & Grubbing	1	LS	\$ 10 000	\$ 10 000	
Develop Water Supply			\$	\$	
Topsoil Reapplication			\$	\$	
Stepped Slopes and Slope Rounding (Contour Grading)			\$	\$	
			Subtotal Earthwork	\$ 56 191	

Section 2 Structural Section*					
PCC Pavement (—Depth)			\$	\$	
PCC Pavement (—Depth)			\$	\$	
Asphalt Concrete (HMA)	2079	TON	\$ 100	\$ 207 860	
Lean Concrete Base			\$	\$	
Cement Treated Base			\$	\$	
Aggregate Base	2053	CY	\$ 50	\$ 102 647	
Treated Permeable Base			\$	\$	
Aggregate Sub-Base			\$	\$	
Pavement Reinforcing Fabric			\$	\$	
			\$ -	\$ -	
			\$ -	\$ -	
			Subtotal Pavement Structural Section	\$ 310 508	

Section 3 Drainage					
Large Drainage Facilities			\$	\$	
Storm Drains	1	LS	\$ 60 000	\$ 60 000	
Pumping Plants			\$	\$	
Project Drainage (X-Drains, Oversize, etc.)			\$	\$	
			\$ -	\$ -	
			Total Drainage	\$ 60 000	

* Reference sketch showing typical pavement structural section elements of the roadway. Include (if available) T.I., R-Value and date when tests were performed.

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

	Dist-Co 6-Tulare
PM	-
EA	-
PP No.	0

Section 6 Minor Concrete	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Sidewalk	11463	SF	\$ 6	\$ 68 777	
Curb & Gutter	1881	LF	\$ 20	\$ 37 628	
Vee Gutter	1951	SF	\$ 10	\$ 19 507	
Driveway	1475	SF	\$ 12	\$ 17 705	
Curb Ramps	10	EA	\$ 3 500	\$ 35 000	
Center Island Landscaping			\$ _____	\$ _____	
			\$ -	\$ -	
			Total Minor Concrete Items	\$ 178 617	

Section 7 Roadside Management and Safety Section	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Vegetation Control Treatments			\$ _____	\$ _____	
Gore Area Pavement			\$ 1	\$ _____	
Pavement beyond the gore area			\$ 2	\$ _____	
Miscellaneous Paving			\$ 3	\$ _____	
Erosion Control	1	LS	\$ 5 000	\$ 5 000	
Slope Protection			\$ 4	\$ _____	
Slide Slopes/Embankment Slopes			\$ 5	\$ _____	
Maintenance Vehicle Pull outs			\$ 6	\$ _____	
Off-freeway Access (gates, stairways, etc.)			\$ 7	\$ _____	
Roadside Facilities (Vista Points, Transit, Park and Ride, etc.)			\$ 8	\$ _____	
Relocating roadside facilities/features			\$ 9	\$ _____	
			Total Traffic Items	\$ 5 000	
			SUBTOTAL SECTIONS 1 - 7	\$ 660 315	

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

	Dist-Co
	6-Tulare
PM	-
EA	-
PP No.	0

Section 8 Minor Items

		<u>Unit Cost</u>	<u>Section Cost</u>
	\$ 660 315 x(5%)*	\$ 33 016	
	(Subtotal Section 1-7)		
		Total Minor Items	\$ 33 016

Section 9 Roadway Mobilization

	\$ 693 331 x(10%) =	\$ 69 333	
	(Subtotal Section 1-8)		
		Total Roadway Mobilization	\$ 69 333

Section 10 Roadway Additions

Supplemental Work

	\$ 693 331 x(10%)*	\$ 69 333	
	(Subtotal Section 1-8)		

Contingencies

	\$ 693 331 x(0%)**	\$ -	
	(Subtotal Section 1-8)		

Total Roadway Additions \$ 69 333

TOTAL ROADWAY ITEMS - (Total of Section 1 - 10) \$ 831 997

Estimate Prepared By _____ Phone _____ Date _____
 (Print Name)

Estimate Checked By _____ Phone _____ Date _____
 (Print Name)

* Use 5% - 10%.

**Use appropriate percentage per Chapter 20.

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

	Dist-Co
	<u>6-Tulare</u>
PM	<u>-</u>
EA	<u>-</u>
PP No.	<u>0</u>

II. STRUCTURE ITEMS

	<u>Structure 1</u>	<u>Structure 2</u>	<u>Structure 3</u>	
Bridge Name	_____	_____	_____	
Structure Type	_____	_____	_____	
Width (out to out) - (ft)	_____	_____	_____	
Span Lengths - (ft)	_____	_____	_____	
Total Area - (ft ²)	_____	_____	_____	
Footing Type (pile/spread)	_____	_____	_____	
Cost Per ft ²	_____	_____	_____	
(incl. 10% mobilization and 20% contingency)	_____	_____	_____	
Total Cost for Structure	_____	_____	_____	
*Add additional structures as necessary				
				SUBTOTAL STRUCTURES ITEMS \$ _____ -
Railroad Related Costs	_____	_____	_____	\$ _____ -
				TOTAL STRUCTURES ITEMS \$ _____ -

Estimate Prepared By _____ (Print Name) Phone _____ Date _____

(If appropriate, attach additional pages and backup)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

	Dist-Co 6-Tulare
PM	-
EA	-
PP No.	0

III. RIGHT OF WAY ITEMS

	<u>Escalated Value</u>
A. Acquisition, including excess lands & damages to remainder(s) and Goodwill	\$ 10 000
B. Utility Relocation	\$ 75 000
C. Relocation Assistance	_____
D. Clearance/Demolition	_____
E. Title and Escrow Fees	_____
Total Right of Way Items	\$ 85 000

(Escalated Value)

Anticipated Date of Right of Way Certification _____
 (Date to which values are escalated)

F. Construction Contract Work

Brief Description of Work

Right of Way Brach Cost Estimate for Work* _____
 *This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate. Do not include in Right of Way Items.

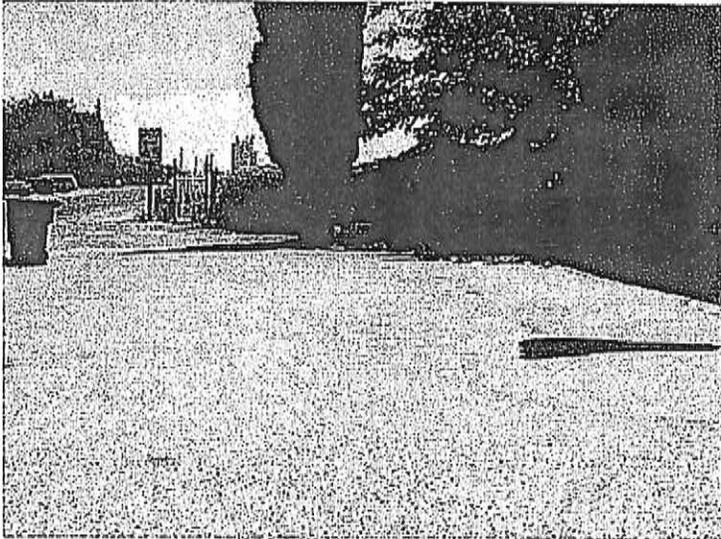
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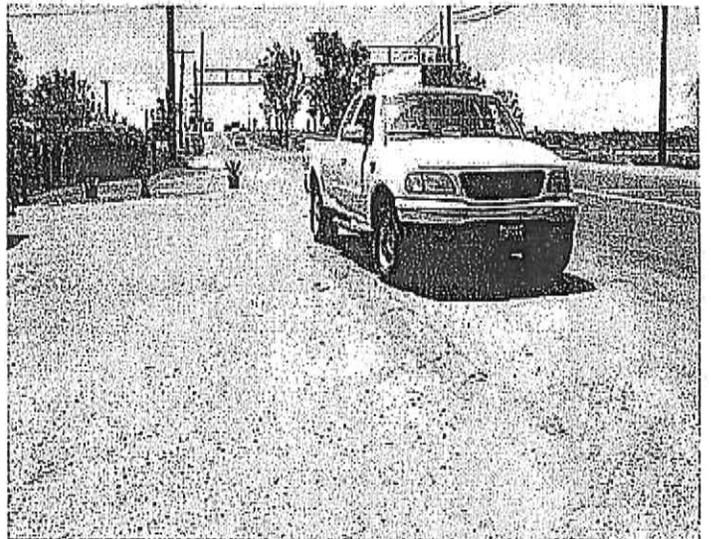
Appendix F –
Traver 30% Submittal Plan Set



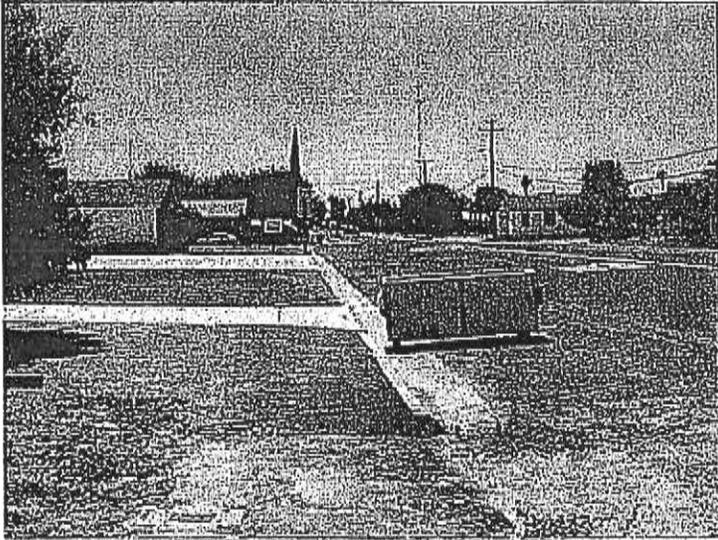
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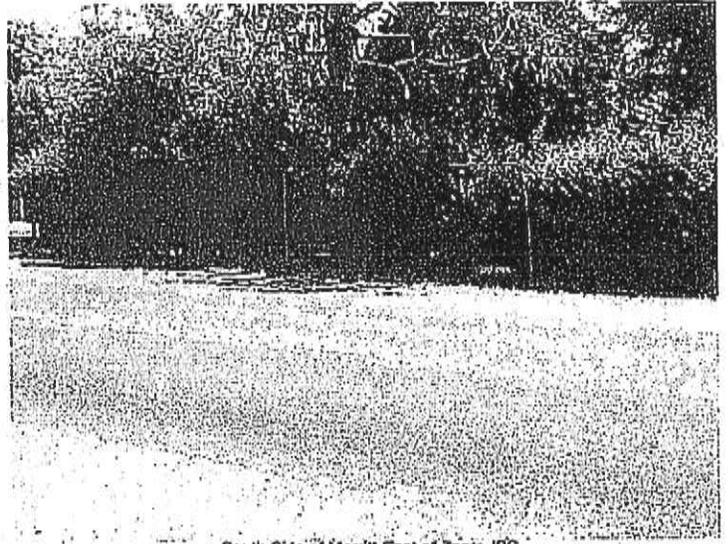
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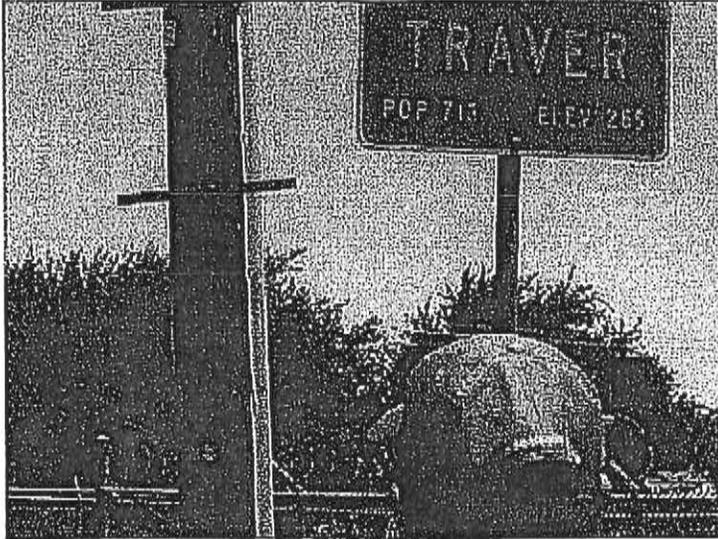
USPS SWC Merrill@Burke.JPG



