



2022 Regional Active Transportation Plan for the Tulare County Region

Approved April 18, 2022



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Appendix A: 2016 Walk 'N Bike Public Outreach Results

Common acronyms

| | |
|------------------|---|
| ADA | Americans with Disabilities Act |
| ATP | Active Transportation Plan or Active Transportation Program, depending on the context |
| CTC | California Transportation Commission |
| RATP | Regional Active Transportation Plan |
| RTP / SCS | Regional Transportation Plan / Sustainable Communities Strategy |
| SRTS | Safe Routes to School(s) |
| TCAG | Tulare County Association of Governments |

Acknowledgments

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TCAG member agencies

- County of Tulare
- City of Dinuba
- City of Exeter
- City of Farmersville
- City of Lindsay
- City of Porterville
- City of Tulare
- City of Visalia
- City of Woodlake

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Introduction

What is active transportation?

Active transportation means getting around on foot or by bike—and also by wheeling or rolling as, for example, in a wheelchair or on a push scooter. It is another term for non-motorized or human-powered transportation—and perhaps a better term, since it expresses the important connection between our transportation choices and healthy, active living.

In recent years, many communities around California, including throughout Tulare County, have seen greatly increased interest on the part of their residents in active transportation. At the same time, there has been growing awareness among decision-makers and the broader public that active transportation provides a number of important benefits to individuals and communities (see Chapter 2), and should therefore be encouraged and promoted. Communities enable people to choose active transportation by providing a system of sidewalks, bike lanes, paths and trails, safe crossings, traffic-calmed streets and other pedestrian and bicycle facilities that connect the places where people live, work, study, shop, play and visit.

Overview of 2022 Walk 'n Bike Tulare County

The Tulare County Association of Governments (TCAG) has played an important role in promoting active transportation in the county by providing funding and logistical support to its member agencies for the implementation of pedestrian and bicycle projects and programs. The Tulare County Regional Active Transportation Plan (RATP), known more informally as 2022 Walk 'n Bike Tulare County, is a further demonstration of TCAG's commitment to active transportation. TCAG has prepared this plan in response to

the growing interest among residents and in recognition of the benefits of active transportation and its contribution to a more diverse transportation system for the county.

Who, or what, is TCAG?

TCAG, the Tulare County Association of Governments, is a government agency that carries out multiple, overlapping responsibilities for the Tulare County region, delivering a wide variety of federal, state and local programs. Its most relevant role to the Walk 'n Bike Plan is as the agency that plans the overall countywide transportation system, coordinates transportation projects among local agencies and distributes most of the funds used for transportation purposes.

TCAG was founded jointly by, and represents, the nine municipalities in the county. These nine TCAG "member agencies" are the County of Tulare and the Cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia and Woodlake.

Put simply, the objective of 2022 Walk 'n Bike Tulare County is to make walking and biking around the county safer and easier. Within this overarching objective, the plan has two main purposes. The first is to be the foundation for the pedestrian and bicycle component of the soon-to-be updated Tulare County Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is the long-range plan that guides the development of the overall transportation system in the county. The plan, which is updated every four years, lists projects and

programs to manage, operate and maintain the transportation system better and also to expand it. The last RTP/SCS was published in 2018 and work is underway on the 2022 update. 2022 Walk 'n Bike Tulare County fulfills the objective of serving as the foundation for the pedestrian and bicycle component of the RTP/SCS by compiling and incorporating the high-priority pedestrian and bicycle projects among TCAG's member agencies (see Chapter 7).

The SCS component of the RTP/SCS aims to reduce per capita greenhouse gas (GHG) emissions from motor vehicles in the Tulare County region and promote better coordination of land use, transportation and housing planning at the local and regional levels. The SCS includes numerous implementation strategies related to active transportation, including:

- Encourage local agencies to prepare Complete Streets plans for accommodating all users, including pedestrians and cyclists.
- Provide funding for the development of complete streets and active transportation plans and projects.
- Coordinate bicycle planning and implementation with other modes of transportation, particularly transit.
- Support implementation of local bicycle and trail plans.
- Promote the placement of compatible land uses near each other and design them as high-quality environments for pedestrians and cyclists.
- Develop partnerships with irrigation districts, rail companies and other agencies to use canals, waterways, abandoned right-of-ways and other corridors as multi-use trails.
- Encourage employers to offer incentives for employees who walk or bike to work.

