

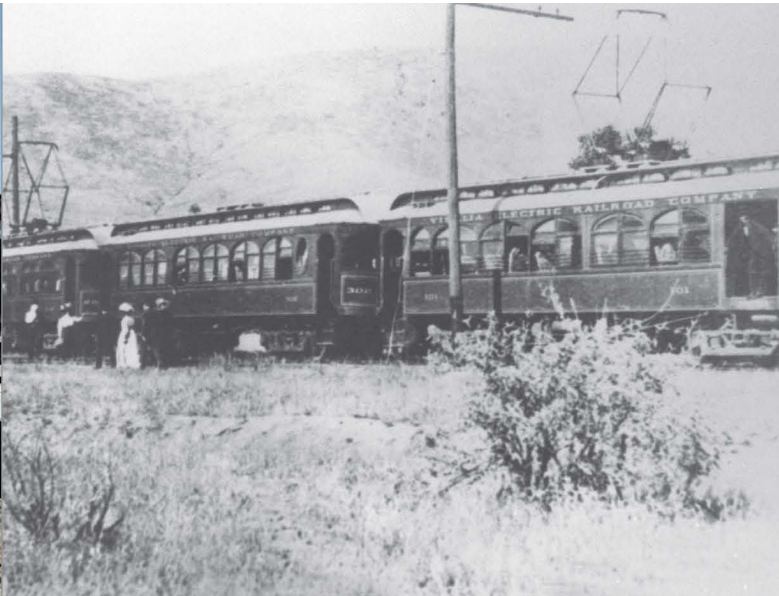


**CROSS VALLEY  
CORRIDOR PLAN**



**ARUP**

# Task 2 Existing Conditions and Market Assessment





## CROSS VALLEY CORRIDOR PLAN



# Executive Summary

## Deliverable Objective

- Evaluate conditions that have an influence on potential ridership along the CVC corridor now and in a 2030 horizon year
- Evaluate existing transit services and use
- Estimate range of potential ridership for CVC Phase I

# Executive Summary

## Findings

- By 2030, more than **600,000 people** will live in Kings and Tulare Counties
- Total travel within reasonable catchments currently **exceed 130,000 daily trips** and will likely **increase almost 10% by 2030**
- Transit service is provided by 3 key intercommunity operators with Visalia Transit carrying the most passengers annually with a fleet of more than 50 buses
- Most existing transit riders in the two counties lack an automobile and have low wages
- Key impediments to existing transit usage are infrequent service, limited connections between services, a transit travel times that are two to four times greater than an automobile trip
- Potential ridership estimates along the corridor for 2030 range from about 800 to 6,700 daily riders