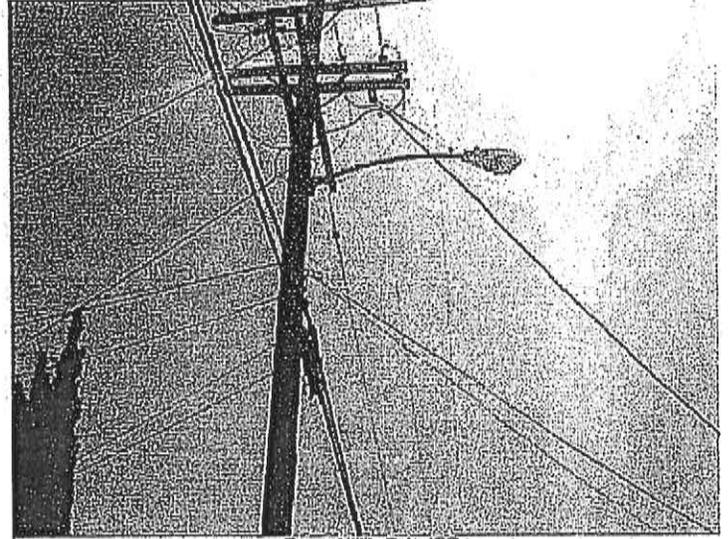
South Side of Merritt between Baker & Canal.JPG



South Side of Merritt East of Zante.JPG



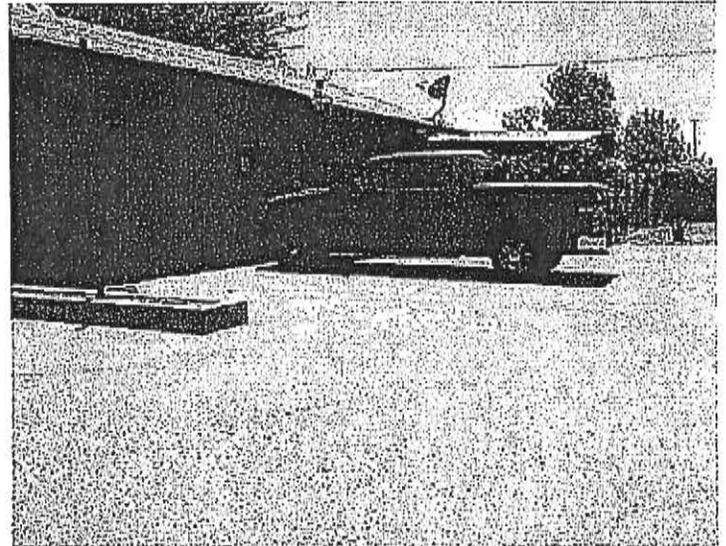
Traver Sign.JPG



Traver Utility Pole.JPG



USPS Curb.JPG



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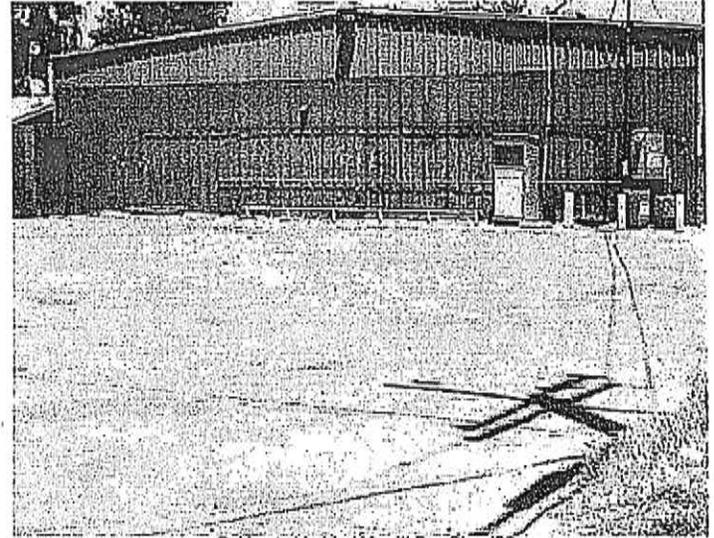
North Side of Merritt East of Burke.JPG