- Encourage and support the maintenance and improvement of bicycle and pedestrian facilities.
- Include active transportation modes in TCAG's transportation demand model as feasible.

According to the 2018 RTP/SCS adopted scenario, the plan will reduce 2005 levels of per capita GHG emissions from cars and light trucks by 13.1% by 2020 (exceeding the state's target of a 5% reduction); by 17.9% by 2035 (exceeding the state's 10% target); and by 18.6% by 2042.



The second main purpose of 2022 Walk 'n Bike Tulare County is to position these high-priority projects to compete better for funding from federal, state and regional sources. That's particularly true for the California Transportation Commission's Active Transportation Program, the main statewide source of funding for pedestrian and bicycle projects. The Walk 'n Bike Plan tries to increase the chances that the priority projects will obtain funding in several ways:

- Incorporating the projects in an adopted plan.
- Providing an additional layer of public outreach and engagement around these projects, beyond what the member agencies have already conducted for individual projects (see the last section in this chapter).
- Strengthening the case for the benefits that these projects bring to disadvantaged communities and to the public health of their communities (see Chapters 4 and 5).

Contents of the plan

Beyond this introductory chapter, the 2022 Walk 'n Bike plan consists of the following main sections:

- **Chapter 2: Benefits of active transportation.** This chapter sets the stage for the plan by outlining the many benefits of active transportation under five themes: health, mobility, neighborhood livability, the economy and the environment.
- **Chapter 3: Planning context.** This chapter establishes the context surrounding active transportation in Tulare County. It analyzes data on trip-making and on traffic collisions and reports on information gathered from the County and the eight cities about pedestrian and bicycle issues and conditions at the local level.
- **Chapter 4: Public health.** This chapter summarizes and analyzes data from around the county on ten key indicators related to public health. The chapter makes the case for why active transportation projects are needed in Tulare County from a public health perspective.
- **Chapter 5: Socioeconomics.** Similar to chapter 4, this chapter summarizes and analyzes data at the local level on six key socioeconomic indicators. By highlighting the presence of disadvantaged communities around Tulare County, the chapter strengthens the case for implementing active transportation projects in those communities.
- **Chapter 6: Needs assessment.** As part of the planning process, TCAG gathered input from the public on the barriers, obstacles and challenges to walking and biking in the county; the needs and concerns of pedestrians and cyclists; problem areas and locations; and ideas and suggestions for improving conditions. Chapter 6 presents the results of this process.
- **Chapter 7: Priority projects.** Given that this plan will inform the pedestrian and bicycle projects in the next Tulare County RTP/SCS update, this chapter is the heart of the Walk 'n Bike Plan. The chapter describes, and illustrates with photos and location maps, the priority pedestrian and bicycle projects of the TCAG member agencies, as submitted by the agencies themselves.
- **Chapter 8: Funding.** Chapter 8 outlines key considerations related to implementing Tulare County's active transportation projects, particularly in the realm of funding.
- **Appendix A.** This appendix contains the public outreach results from the first Walk 'N Bike Tulare County plan that was approved in 2016.

Public engagement and plan adoption

As mentioned above, one of the objectives for the Walk 'n Bike plan was to provide an additional layer of public outreach and engagement for the projects included in the plan. Outreach efforts were focused on three tasks or phases of the project: (i) as the project was kicking off; (ii) during the needs assessment process;

and (iii) during the review and comment period for the public draft version of the plan.

Project kick-off

A questionnaire survey was developed for the public outreach portion of the 2022 Walk'n Bike Tulare County plan. The survey was made available on Facebook and was distributed to the public during the 2019 Tulare County Fair. The questionnaire was also distributed at a Bike Rodeo held in September 2019 at the Tule River Indian Reservation. Additional outreach was planned for the winter and spring of 2020, but due to the COVID-19 pandemic, plans for this additional outreach did not occur.