# Summary of Previous Studies

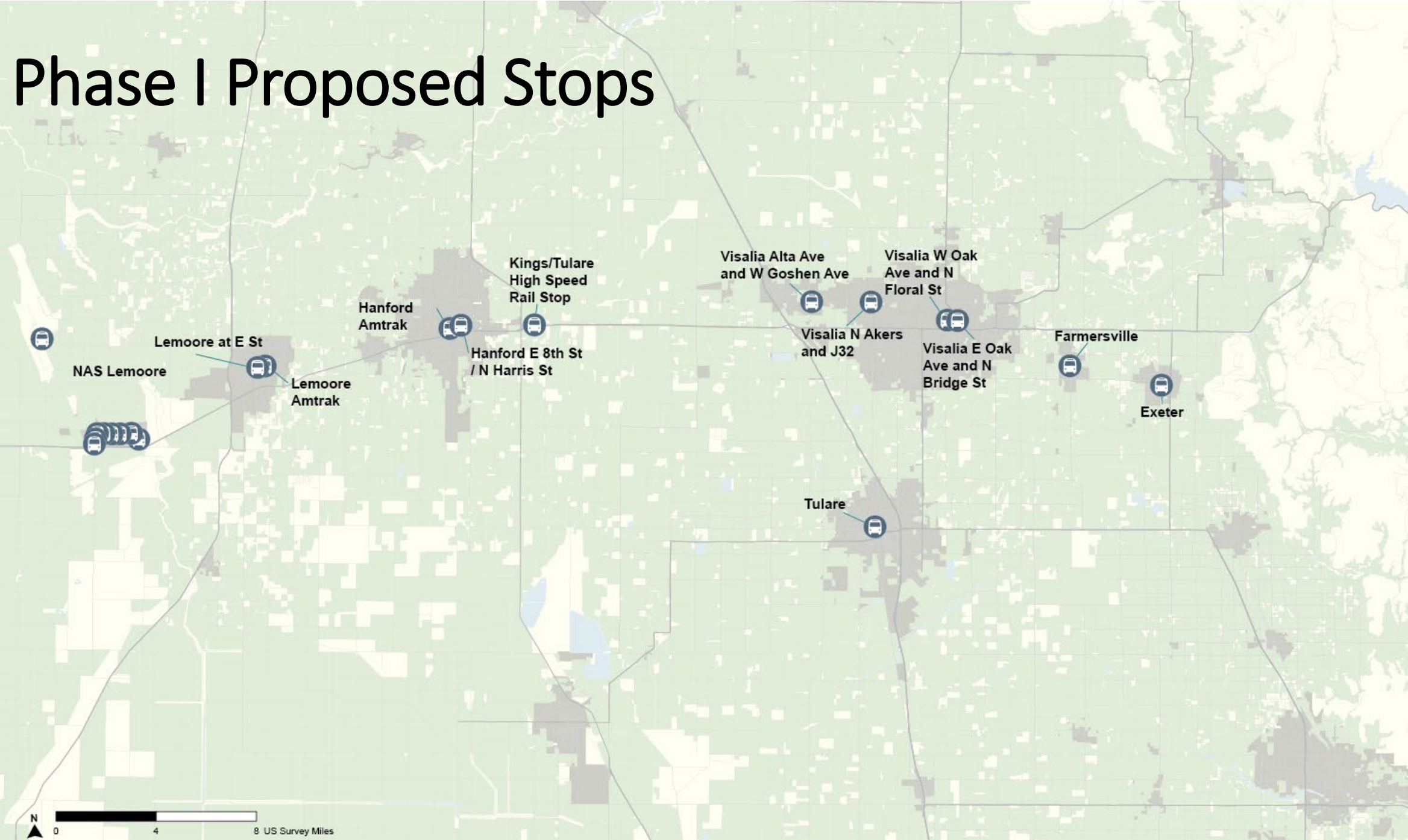
## Corridor Studies

- Cross Valley Rail Feasibility Stud (1995, Korve)
- Cross Valley Rail Feasibility Study Phase II (1997, Korve)
- Cross Valley Rail Corridor Passenger Rail Study (2004, RL Banks)
- Cross County Path Plan (2006, TPG Consulting)
- Cross Valley Corridor Plan (2018, Mott MacDonald)
- California State Rail Plan 2023 (Draft, Caltrans)

## Transit Studies

- County of Tulare 2015-2020 Transit Development Plan (2015, TCAG)
- Tulare County Long Range Transit Plan (2017, Nelson/Nygaard)
- Tulare County Regional Transit Coordination Study (2019, SBLB with Multimodal Solutions)
- Kings County Transit Development Plan (2021, LSC)
- Tulare County Regional Transportation Plan (2022, TCAG)
- Kings County Regional Transportation Plan (2022, KCAG)

# Phase I Proposed Stops



# Demographics and Employment

- Identified socioeconomic and population indicators that may influence ridership and inform service planning considerations
- Findings:
  - Visalia, Tulare, and Hanford have the largest populations while the cities of Exeter and Farmersville have the smallest
  - Tulare and Hanford experienced the greatest population growth between 2010 and 2021
  - Unclear how much population will change in vicinity of the Kings/Tulare HSR station once operational
  - The cities of Farmersville and Tulare have the largest Hispanic populations with more than 60 percent of the total populations.
  - The cities of Farmersville and Exeter have the largest number of households with income below \$50,000 annually at about 50 percent each.
  - Exeter and the Kings-Tulare High Speed Rail Station census tract have the largest senior population at roughly 14 percent each.
  - Farmersville and Exeter also have the largest populations with a disability.
  - The cities of Farmersville and Exeter have the highest number of households without a vehicle at 7 percent each. Tulare has the largest number of commuters who rely on public transportation at about 1 percent.
  - The City of Visalia has the largest number of jobs – more than 54,000 – followed by Hanford at about 15,000. Jobs within the Cross Valley Corridor are highest within the educational services/health care, agriculture, and retail industries.