NWC Merritt@Canal.JPG



NWC Merritt@Zante.JPG



Paving Lot behind Merritt Bus Stop.JPG



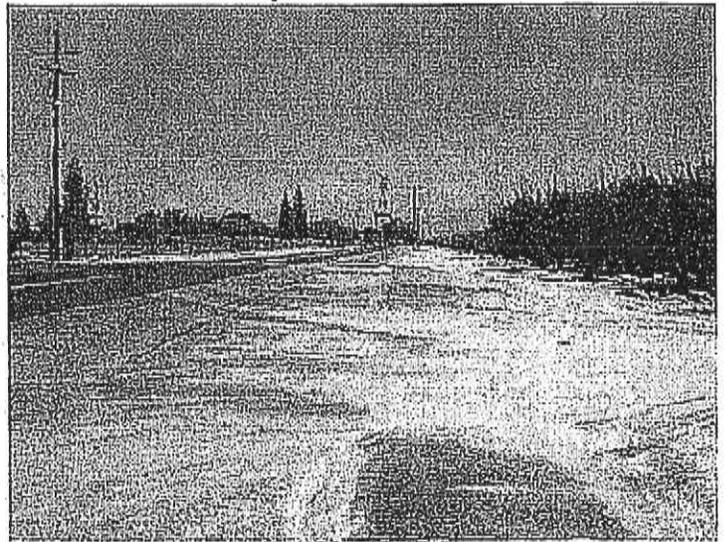
Ped Xing Merritt@Canal.JPG



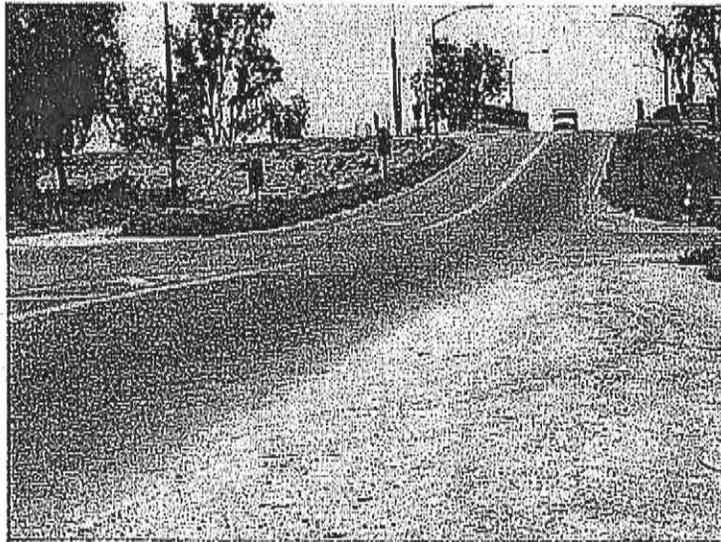
Ped Xing on Merritt West of Canal.JPG



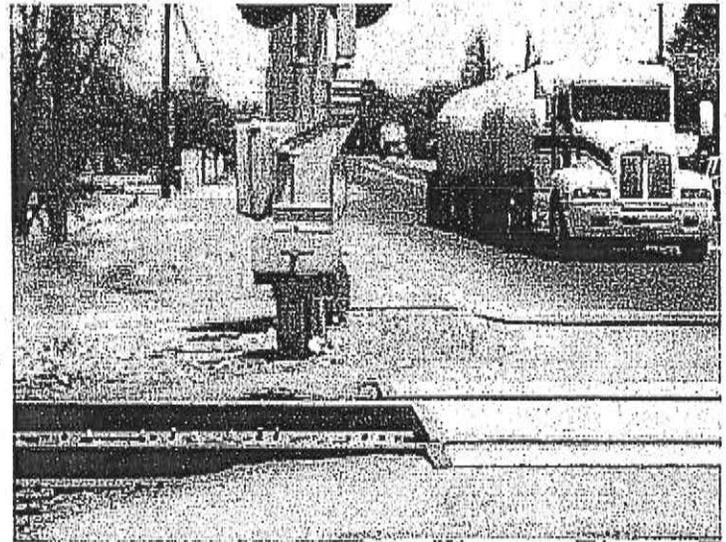
Merritt@Bowhay.JPG



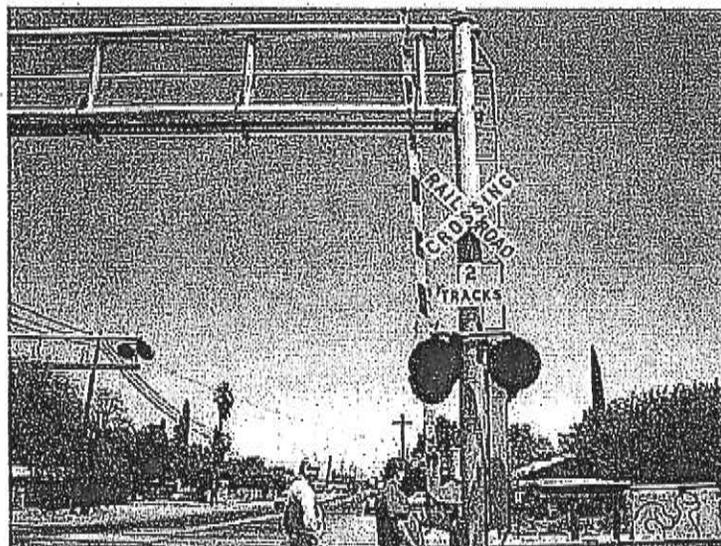
Merritt@Canal Ped Trail.jpg



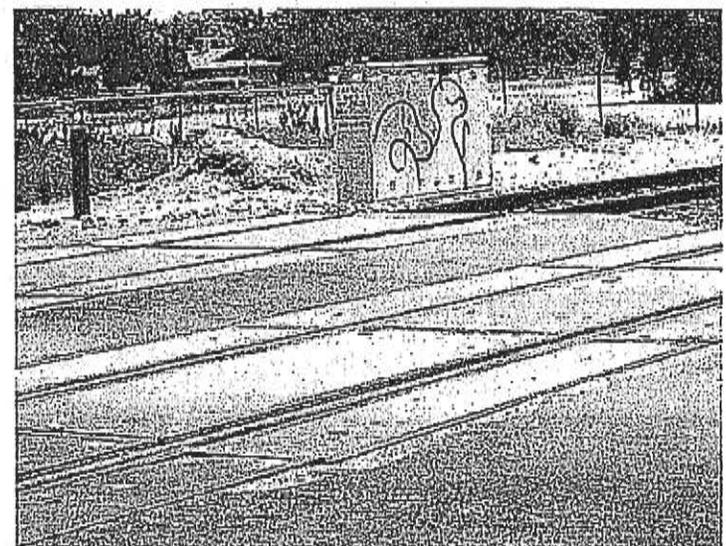
Merritt@SR 99 NB Ramps.JPG



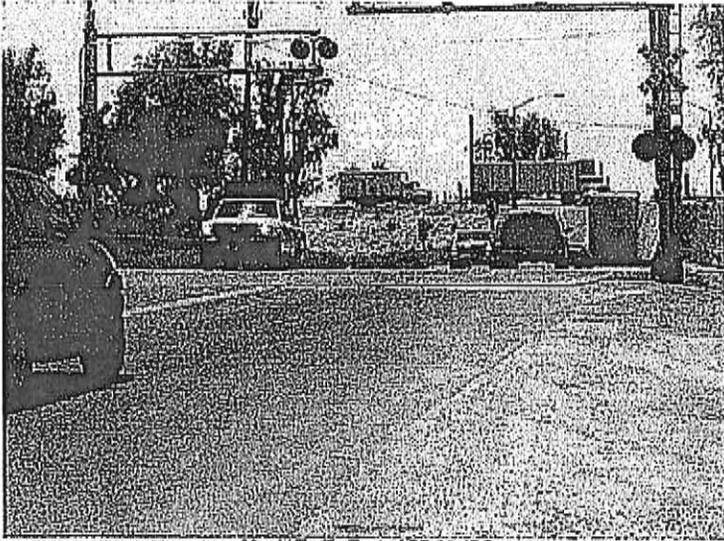
Merritt@UPRR (2).JPG



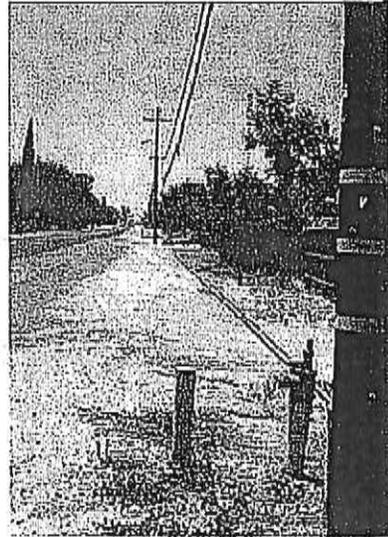
Merritt@UPRR Xing (2).JPG



Merritt@UPRR.JPG



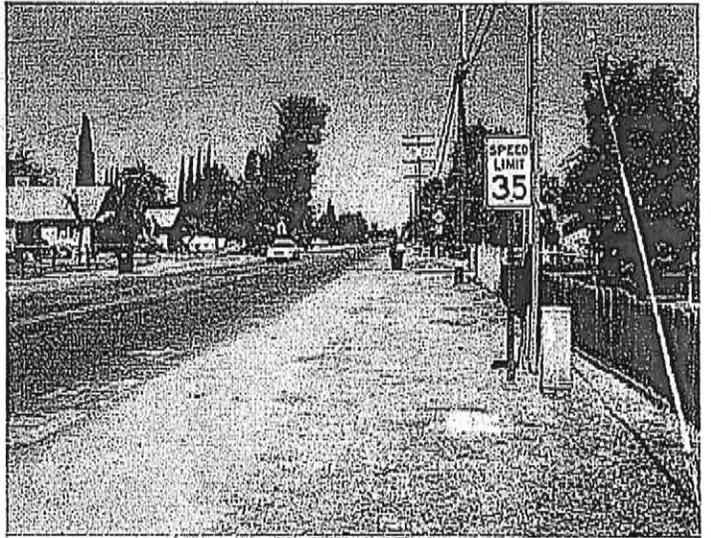
Merritt Traffic East of SR 99.JPG



Merritt Utilities.JPG



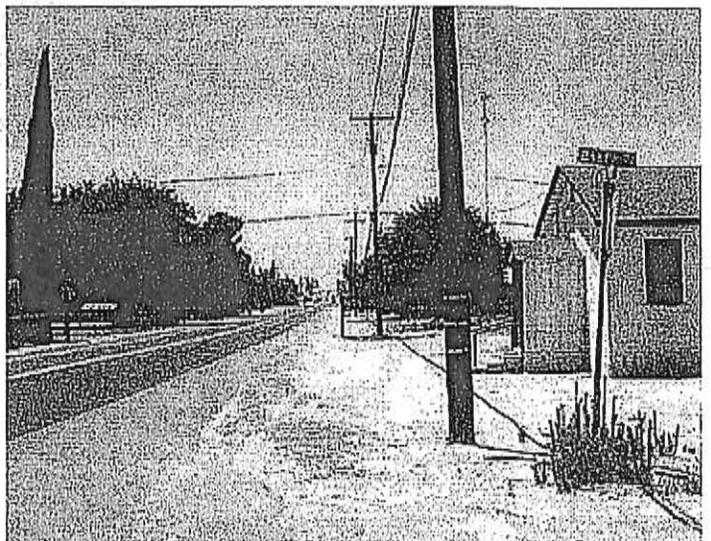
Merritt West of Baker.JPG



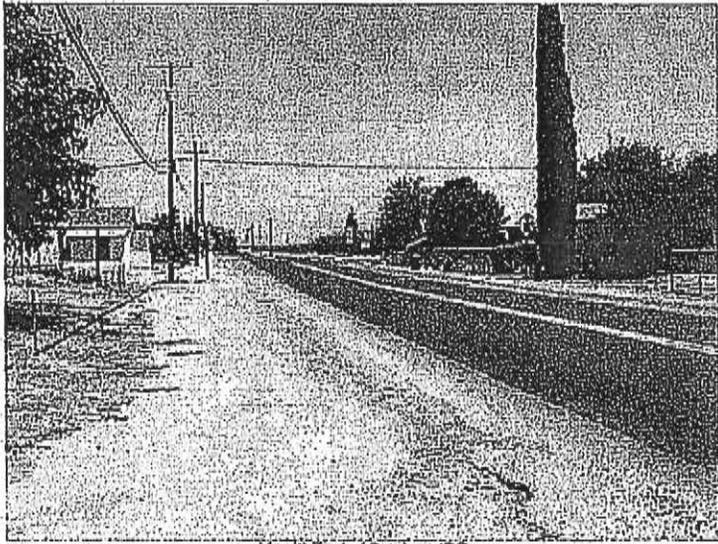
Merritt West of Elm.jpg



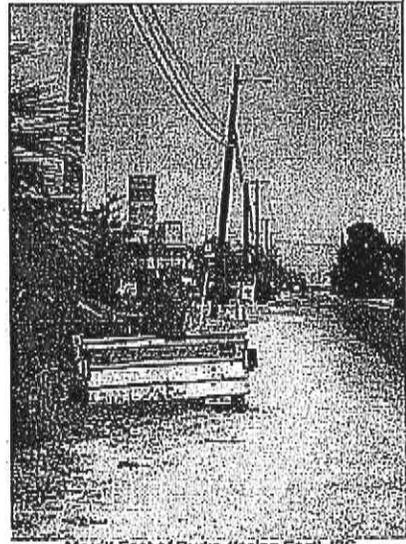
Merritt@Baker (2).jpg



Merritt@Baker.JPG



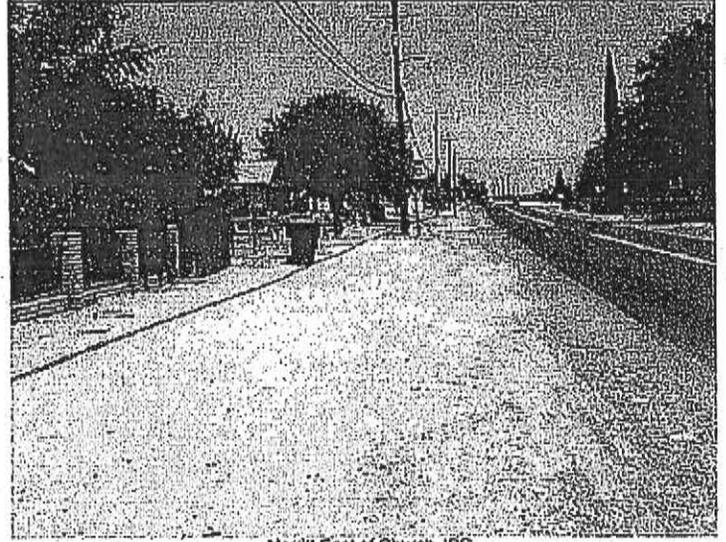
Merritt East of Bowhay.JPG



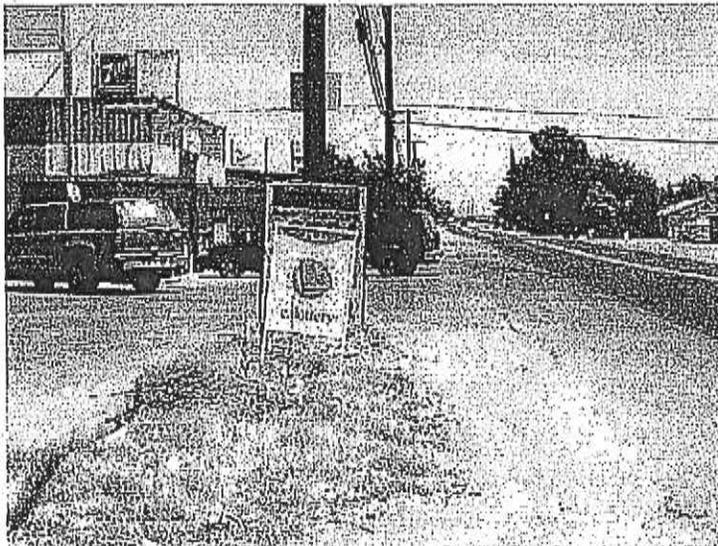
Merritt East of Burke (facing East).JPG



Merritt East of Burke (facing West).JPG



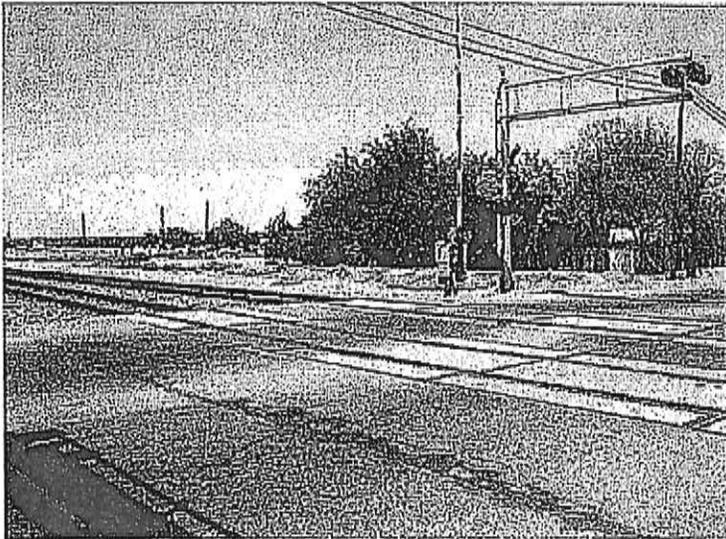
Merritt East of Church.JPG



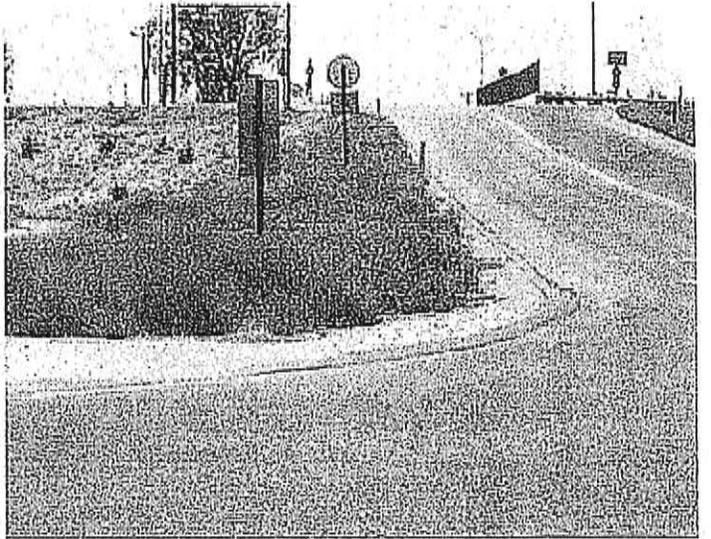
Merritt East of Zante.JPG



Merritt Ped Xing Sign.JPG



Merritt@UPRR Xing.JPG



Merritt OC@SR 89.JPG



Merritt 'Share the Road' Sign.JPG



Merritt Church Access.JPG