Needs assessment

The needs assessment process began to ramp up in the Spring 2020 around the same time as the beginning of the COVID-19 pandemic. This prevented staff from meeting directly with residents and groups to introduce the plan update and receive feedback. In lieu of these direct meetings, staff contacted city staff to receive updates to their active transportation plans for inclusion in the 2022 Walk 'n Bike plan update. It is still important to conduct a public needs assessment process for the plan. This process gathered input from the public on the barriers, obstacles and challenges to walking and biking; the needs and concerns of pedestrians and cyclists; and ideas and suggestions for improving conditions. The results may be used by the agencies to refine their planned projects and inform the development of future projects. The needs assessment process—including the various opportunities for public participation and the resulting comments—is described thoroughly in Chapter 6 of the plan.

Public draft plan

The public draft version of the 2022 Walk 'n Bike Plan update is planned for release in February 2022 for a month-long comment period. As part of this task, TCAG staff will make the plan available online for the public. It was also be made available to the TCAG member agencies for comment. The ongoing COVID-19 pandemic prevented staff from presenting the document in person or holding meetings with public groups as was done with the original plan in 2016.



Plan adoption

Comments received on the draft plan will be incorporated as appropriate into this final version of the plan. Tentatively, it is planned that the final version will be presented to the TCAG Board at its April 2022 meeting with a recommendation from staff that the Board approve the 2022 Walk 'n Bike Tulare County update as the 2022 Tulare County Regional Active Transportation Plan.

2 | Benefits of active transportation



Why active transportation?

Many communities throughout California and elsewhere have seen greatly increased interest in walking and biking on the part of residents in recent years, not only for recreation but also for transportation. At the same time, there has been a growing acknowledgment by decision-makers and the broader public that active transportation contributes positively to quality of life and should therefore be encouraged and promoted. Active transportation has many benefits. The main ones can be grouped into five broad categories:

- Health
- Mobility
- Neighborhood livability
- Economy
- Environment

Health

By definition, active transportation allows people to integrate physical activity into everyday life, by enabling them to walk or bike to their destinations. Even a moderate amount of daily exercise has an impressive range of benefits to both physical and mental health. These benefits range from lower risk of heart disease, asthma rates, adult-onset diabetes, high-blood pressure and stress to more energy, flexibility and muscle strength. Of course, physical activity can also help combat our much-publicized obesity crisis. In addition, by enabling people to drive—and pollute—less, active transportation can reduce the number of traffic collisions.

Did you know...?

- 77% of American adults do not meet minimum recommended levels of physical activity - 150 minutes of moderate or 75 minutes of vigorous exercise each week.¹
- Two-thirds of adults, and nearly one-third of children, are considered overweight or obese, with obesity-related health care costs now estimated at \$160 billion per year.²
- Residents in walkable communities get 35-45 more minutes of physical activity a week.³
- Teens who walk or bike to school watch less TV and are less likely to smoke.⁴
- The health benefits to individuals of walking and biking have major financial implications for society, since the federal and state governments pay 64% of health care costs.⁵
- In a study of 37 projects, roads with active transportation features experienced fewer collisions, and 56% of projects saw a reduction in injuries.⁶

¹ <https://www.cdc.gov/nchs/data/nhsr/nhsr112.pdf>

² <http://www.railstotrails.org/partnership-for-active-transportation/why/#benefits>

³ <https://www.smartgrowthamerica.org/app/uploads/2016/08/safer-streets-stronger-economies.pdf>

⁴ <https://www.ncbi.nlm.nih.gov/pubmed/17522617>

⁵ <https://ajph.aphapublications.org/doi/full/10.2105/AJPH.2015.302997>

⁶ <https://www.smartgrowthamerica.org/app/uploads/2016/08/safer-streets-stronger-economies.pdf>

Mobility

Active transportation gives people who cannot drive more and cheaper options for getting around independently to meet every day needs. Those who benefit most from improvements to walking and biking include children (particularly for going to school); many seniors and people with disabilities; and low-income people, for whom the cost of owning and operating a car can be prohibitive.

Transportation options are also important for drivers who would like to spend less time behind the wheel shuttling themselves or others around. Drivers benefit from less congestion and demand for parking, and even a small number of people shifting to walking and biking can have an outsized impact on traffic (the impact is similar to water filling up a slow-draining sink or bathtub and spilling over from even a small change in water flow.)



Did you know...?