# Disadvantage Communities and Equity Considerations

- The purpose of this section is to identify socioeconomic and environmental indicators across the proposed Cross Valley Corridor Phase 1 locations to ensure that transit service investments are equitable and targeted to communities in high need of improved transportation
- Findings:
  - All of the proposed CVC Phase 1 stop locations have CalEnviroScreen 4.0 scores that are in the upper 60th or higher state percentiles.
  - The cities of Visalia and Hanford have the highest number of SB-535 disadvantaged communities (DACs), while Lemoore is the only city to not have any designated DACs.
  - All of the proposed CVC Phase 1 stop locations have ozone concentrations that are in the upper 80th or higher state percentiles, with Farmersville and Exeter scoring the highest at 94th percentiles each, indicating poor air qualities and high ozone exposure levels.
  - All locations except the Kings-Tulare High Speed Rail census tract have population poverty scores in the 60th or higher state percentiles, with Farmersville and Exeter scoring the highest at 98th and 82nd percentiles respectively.

# Future Growth

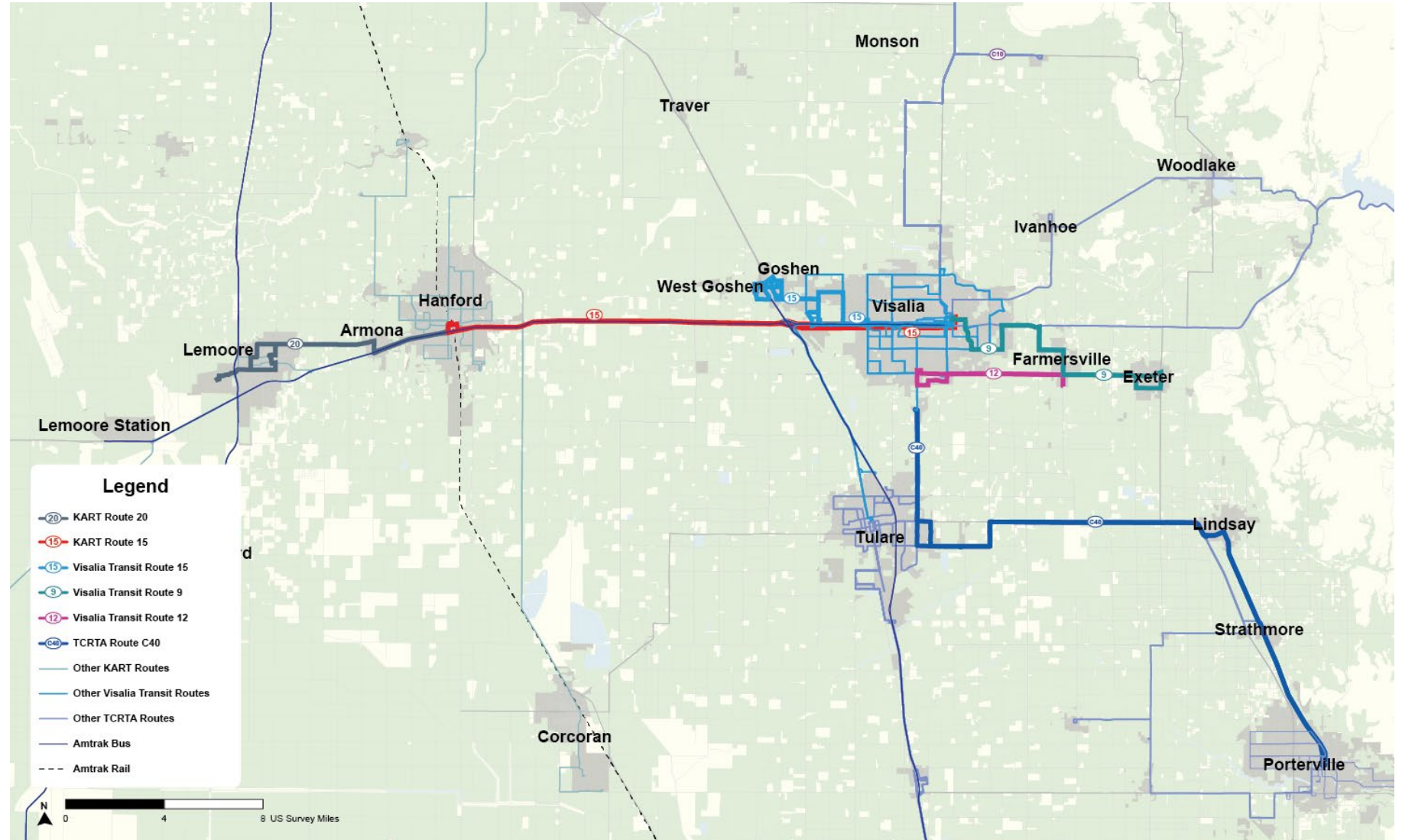
- To better understand the future growth in Kings and Tulare counties, which has implications for the amount of ridership anticipated, the consultant team analyzed and reviewed TCAG and KCAG travel model inputs to better understand this rate of change.
- Findings:
  - 2030 population and employment forecasted growth is concentrated near proposed CVC Phase I stop locations.
  - Kings County population and employment anticipated to increase by 11% by 2030
  - Tulare County population and employment anticipated to increase by 5% and 11%, respectively, by 2030