Merritt East of Baker.JPG



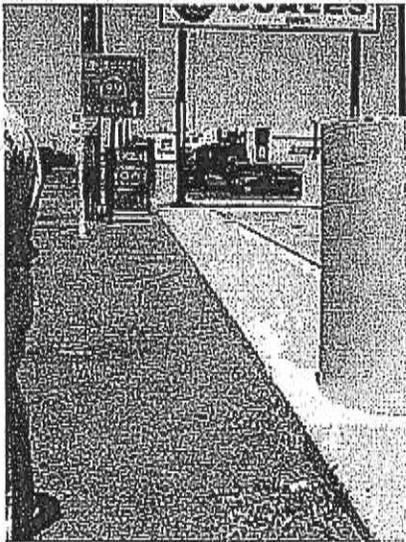
Merritt East of Boway.JPG



6th Truck Access.JPG



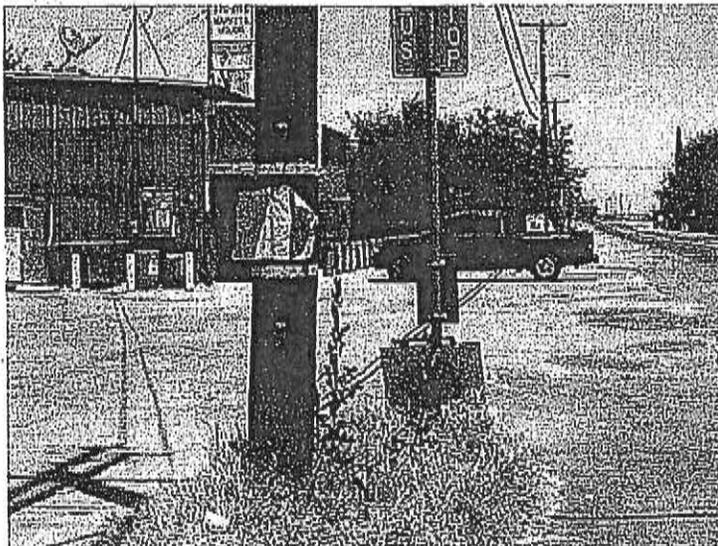
6th@MAF Entrance.JPG



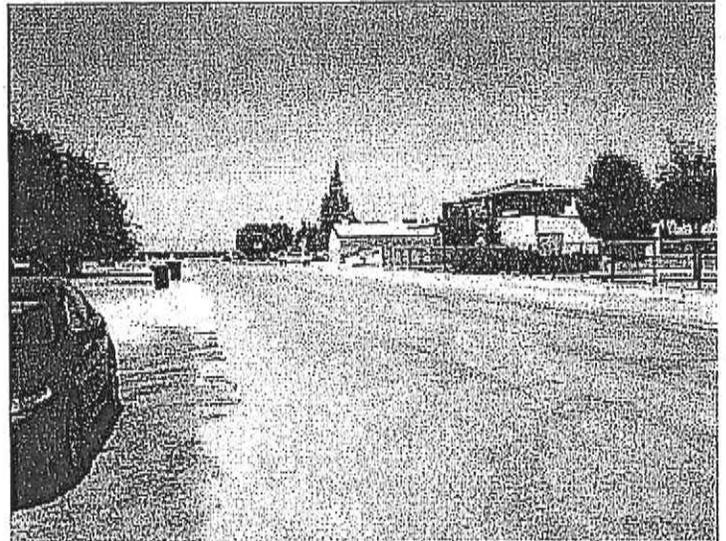
6th@Travel Center Frontage.JPG



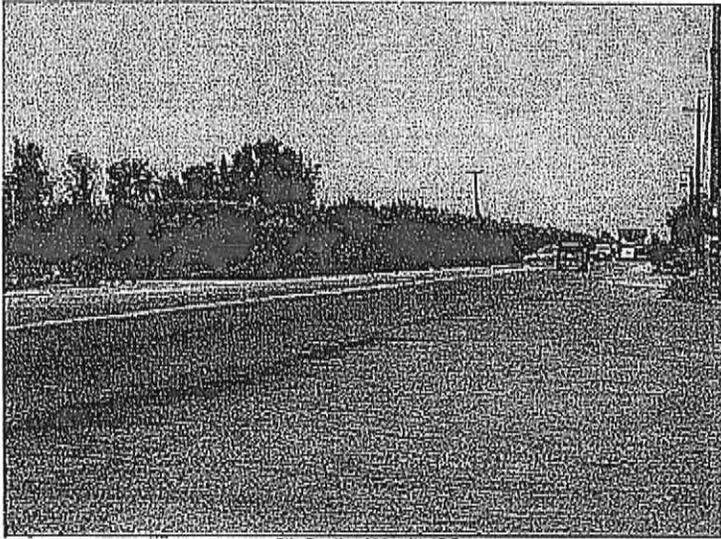
Bus Stop on Merritt (2).JPG



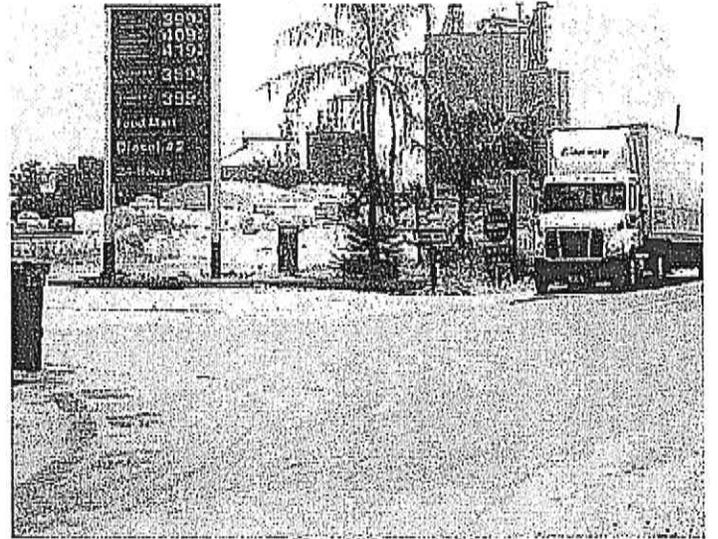
Bus Stop on Merritt.JPG



Canal North of Merritt.JPG



6th South of Merrill.JPG



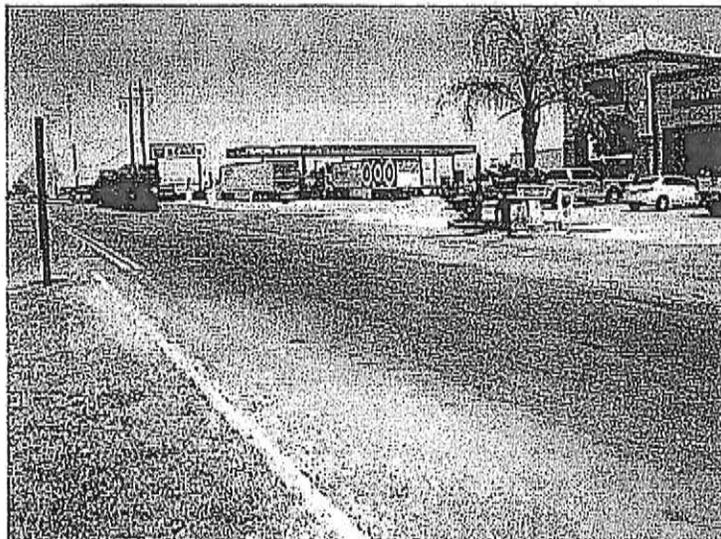
6th SR 99 Off Ramp (2).JPG



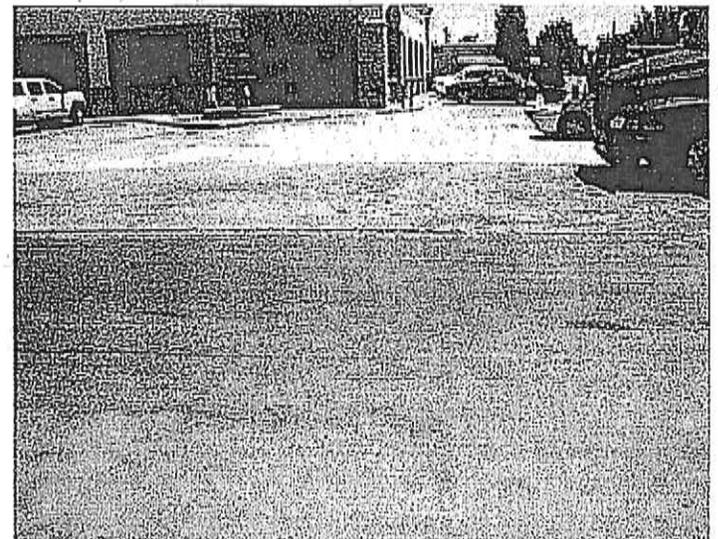
6th SR 99 Off Ramp Turnaround.JPG



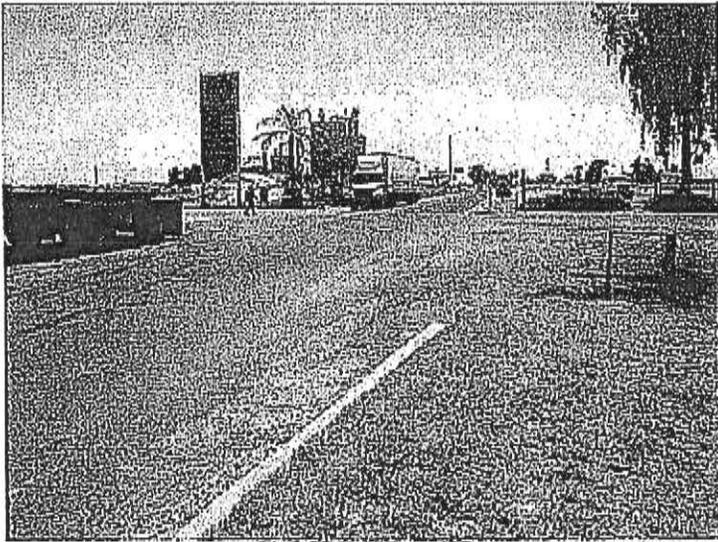
6th SR 99 Off Ramp.JPG



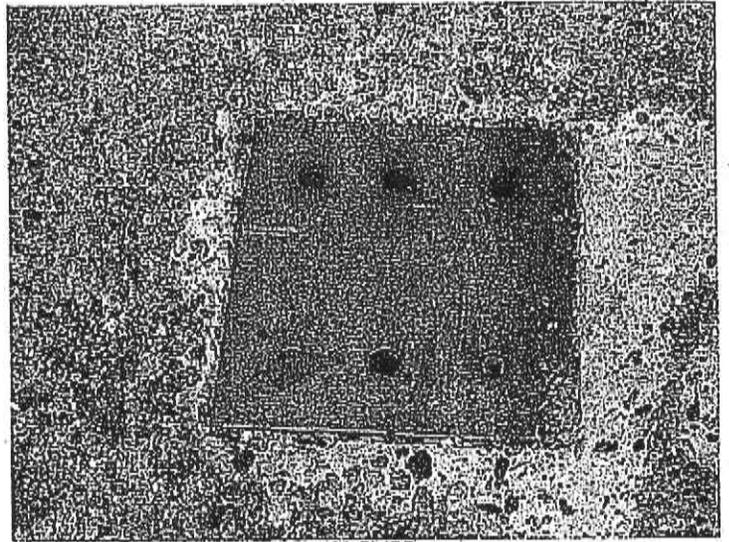
6th Travel Center Access.JPG



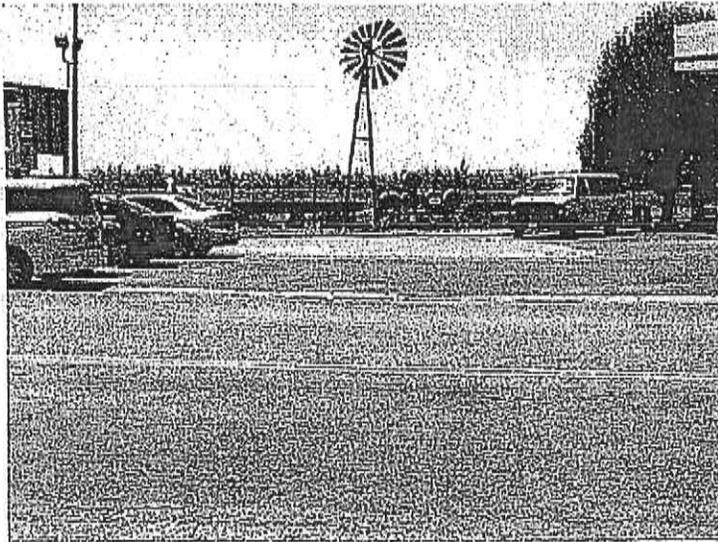
6th Travel Center Walkway.JPG



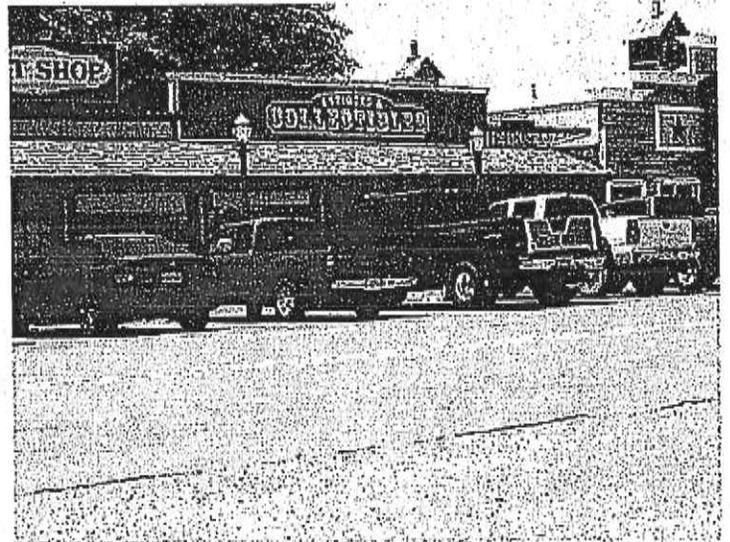
6th @ SR 99 Off Ramp.JPG



6th DI.JPG



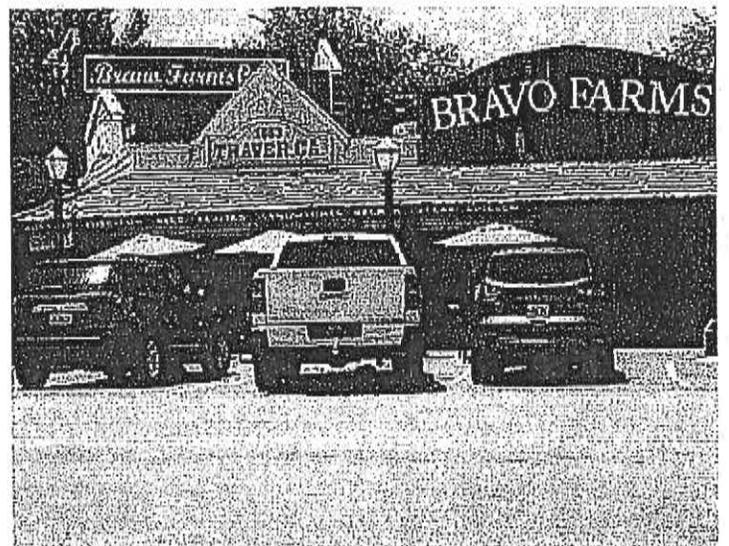
6th Driveway & DI.JPG



6th Gift Shop Parking.JPG



6th Hydrant@Travel Center.JPG



6th Restaurant Parking.JPG

TRAVER INVENTORY PHOTOS

Summary Complete Street Actions

Complete Streets policy:

Aims to create a comprehensive, integrated, connected network

- For "all users" multi-modes, ages, and abilities
- Recognizes that all streets are different and balance user needs
- Adaptable to both new and retrofit projects, including design, planning, maintenance, and operation for the entire right-of-way
- Quantitative metrics to measure of progress referred to as for cost management practices



Thank You for Attending

10. Health and Safety

HS-1 To protect County residents and visitors from injury and damage resulting from natural catastrophes, man-made events, and hazardous conditions (New Goal based on Five County Seismic Safety Element (1974); Ord. 1, 2, 3, 6, 9, 12 & 18, Pa. 17)

Health and Safety for all Neighborhoods

HS-9 To support healthy lifestyles among residents of Tulare County through the built environment and land use decisions that play an important role in shaping the pattern of community development, in either promoting or discouraging good health for its citizens (New Goal)

11. Public Facilities and Services

PFS-1 To establish and maintain acceptable levels of service, minimum costs, and provide criteria for determining the location, capacity, and timing of existing and future public facilities and services (New Goal)

Adequate Quantity and Quality of Public Services

Achieving General Plan Goals

- Increasing uses by right
- Creating flexibility for uses through mixed use overlays

Water

The map displays a network of lines representing water infrastructure, overlaid on a grid. A legend in the bottom left corner identifies symbols for 'Water Service Area' and 'Water Main'. A scale bar and north arrow are located in the bottom right corner.