- In a typical community, roughly a third of people cannot drive due to age, disabilities, low income, health and environmental concerns.⁷
- In 1969, almost half of children went to school on foot or by bike; by 2009, only 13% did.⁸
- Seniors who do not drive make 65% fewer trips to visit family, see friends or go to church.⁹
- 21% of all trips are one mile or less yet made by car.¹⁰ 50% of the trips Americans take are within range of a 20-minute bike ride, and more than 25% are within range of a 20-minute walk.¹¹
- The 3% drop in vehicle miles traveled in the economic crisis of 2008 produced a 30% drop in peak-period congestion during that year.¹²

⁷ www.vtppi.org/nmt-tdm.pdf

⁸ http://guide.saferoutesinfo.org/introduction/the_decline_of_walking_and_bicycling.cfm

⁹ <http://t4america.org/docs/SeniorsMobilityCrisis.pdf>

¹⁰ <https://nhts.ornl.gov/vehicle-trips>

¹¹ <http://www.railstotrails.org/partnership-for-active-transportation/why/#benefits>

¹² www.railstotrails.org/policy/active-transportation-for-america/quantifying-benefits/#healthben

Neighborhood livability

To the extent that promoting active transportation leads people to walk and bike more and to drive less, it can improve the quality of life in our neighborhoods in important ways. When residents are out on foot or by bike, they interact more with neighbors.

Residential streets become calmer and quieter, which, again, encourages interaction. Streets become safer, not only in terms of traffic but also in terms of crime, since pedestrians and cyclists “put more eyes on the street.” In ways that are rarely appreciated, walking and biking build community and create “social capital.”

Did you know...?

- Improving sidewalks, trails and other places for active transportation creates more attractive and vibrant communities. It is in such places that people typically interact in public, as they stand, wait, socialize and window-shop.¹³
- Perhaps contrary to popular belief, per capita crime rates tend to be lower in more walkable communities. Better conditions for walking increases the number of active participants, who act as deterrents to illegal or anti-social behavior and are readier to report threats.¹⁴

¹³ www.vtpe.org/nmt-tdm.pdf

¹⁴ www.vtpe.org/nmt-tdm.pdf

Economy

Active transportation can benefit the bottom line of households, businesses and cities. The economic benefits of walking and biking include lower transportation costs for individuals and families; increased property values in traffic-calmed neighborhoods; savings to cities from less wear and tear on streets and less demand for roadway improvements and parking lots; a greater ability for cities and the region to attract new residents and employers; and a potential boost to regional tourism.

Did you know...?

- The average annual cost to own and operate a new car in 2021 is \$9,666.¹⁵
- Car-dependent households devote 20% more income to transportation than households in communities with more pedestrian- and bicycle-friendly streets.¹⁶
- On average, it was found that a one point increase in a house’s Walk Score was associated with a \$3,000 increase in the house’s market value.¹⁷
- 81% of millennials [generally speaking, people born in the 1980s and 1990s] say affordable and convenient transportation alternatives are at least somewhat important when deciding where to live and work.¹⁸

¹⁵ American Automobile Association’s “Your Driving Costs” study for 2021.

¹⁶ <https://www.vtpe.org/tdm/tdm100.htm>

¹⁷ <https://cityobservatory.org/the-economic-value-of-walkability-new-evidence/>

¹⁸ “Investing in Place for Economic Growth and Competitiveness;” American Planning Association, May 2014.

Environment

In enabling people to make short trips on foot or by bike instead of by car, active transportation can help us address a number of environmental challenges. The most discussed, and perhaps most critical, environmental benefits of active transportation are reduced air pollution and emissions of greenhouse gases. They are not the only ones, however. Other environmental benefits include energy savings; less noise pollution; less water pollution; and even reduced pressure to develop agricultural and open space.



Did you know...?

- 30–45% of Americans live in areas impacted by traffic-related air pollution.¹⁹
- Short car trips pollute more per mile because engines are less efficient during the first few minutes of operation. Because walking and biking tend to substitute for short trips, they provide relatively large energy savings: a 1% shift from driving to walking or biking reduces fuel consumption 2–4%.²⁰
- Driving can lead to water pollution from car fluids washing off streets and highways in the form of run-off; and from air pollution “depositing” into water bodies.²¹
- Driving requires 15 times as much space—in the form of roads and parking—than biking, and about 100 times as much as walking.²²

¹⁹ https://www.healtheffects.org/system/files/SR17TrafficReview_Exec_Summary.pdf

²⁰ www.vtpi.org/nmt-tdm.pdf

²¹ <https://www.epa.gov/npdes/stormwater-discharges-transportation-sources>

²² www.vtpi.org/nmt-tdm.pdf



3 | Planning context

Chapter overview

This chapter examines the context surrounding active transportation in Tulare County and provides insights into the walking and bicycling experience in the county. The chapter consists of three sections. The first section looks at trip-making data and, more specifically, at work-commute data for the county. The second section examines data on traffic collisions involving pedestrians and cyclists. The third and last section summarizes in table form the results of a survey conducted among the nine TCAG member agencies regarding a variety of pedestrian and bicycling issues and conditions at the local level.