# Land Use

- Informed the potential CVC ridership market by outlining key residential and employment areas, as well as identifying opportunity areas for higher densities if served by high-frequency transit service.
- Opportunity Areas:
  - Increased building height limits, floor-area ratios, and updates to local zoning code can support increased development that is compatible with high quality transit service serving the corridor.
  - Updates to the city and county general plan could support increased residential and employment density and identify key priorities with local stakeholders.
  - Most of the general plans reviewed within the proposed Phase 1 Cross Valley Corridor locations have not been updated since the early 2000s.
  - In lieu of a general plan update, corridor- or neighborhood-focused specific plans can also incentivize development in areas surrounding stop locations.
  - Cities should use the finalized Phase 1 stop locations to identify underutilized parcels within the stop vicinity that can accommodate increase densities.

# CVC Existing Fixed Routes

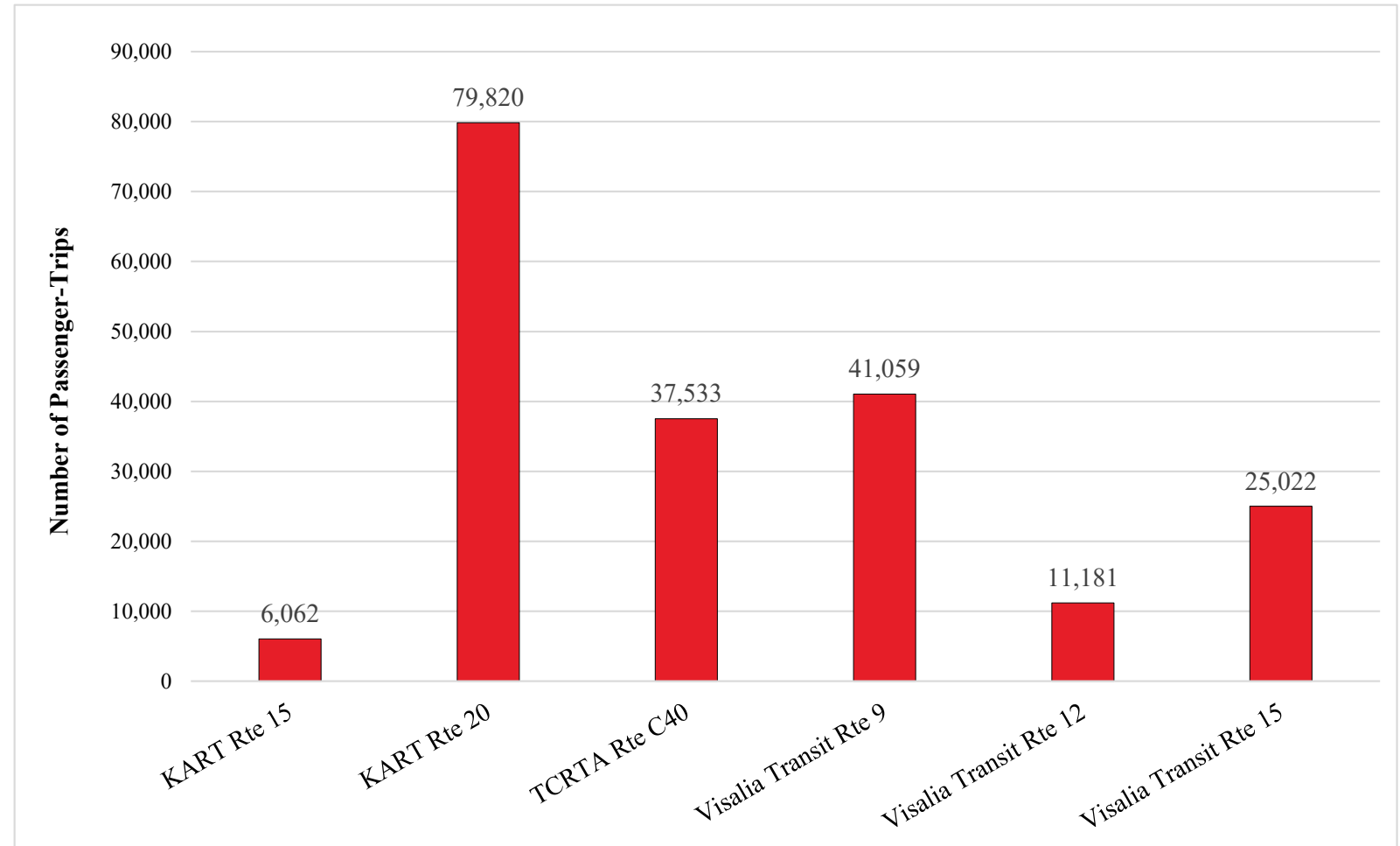




# CVC Existing Fixed Routes

Existing Intercity Fixed Routes in the CVC

FY 2021-22 Ridership



DRAFT



# CVC Existing Fixed Routes

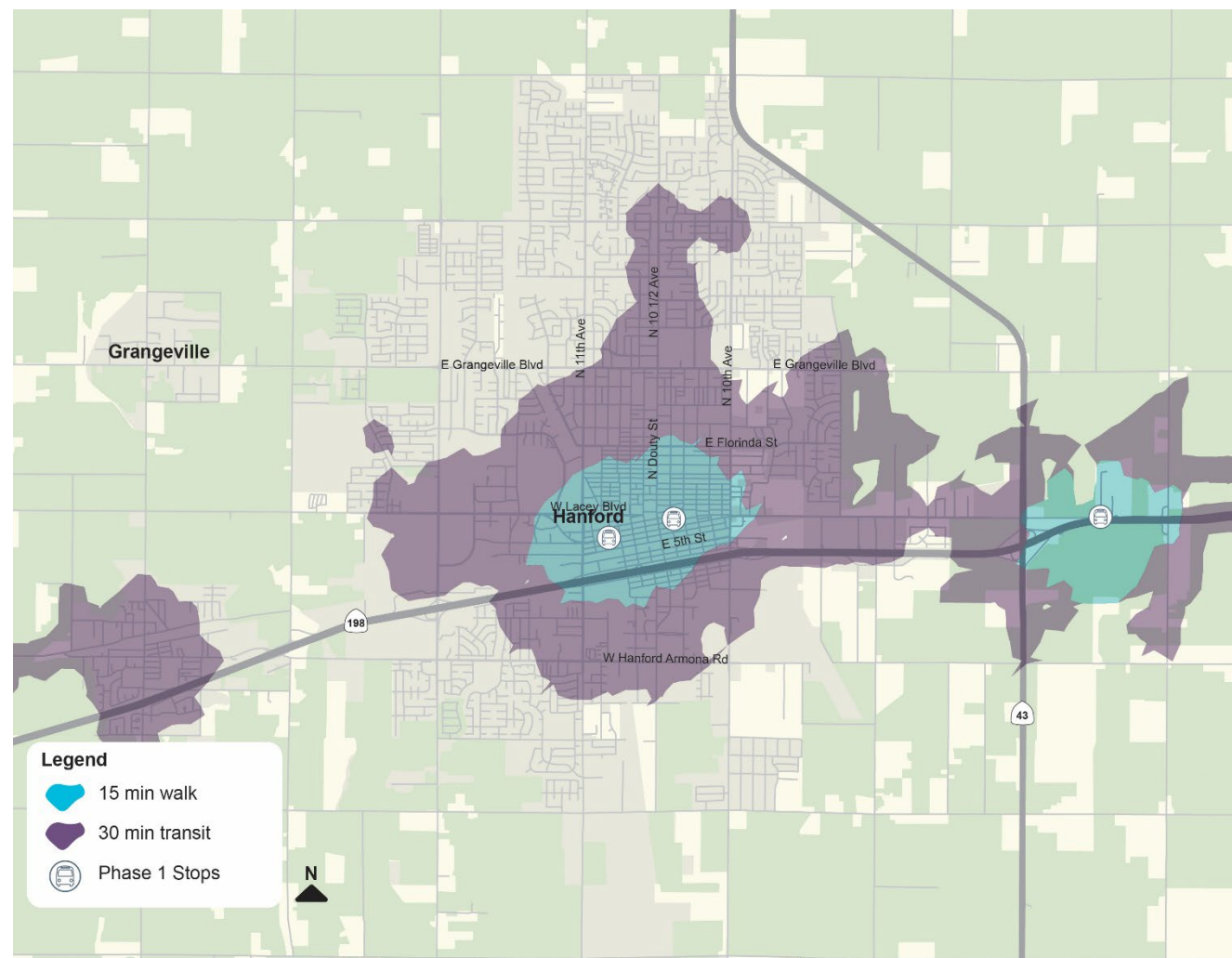
## Comparison of Auto to Transit Travel Times