Sewer

The map, titled 'SEWER COLLECTION MAP TRAVEL', shows a dense network of sewer lines within a city block. It includes a legend with various line styles and symbols, a scale bar, and a north arrow. Text at the bottom of the map provides additional details about the sewer system.

Complete Streets

The collage features several images: a large aerial view of a street grid on the left, and three smaller inset photos on the right showing different street environments, including a street with a crosswalk and a street with a bike lane. A title 'Travel - Complete Streets Policy Action Photo' is visible at the bottom left of the collage.

Analysis and Recommendations

One Major Purpose

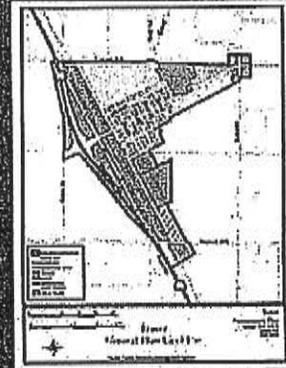
1. Guide Future Decision Making

Two Primary Documents

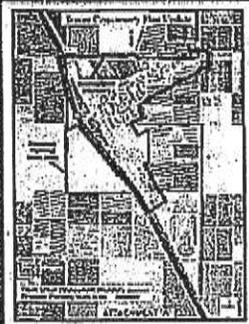
1. Traver Community Plan
2. Environmental Impact Report

Three Primary Components

1. Urban Development Boundary
2. Land Use and Circulation
3. Policies to guide future decision making



Traver Community Plan Update Proposed Study Area



Tulare County General Plan Update Guiding Policies

- PF-1** To provide a planning framework that promotes the vitality of communities, forests, and cities while protecting the agricultural, open space, scenic, cultural, historic, and natural resource heritage of the County (New Goal)
- PF-2** To provide a flexible planning area around each unincorporated community that clearly delineates the boundaries of each community and provides a framework for economic development, the provision of public services, and an outstanding quality of life (Urban Boundaries Element Goal 3 Goal 1) (UDC Urban Boundaries Element Amendment (09-01): 1993, Modified)
- PF-2.4** Community Plans The County shall ensure that community plans are prepared, updated, and maintained for each of the communities.
- PF-2.7** Improvement Standards in Communities The County shall require development within the designated UDBs to meet an urban standard for curbs, gutters, sidewalks, and community sewer and water systems.



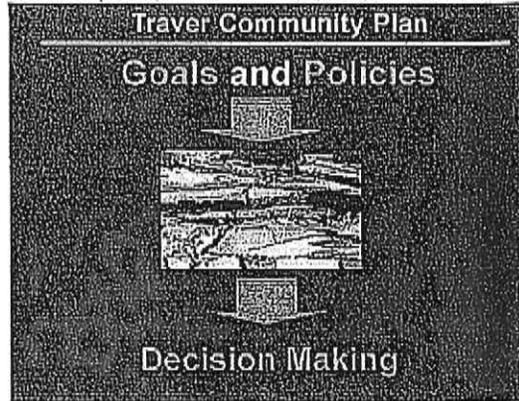
4. Land Use

- LU-1** To encourage the overall economic and social growth of the County while maintaining its quality of life standards and highly efficient land use (New Goal)
- LU-7** To preserve and enhance the character and scale of Tulare County's communities, hamlets, and rural areas, including their design heritage and historic character (New Goal)
- LU-1.1** Smart Growth and Healthy Communities: The County shall promote the principles of smart growth and healthy communities by UDBs and MOUs, including walkable neighborhoods, creating a mix of uses of land, creating new job and living opportunities, increasing open space, and creating a range of housing opportunities and choices.
- LU-1.1** Neighborhood Commercial Uses: The County shall encourage the development of neighborhood commercial uses, including local businesses, to meet the everyday shopping and societal needs of its residents, surrounding residential land uses in communities.
- LU-6.2** Schools in Neighborhoods: The County shall encourage school districts to locate new schools in areas that allow children to safely walk or bike to their schools.



5. Economic Development

- ED-1** To maintain a healthy and diverse local economy that meets the present and future employment, shopping, recreational, and service needs of Tulare County (old term) (New Goal)
- ED-2** To promote business growth and industry development and to attract a vibrant business climate and a supportive economic foundation (New Goal)
- ED-3** To diversify the economic base of Tulare County through the expansion of agricultural industry clusters and through the development and expansion of recreation and value-serving attractions and accommodations (New Goal)
- ED-1.6** Develop Public/Private Partnerships: The County shall pursue partnerships to encourage the development of public facilities and infrastructure improvements that benefit communities.



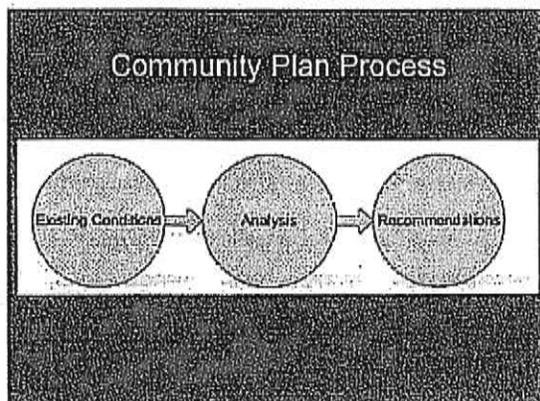
Plan Framework

California State Law
Planning Principles
Tulare County General Plan
Policies

Schedule

Traver Community Plan - Update and Mitigated Negative Declaration (MND)

Tasks	Schedule and Milestones												
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	
1.1 Preliminary Study (Conceptual Planning)													
1.2 Initial Study (Conceptual Planning)													
2.1 Conceptual Assessment													
2.2 Needs Assessment													
3.1 Prepare Policy Plan (Plan, 3-4 yrs, 18-24 mos. to CIP)													
3.2 Mitigated Negative Declaration (MND)													
4.1 Planning Commission Review													
4.2 Board of Supervisors Review													
5. Project Completion													



- Community Conditions**
- Staff / Consultant Research
 - Citizen Participation
 - Sharing Concerns
 - Addressing Concerns
- 

Community Planning Meeting- Traver

30-Apr-14

	Name	Phone Number	Address
	José Vanez	559-426-0065	36502 ZANTE Dr.
1	Elizabeth Vanez	559-426-9595	3953 Bullard Dr.
2	Laura Ruiz	559-635-1790	7000 Ave 360 Kingsburg ca.
3	Alma Torres	559 750-8447	56665 Ave 377 #15 Dinuba Ca
4	ROBERT GAWA	559 590-1204	3779 Ave 384 Kingsburg
5	Steno Ramirez	897-2755	36736 Canal Traver, CA
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23			

Community Planning Meeting- Traver

30-Apr-14

	Name	Phone Number	Address
	Estimada Esquivel	897-4668	3666.5 Canal Dr Traver
1	Rosalva Sanchez	897-4631	3667.3 Canal Dr, Traver
2	Monica Garduno	897-90-73	35635 Church Street Traver
3	Immanuel Jones	859-4783	41572 Merritt Dr Traver CA
4	Maria Garduno	741-5938	365 36538 Church St Traver
5	Crystal Garduno	420-7531	1461 Gage St Seima CA
6	Juan Pacheco	356 4384	36619 BOWHAY Dr. Traver
7	Lupe Pacheco	590 5281	36619 BOWHAY Dr. Traver
8	ISMAEL Flores JR	967-2601	37319 RLYO Knapton
9	Irma Delgadillo	(559)734-9360	36415 ROAD 80 Dinuba
10	Alicia Rodriguez	559-458-66-86	36440 ZANT DR. Traver
11	Martina Cruz	(559)318-8228	36615 BOWHAY Dr Traver
12			
13			
14			
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The meeting was presented in English and Spanish. Refreshments and cookies were offered.

The meeting started at 3:00p.m. and ended at 4:30p.m.

After the discussion the participants and county staff walked Canal drive and had a rolling discussion of potential projects.

Railroad track to Road 80- There is significant amount of speeding. A sign needs to be here. This is perhaps the longest road that needs some sort of traffic control.

Canal and Road 40- There is no stop sign and there are children who frequently travel to a store nearby passing the intersection. Most of the children walk in this community and this intersection is of high concern. In the winter time the roads are foggy creating a visibility issue.

Would you like to see a park here?

18-Yes

0- No

Total: 18

The community would definitely like to see a park but it is not a priority. The community would rather have street lights. The community gets very dark in the evening and there is not much light for the community. Many walk to get to their destinations creating a danger for the community without street lights.

Would you use it?

18-Yes

0- No

Total: 18

The community would use the park often however; the park is not a priority. There is currently a park in place and they use it frequently.

Other concerns/comments:

The citizens of Traver stated they would like to see a Sheriff substation near by. They mentioned there was previously one in town which deterred people from speeding. Now there is no control and a high volume of speeding occurs.

Also an emergency fire station would be something they would like to see nearby.

The community was very pleased the County has taken interest in their community. They stated that there was a request for a street light on Merritt and Canal. and within three days the light was posted. This showed the community we were responsive to the needs of the people of Traver. They are more than pleased we have an interest in the community and look forward to the new developments to come.

The meeting was well attended with over 20 participants. Participants included adults, children, Traver Elementary school officials, County Planners, and County Staff.

County staff that was in attendance: Aaron Bock, Jose Saenz, Kyria Fierros, Eric Coyne, and Dave Bryant. The meeting had very fruitful discussions with very active community participants.

Special Complete Streets Planning Meeting
Traver, CA
Wednesday, April 30, 2014
Traver Elementary School
36736 Canal Drive
Traver, CA 93673

Are you concerned about flooding?

18-Yes

0- No

Total: 18

The community is very concerned about flooding. During the rain season the sides of the roads get flooded. The children who walk to school everyday are forced to use the main roads where oncoming traffic passes putting children in danger. Northside floods more.

Would you like to see storm drainage and gutters?

18-Yes

0- No

Total: 18

Would you like to see a medical clinic in Traver?