Trip-making

California Household Travel Survey

The California Department of Transportation (Caltrans) conducts the California Household Travel Survey (CHTS) every ten years. The purpose of the CHTS is to gather information from households about their demographics and travel patterns. (TCAG was one of a dozen or so agencies that contributed funding for the survey.) In Tulare County, information was gathered from approximately 700 households. The last survey was conducted in 2013. Below are some highlights of the survey results for Tulare County:

- The average household size was 3.1 people and the average number of daily trips by all members of a household was 6.4.
- The average duration of a walking or biking trip was 12.6 minutes while the average distance was 0.5 miles.

- The average distance to work for pedestrian and bicycle commuters was 0.6 miles, compared to 7.0 miles for solo car drivers.
- Just over 11% of all trips—for all purposes, work and otherwise—were made by walking while 0.5% of trips were made by bike (see Table 1 below). In the case of trips from home to work, 4.7% were made by walking while 0.5% were made by bike.

Table 1 shows the percentage of trips made by each of several forms, or “modes,” of transportation.

Table 1 | Mode share

| | % |
|-------------------|------|
| Carpool / vanpool | 48.0 |
| Drive alone | 37.7 |
| Walk | 11.1 |
| Other* | 2.2 |
| Bike | 0.5 |
| Transit | 0.5 |

* Includes taxicab, motorcycle and other means.

American Community Survey—countywide data

This section looks at the number of pedestrian and bicycle commuters in Tulare County using data from the 1-year estimate American Community Survey (ACS), an ongoing survey conducted by the U.S. Census Bureau. The data is from 2019.

According to the ACS, an estimated 0.8% of Tulare County workers, or 1,520 people, commute primarily on foot while 0.1%, or 124 people, do so primarily by bike (see Table 2, below). Meanwhile, more than three quarters, 79.4%, drive alone; 15.3% carpool; less than 1% use public transportation; and 4.3% work at home or use other means of transportation.

For comparison purposes, the table below also provides the estimated walking and bicycling commute shares for California as a whole and for two of Tulare County’s neighboring counties. The estimated walking commute share for Tulare County (0.8%) is much lower than California’s (2.6%) and Fresno County’s (1.4%), but about the same as Kern County’s (0.2%). Meanwhile, Tulare County’s estimated bicycling commute share (0.1%) is lower than