		Destination Station							
		Huron	Lemoore	Hanford	Visalia	Farmersville	Exeter	Lindsay	Porterville
Origin Station	Huron		27	31	51	54	59	70	82
		<i>10.7</i>	<i>8.0</i>	<i>8.7</i>	<i>9.6</i>	<i>9.1</i>	<i>7.9</i>	<i>7.0</i>	
	Lemoore	27		12	32	36	41	51	63
		<i>12.8</i>		<i>4.3</i>	<i>3.8</i>	<i>4.1</i>	<i>4.0</i>	<i>5.0</i>	<i>4.5</i>
	Hanford	31	12		22	26	31	41	54
		<i>7.2</i>	<i>3.1</i>		<i>2.0</i>	<i>3.1</i>	<i>3.3</i>	<i>4.5</i>	<i>3.8</i>
	Visalia	51	31	22		11	16	26	39
		<i>5.4</i>	<i>2.6</i>	<i>1.8</i>		<i>1.9</i>	<i>2.4</i>	<i>3.4</i>	<i>2.6</i>
	Farmersville	56	37	28	12		8	19	31
		<i>6.0</i>	<i>4.5</i>	<i>4.5</i>	<i>2.2</i>		<i>2.3</i>	<i>6.5</i>	<i>4.7</i>
	Exeter	60	40	31	15	8		14	27
		<i>6.0</i>	<i>4.0</i>	<i>3.5</i>	<i>3.3</i>	<i>2.9</i>		<i>13.6</i>	<i>7.9</i>
	Lindsay	70	51	42	26	19	14		16
		<i>5.4</i>	<i>3.5</i>	<i>3.3</i>	<i>3.3</i>	<i>6.8</i>	<i>10.4</i>		<i>1.8</i>
	Porterville	85	63	56	38	31	26	16	
		<i>4.7</i>	<i>3.3</i>	<i>3.1</i>	<i>2.9</i>	<i>5.0</i>	<i>6.4</i>	<i>1.6</i>	

DRAFT

# Travel Market and Potential Future Demand

- Evaluate the demand between station and city pairs to estimate the potential range of future ridership in 2030.
- Estimates are preliminary rough order of magnitude and subject to change
- Estimated baseline OD behavior from Replica, factored up by KCAG/TCAG trip growth
- Estimated transit mode split with demand elasticities for service frequency, increase in network coverage, transfer penalties, and TOD potential