18-Yes

0- No

Total: 18

This was the project the community wanted to see the most.

What are the top five streets most important streets to the community?

1. Merritt 2. Canal Dr. 3. Jacob 4. Burke 5. Church

What kind of business would you like to see here?

Pharmacies, grocery store, fast food restaurant, and Dollar Tree or similar store.

Locations for future crosswalks (Based on typical routes taken by the residents)

Church & Merritt Dr.- There is a lot of animals that are killed at this intersection. There is a significant amount of speeding occurring.

Traffic Control such as stop signs, speed limit, or advisory signs (school zone ahead)

Jacob Rd. - There is a lot of speeding in this school zone area. Vehicles are approaching the area 45MPH+. If there was going to be a speed sign this is where is should be located at.

**Complete Streets Planning Meeting
Traver, CA
April 30, 2014**

TULARE COUNTY RESOURCE MANAGEMENT AGENCY
COMPLETE STREETS AND COMMUNITY PLAN OUTREACH
(2014)

TRAVER COMMUNITY PLANNING AREA

1-Complete Streets Meeting:February 18,2014

RMA Staff distributed flier to the Steve Ramirez, Superintendent of Traver Elementary.
The fliers were passed out to the students to share with their parents/ families.

2-Complete Streets Meeting:March 25,2014

RMA Staff distributed flier to the Steve Ramirez, Superintendent of Traver Elementary.
The fliers were passed out to the students to share with their parents/ families.

3-Complete Streets Meeting :April 30,2014

4/20/14-RMA Staff distributed flier to the Steve Ramirez, Superintendent of Traver Elementary.

4-Complete Streets Meeting:July 30,2014

6/26/14-RMA Staff contacted Steve Ramirez, Superintendent of Traver Elementary, to inquire
having another meeting the following month 7/30.

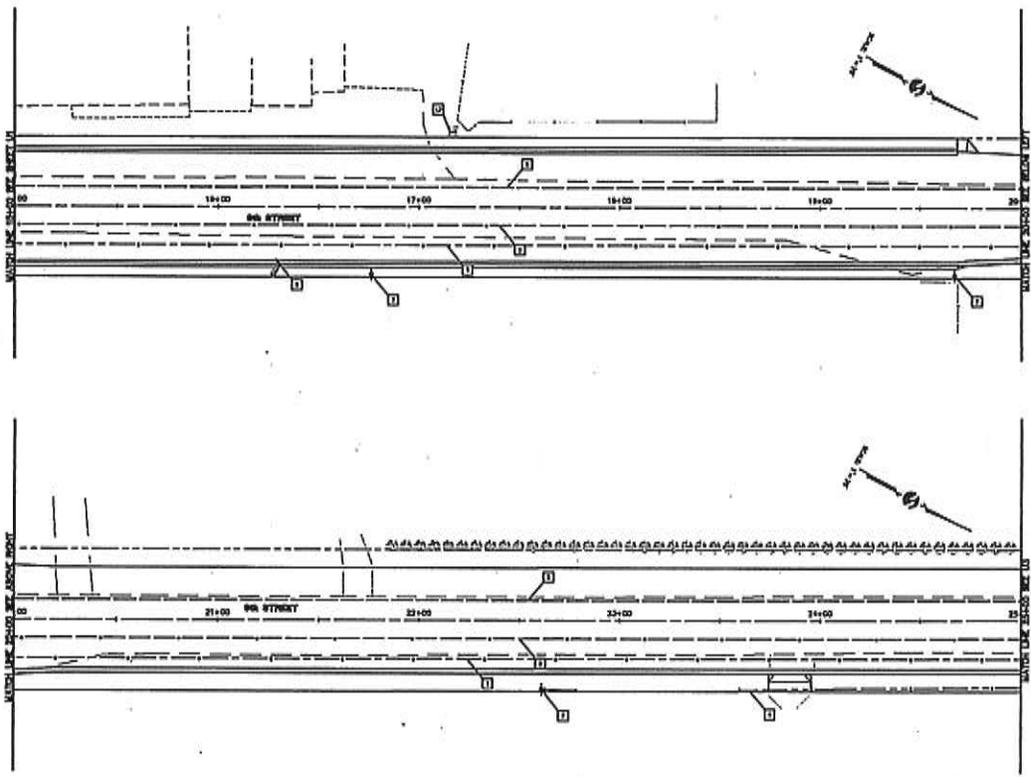
7/15/14- Fliers were also sent to the list of attendees from the previous meeting.

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Appendix G –
Complete Streets Outreach





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FOR CONSTRUCTION

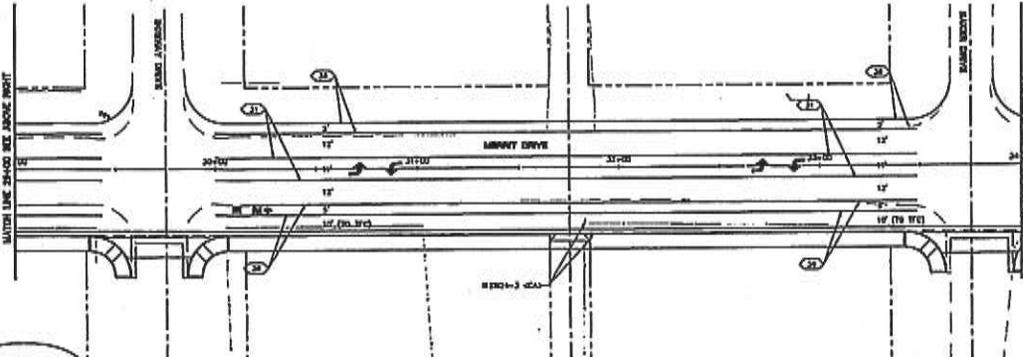
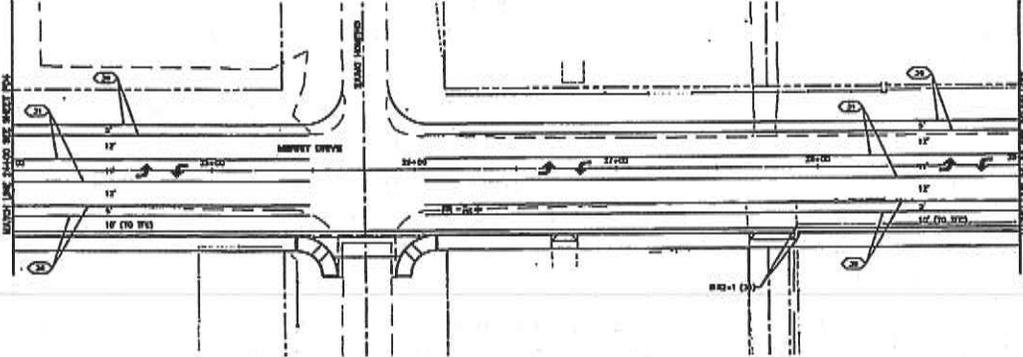
REVISIONS	DATE	BY	CHK

ompl. means
 5
 100% COMPLETE
 100% SUBMITTIL
 100% FOR CONSTRUCTION

UTILITY PLAN
 TRAVER-COMLETE STREETS POLICY
 PHASE 1 IMPROVEMENTS
 TULARE COUNTY

DATE	
BY	
CHK	
APP	

U2



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FOR CONSTRUCTION

REVISIONS	DATE	BY	CHKD.

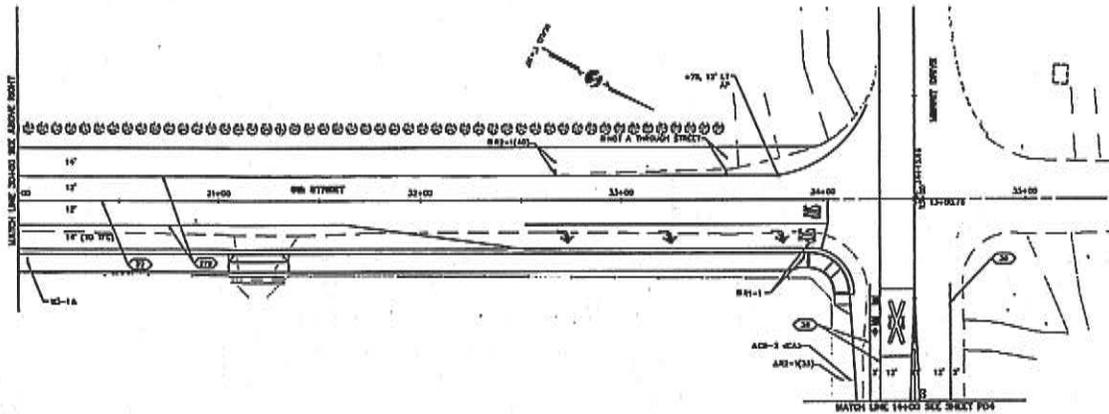
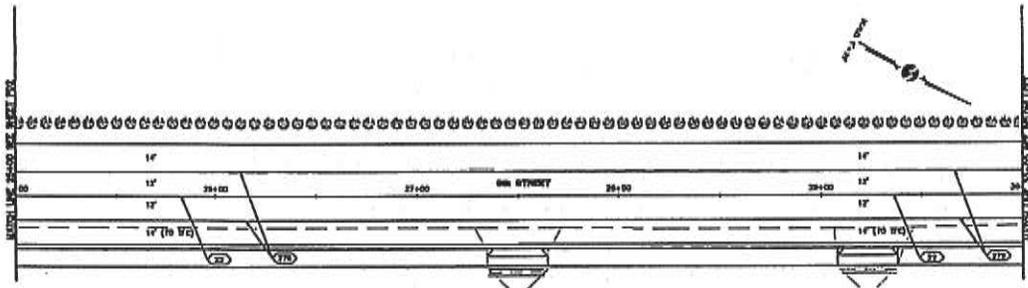
Approved
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 Estimate
 Survey
 Title
 Other



SIGGING AND STRIPING PLAN
 TRAVEL COMPLETE STREETS POLICY
 PHASE 1 IMPROVEMENTS
 TULARE COUNTY

DATE:	
BY:	
CHKD.:	
APP.:	
DATE:	