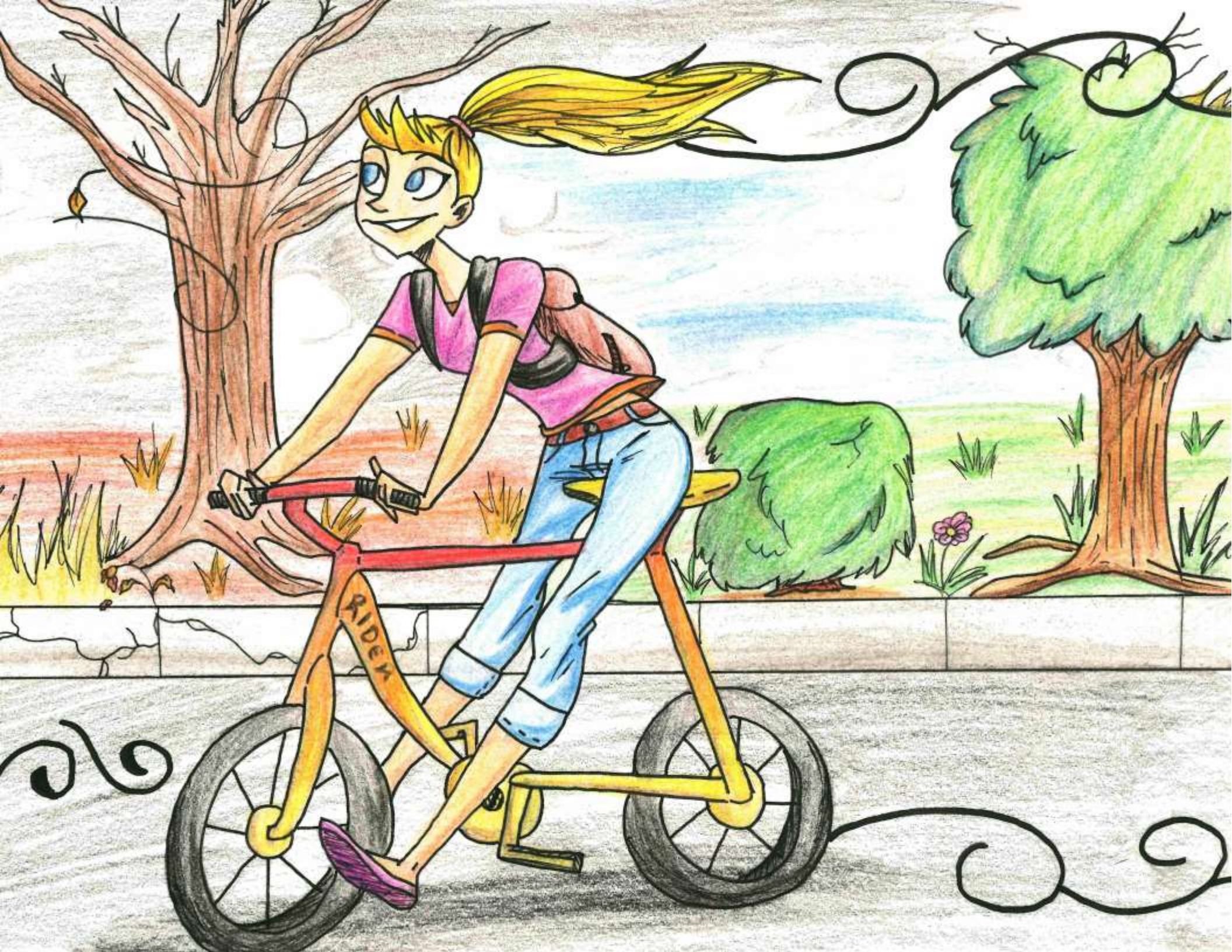
California’s (0.9%) and about the same as Fresno County’s (0.3%) and Kern County’s (0.2%).

As a data source, the ACS has two significant limitations. First, it provides information only on work-related travel, which in most communities makes up a minority of trips. Second, because the numbers of pedestrian and bicycle commuters are small, the margins of error for these estimates can be relatively quite large. Margin of error is a measure of the variability or range of an estimate. The larger the margin, the lower the accuracy of the estimate and the less likely it is to be close to the true value. As shown in the table below, based on the margins of error for the data, the likely true range of Tulare County’s walking commute share is 0.6-1.0% while the likely true range of the bicycling commuter share is 0.09–0.3%.

Table 2 | Commute mode split

| | Tulare County | | | | Calif. | Fresno Co. | Kern Co. |
|-----------------------|----------------|---------------|---------|-----------------|--------|------------|----------|
| | Commuters | % | Margin | Range | % | % | % |
| Drove alone | 146,000 | 79.4% | | | | | |
| Carpooled | 26,100 | 15.3% | | | | | |
| Public transportation | 241 | 0.13% | | | | | |
| Walked | 1,520 | 0.8% | +/- 0.2 | 0.6-1.0% | 2.6% | 1.4% | 0.6% |
| Bicycled | 124 | 0.1% | +/- 0.2 | 0.1–0.9% | 0.9% | 0.3% | 0.2% |
| Other* | 3,181 | 4.3% | | | | | |
| <i>Total</i> | <i>177,166</i> | <i>100.0%</i> | | | | | |

* Includes worked at home, taxicab, motorcycle and other means.



American Community Survey—city-level data

Table 3 below provides the ACS's estimated walking and bicycling commute shares for each of the eight cities in Tulare County and for the unincorporated areas as a whole. The ACS does not break out data for all of unincorporated Tulare County; the data for the unincorporated areas was derived from the Tulare County (outside Visalia, Tulare, and Porterville cities) ACS data set.