# Travel Market and Potential Future Demand

146,000 trips between stop catchments anticipated by 2030

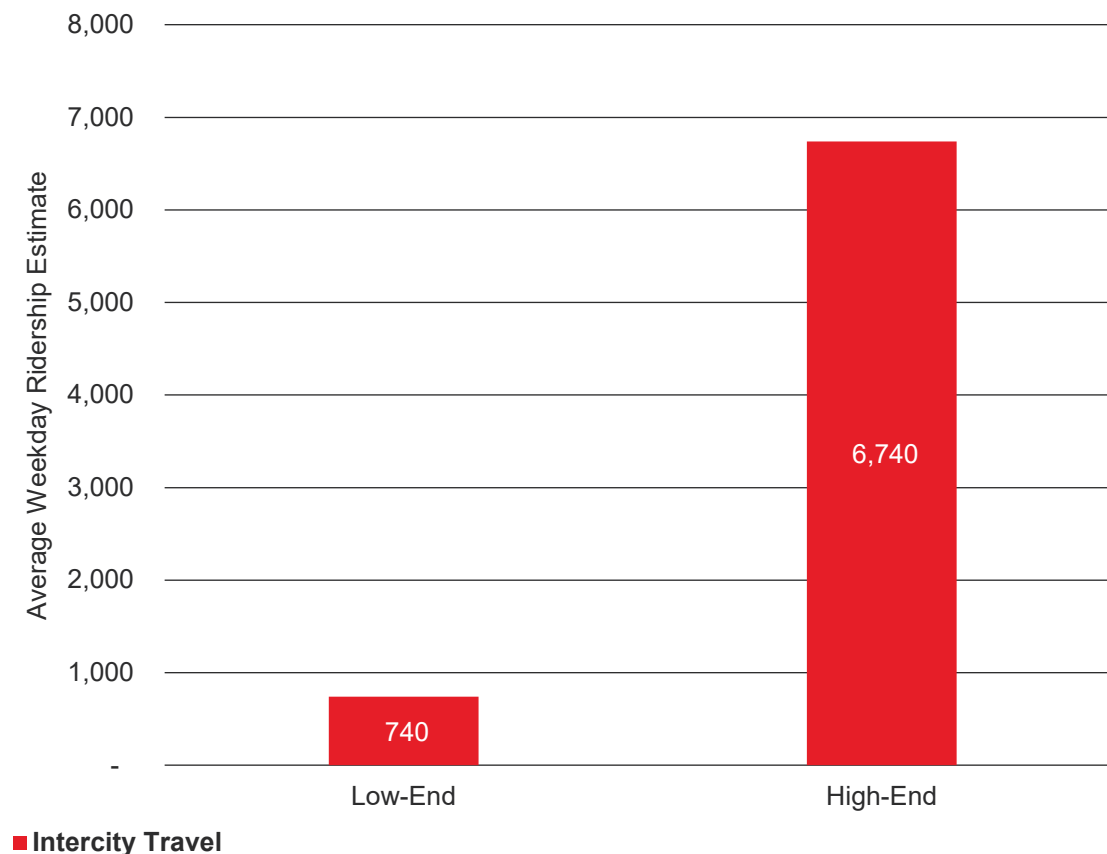
Greatest OD travel:

- Tulare to Visalia
- Hanford to Lemoore
- Visalia to Farmersville
- Visalia/Goshen to Visalia
- Kings/Tulare HSR to Hanford

2030 Person Trips Estimate (Source: Replica, TCAG, KCAG)		Destination Catchments									
		Exeter	Farmersville	Visalia Goshen	Hanford	Kings Tulare HSR	Lemoore	NAS Lemoore	Tulare	Visalia	Total
Origin Catchments	Exeter		1,450	250	100	-	25	-	650	3,425	5,900
	Farmersville	1,325		675	200	25	25	-	1,125	10,375	13,750
	Visalia/Goshen	200	700		475	50	125	-	1,800	5,150	8,500
	Hanford	100	200	525		4,400	13,200	1,975	1,225	3,650	25,275
	Kings Tulare HSR	-	25	75	5,675		850	100	175	550	7,450
	Lemoore	25	25	125	12,775	700		1,800	325	850	16,625
	NAS Lemoore	-	-	-	1,675	25	1,875		25	200	3,800
	Tulare	600	1,200	1,900	1,225	100	325	25		17,925	23,300
	Visalia	3,275	10,300	4,875	3,650	400	800	175	17,600		41,075
	Total	5,525	13,900	8,425	25,775	5,700	17,225	4,075	22,925	42,125	145,675

# Travel Market and Potential Future Demand

- CVC Phase I Ridership estimates range from 740 to 6,740 average weekday riders





ARUP