TITLE:
 PD5



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REVISIONS

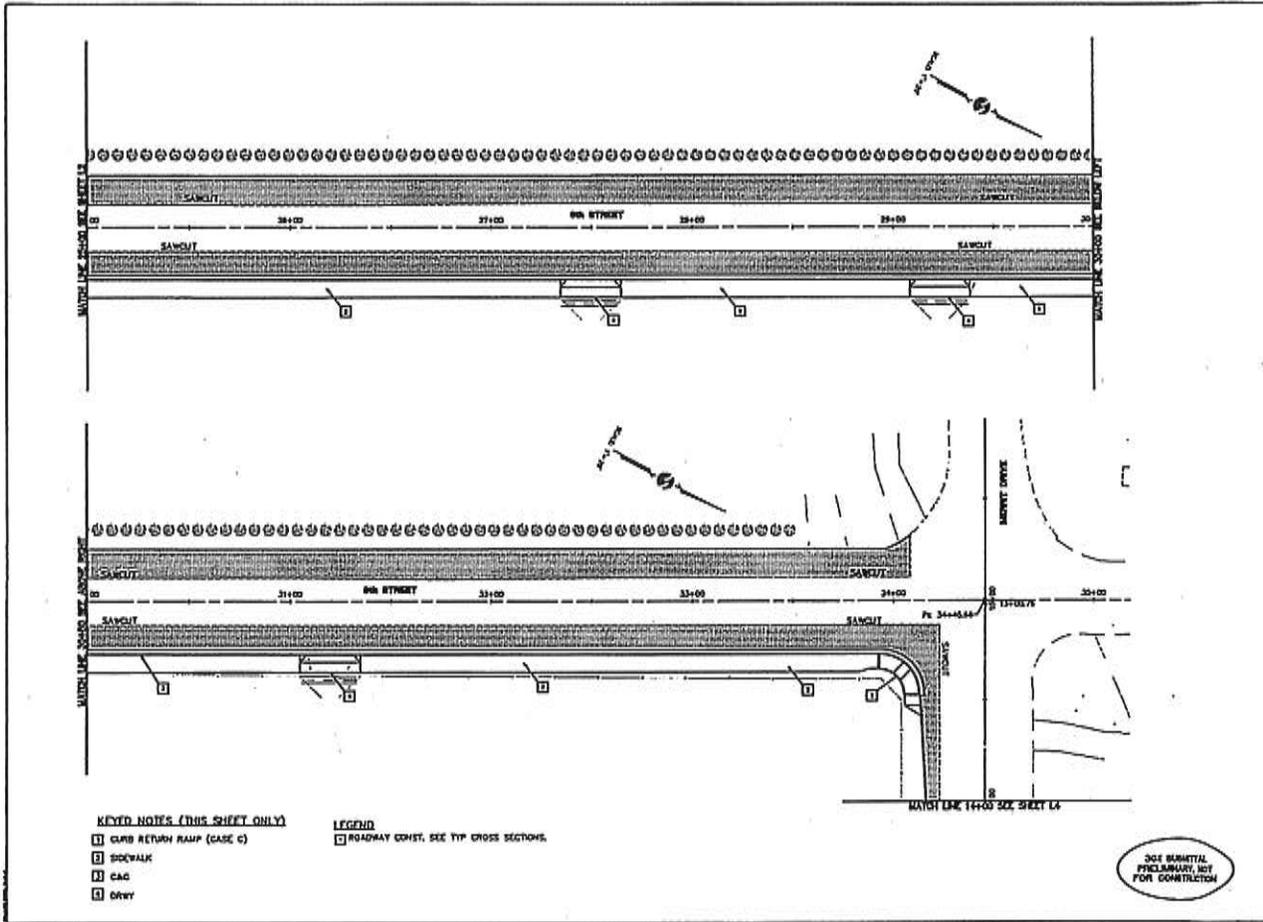
NO.	DATE	DESCRIPTION

omni • means
 CONSULTING ENGINEERS
 1000 N. G STREET
 SUITE 100
 TULARE, CA 95324
 TEL: 559.341.1111
 FAX: 559.341.1112

**SIGNING AND STRIPING PLAN
 COMPLETE STREETS POLICY
 PHASE 1 IMPROVEMENTS
 TULARE COUNTY**

DATE	
BY	
CHECKED	
APPROVED	

PDS



KEYED NOTES (THIS SHEET ONLY)

- 1 CURB RETURN RAMP (CASE C)
- 2 SIDEWALK
- 3 C&G
- 4 DRIVE

LEGEND

- 5 ROADWAY CONST. SEE TYP CROSS SECTIONS.

NOT SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REVISIONS

NO.	DATE	DESCRIPTION

omni - mcbms

Engineering & Surveying
 1000 N. 1st St., Suite 100
 Metairie, LA 70002
 Phone: (504) 885-1111
 Fax: (504) 885-1112
 Website: www.omni-mcbms.com

**LAYOUT & GRADING
 TRAVEL-COMPLETE STREETS POLICY
 PHASE 1 IMPROVEMENTS
 TULANE COUNTY**

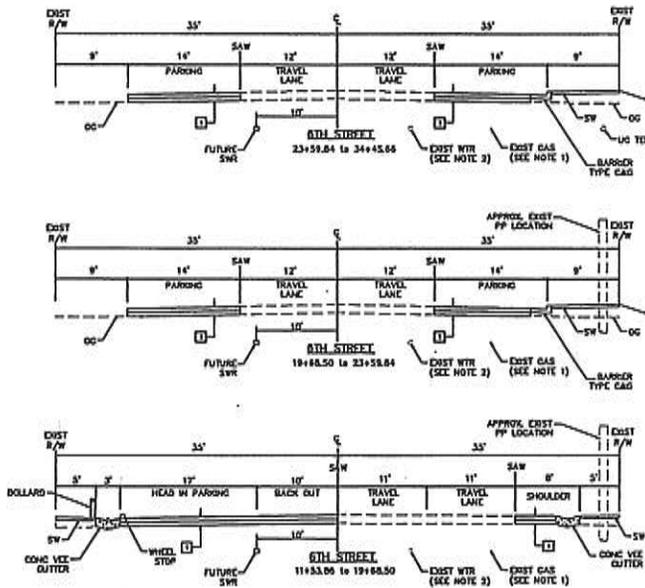
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3	11/11/11	ISSUED FOR PERMIT
4	11/11/11	ISSUED FOR PERMIT
5	11/11/11	ISSUED FOR PERMIT

1/3

TYPICAL STRUCTURAL SECTIONS

1. 10-YEAR DESIGN
 2. 15% GRADE
 3. 2% SIDE SLOPE 8:1 TO
 4. 2% AS (CLAS 7)-10

NOTES:
 1. LOCATION OF GAS FOR EX STREET
 UNKNOWN
 2. LOCATION OF WATER MAIN FOR EX STREET
 UNKNOWN



DATE	
BY	
CHECKED	
APPROVED	
SCALE	
TYPICAL SECTIONS TRAVEL-COMPLETE STREETS POLICY PHASE 1 IMPROVEMENTS TULARE COUNTY	
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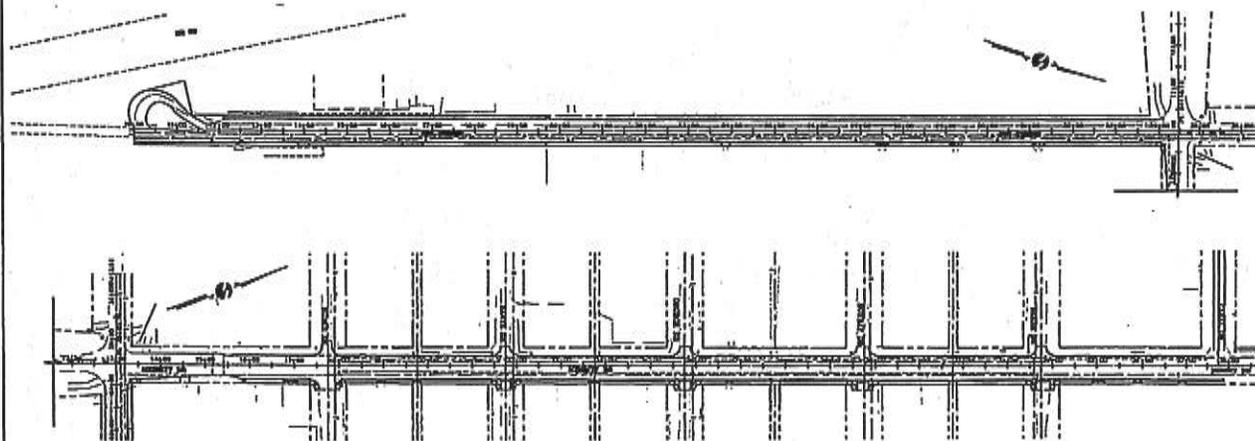
INDEX OF SHEETS

NO.	DESCRIPTION
10-10	GENERAL NOTES
10-11	PLAN & ELEVATION
10-12	SECTIONAL ELEVATION
10-13	SECTIONAL ELEVATION
10-14	SECTIONAL ELEVATION
10-15	SECTIONAL ELEVATION
10-16	SECTIONAL ELEVATION
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10-86	SECTIONAL ELEVATION
10-87	SECTIONAL ELEVATION
10-88	SECTIONAL ELEVATION
10-89	SECTIONAL ELEVATION
10-90	SECTIONAL ELEVATION
10-91	SECTIONAL ELEVATION
10-92	SECTIONAL ELEVATION
10-93	SECTIONAL ELEVATION
10-94	SECTIONAL ELEVATION
10-95	SECTIONAL ELEVATION
10-96	SECTIONAL ELEVATION
10-97	SECTIONAL ELEVATION
10-98	SECTIONAL ELEVATION
10-99	SECTIONAL ELEVATION
10-100	SECTIONAL ELEVATION

TRAVER
COUNTY OF TULARE
 PROJECT PLANS FOR CONSTRUCTION ON
TRAVER-COMPLETE STREETS POLICY
 IN TRAVER AND COUNTY OF TULARE
 MERRITT DRIVE (FROM BURKE DR. TO CANAL DR.)
 6TH STREET (FROM SR 99 TO MERRITT DR.)



LOCATION MAP



LOCATION MAP



30% SUBMITTAL
 PRELIMINARY, NOT
 FOR CONSTRUCTION



APPROVED BY	DATE
REVIEWED BY	DATE
DESIGNED BY	DATE
CHECKED BY	DATE

TITLE SHEET
TRAVER-COMPLETE STREETS POLICY
 PHASE 1 IMPROVEMENTS
 TRAVER, CALIFORNIA

PREPARED BY
 CHECKED BY
 DESIGNED BY
 DATE

OMMI - MCGRIS
 ENGINEERS ARCHITECTS
 1000 N. G ST. SUITE 100
 TRAVER, CA 93278
 (559) 835-1111

SHEET NO. **T1**
 OF **10**