Table 3 | Walking and bicycling commute shares

| | <i>Walked to work</i> | | <i>Biked to work</i> | |
|----------------|---------------------------|------|--------------------------|------|
| Dinuba | 46 | 0.5% | 25 | 0.3% |
| Exeter | 67 | 1.8% | 0 | 0.0% |
| Farmersville | 58 | 1.4% | 0 | 0.0% |
| Lindsay | 140 | 3.3% | 0 | 0.0% |
| Porterville | 351 | 1.7% | 113 | 0.5% |
| Tulare (city) | 264 | 1.1% | 86 | 0.3% |
| Visalia | 461 | 0.8% | 399 | 0.7% |
| Woodlake | 112 | 4.1% | 0 | 0.0% |
| Unincorporated | 991 | 1.7% | 62 | 0.1% |

The City of Woodlake has a higher estimated walking commute share (4.1%) than any of the cities and the unincorporated area of the County. The County's walking commute share of 1.7% is in the middle range of commute shares which range from a high of 4.1% (Woodlake) to a low of 0.5% (Dinuba). It should be kept in mind that, because of the relatively large margins of error for the data, the true figures for any of the jurisdictions could be substantially higher or lower than the figures shown in the table.



In terms of bicycling, Porterville and Visalia have the highest estimated bicycling commute shares, at 0.5% and 0.7%, respectively. Exeter, Farmersville, Lindsay, and Woodlake have the lowest, at 0.0%. However, again because of the margins of error for the data, the true figures are almost certainly above zero.

Traffic collisions

SWITRS data

This section analyzes traffic collisions throughout Tulare County that involved pedestrians or cyclists. The data comes from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS), a database of collisions as reported to and collected by local police departments and other law enforcement agencies. The analysis covers 2019, the most recent one-year period for which full raw SWITRS data is available.

According to SWITRS records, there were 203 traffic collisions in Tulare County in 2019 that involved motor vehicles and

pedestrians or motor vehicles and cyclists. These collisions resulted in 111 pedestrian and 92 bicyclist “victims” – defined as pedestrians or cyclists who were killed, were severely or visibly injured, or complained of pain as a result of a collision with a motor vehicle.

It should be noted that minor collisions, especially those involving property damage only, are less likely to be reported to a police officer and to lead to police response. For this reason, the incidents

in SWITRS represent only a portion of all traffic collisions and are more likely to be serious ones.

Table 4 below breaks down these victims by severity and by jurisdiction. Visalia, as the county’s most populous city, experienced the largest number of victims (70, or 34% of the total). There were a total of 17 fatalities during this period with the highest number (6) occurring in the unincorporated areas of the county. The remaining fatal collisions occurred in Visalia (5), Tulare (city) (4), Porterville (1), and Dinuba (1).

Table 4 | Pedestrian and bicyclist victims of traffic collisions (2019)

| | <i>Pedestrian</i> | | | | <i>Bicyclist</i> | | | | Total |
|----------------|-------------------|-------------------------|------------------------|-----------------------|------------------|-------------------------|------------------------|-----------------------|--------------|
| | <i>Killed</i> | <i>Severely injured</i> | <i>Visibly injured</i> | <i>Pain complaint</i> | <i>Killed</i> | <i>Severely injured</i> | <i>Visibly injured</i> | <i>Pain complaint</i> | |
| Dinuba | 1 | | | | | | | | 1 |
| Exeter | | 1 | | 4 | | | 1 | | 6 |
| Farmersville | | | | 1 | | | | | 1 |
| Lindsay | | | | 3 | 1 | 1 | 1 | | 6 |
| Porterville | 1 | 4 | 15 | 7 | 1 | 17 | 6 | | 51 |
| Tulare (city) | 4 | 3 | 1 | 8 | | 1 | 2 | 10 | 29 |
| Visalia | 3 | 6 | 13 | 12 | 2 | 5 | 8 | 21 | 70 |
| Woodlake | | | | | | | | | 0 |
| Unincorporated | 6 | 9 | 4 | 5 | | 3 | 2 | 10 | 39 |
| Total | 15 | 23 | 33 | 40 | 2 | 11 | 31 | 48 | 203 |

Within each jurisdiction, the following roads, streets or areas witnessed high numbers of collisions, indicating potential corridors of concern:

- **Dinuba:** East El Monte Way and the intersection of Crawford and Saginaw Avenues.
- **Exeter:** Firebaugh Avenue, Rocky Hill Drive and especially Kaweah Avenue (State Route 65) and Palm Street.
- **Farmersville:** Streets in the center of town such as Farmersville Road, Ash Street, Linnell Avenue and Visalia Road.
- **Lindsay:** East Tulare Road.
- **Porterville:** Henderson Avenue, Morton Avenue, Olive Avenue, Putnam Avenue and Westfield Avenue.
- **Tulare County (unincorporated areas):** Avenue 416 and State Route 63.
- **Tulare (city):** Bardsley Avenue, J Street, Kern Avenue and Tulare Avenue (State Route 137).
- **Visalia:** Several of the major north–south and east–west streets: Akers Street, Ben Maddox Way, Caldwell Avenue, Court Street, Demaree Street, Houston Avenue, Tulare Avenue, and especially Mooney Boulevard (State Route 63).

Table 5 below categorizes the 203 collisions involving pedestrians and cyclists by time of day (with the day broken up into eight segments of three hours each). During the 2019 reporting period, collisions were highest during the evening period from 6–9 pm, perhaps when it becomes dark making it more difficult to see pedestrians and bicyclists. Collision numbers remain high during the afternoon rush and morning rush periods. Late mornings, night, early mornings, and very early morning periods saw the lowest number of reported collisions, perhaps coinciding to

periods of time when people are at home or at work and travel demand is light.

Table 5 | Walking and bicycling commute shares

| | <i>Ped</i> | <i>Bike</i> | Total |
|-----------------------------------|------------|-------------|-----------------|
| Very early morning (12 – 2:59 am) | 6 | 1 | 7 (3%) |
| Early morning (3 – 5:59 am) | 1 | 1 | 2 (1%) |
| Morning rush (6 – 8:59 am) | 20 | 7 | 27 (13%) |
| Late morning (9 – 11:59 am) | 7 | 9 | 16 (8%) |
| Early afternoon (12 – 2:59 pm) | 10 | 17 | 27 (13%) |
| Afternoon rush (3 – 5:59 pm) | 22 | 24 | 46 (23%) |
| Evening (6 – 8:59 pm) | 36 | 28 | 64 (32%) |
| Night (9 – 11:59 pm) | 9 | 5 | 14 (7%) |
| Total | 111 | 92 | 203 |

OTS rankings

Each year, the California Office of Traffic Safety (OTS) compares traffic safety statistics across jurisdictions and ranks the counties and cities on various types of collisions. Counties are ranked against all other counties while cities are ranked against cities with populations of similar size. The rankings give varying weights to such factors as population, daily vehicle-miles traveled, crash records and crash trends, and are based on data from several sources, including SWITRS.

Table 6 below shows rankings in 2019—the latest year for which OTS has published rankings—for Tulare County as a whole and for each of the cities in three aspects of traffic safety that are especially relevant to this report. These three areas are:

- A composite, or aggregate, of several other rankings, as an indication of overall traffic safety (composite rankings are available for cities but not for counties).
- Collisions in which there were victims killed or injured and a pedestrian was involved.
- Collisions in which there were victims killed or injured and a bicyclist was involved.

Partnership spotlight...

Caltrans Deputy Policy (DP) 36, effective February 15, 2022, states “California Department of Transportation (Caltrans) has a vision to eliminate fatalities and serious injuries on California’s roadways by 2050 and provide safer outcomes for all communities.”

The figures in the table appear as two numbers divided by a slash. The first number is a city’s or Tulare County’s ranking in a particular aspect of traffic safety. The second number is the number of counties in the state—58, in the case of figures for Tulare County—or the number of cities with similar-sized populations. For example, 84/109 means that a city ranks 84th in a group of 109 cities of similar size. It is important to note that number 1 in the rankings is the “worst,” typically representing the highest number of a particular type of collision. In a group of 109 cities, for example, a ranking of 1/109 is the worst, 55/109 is the median and 109/109 is the best.

Rankings in the highest—or worst—third within a category are shown in red in the table. As the table shows, Porterville ranked in

the worst third in two of the three categories; Exeter and Lindsay ranked in the worst third in one of the three categories. Porterville’s 5th place composite ranking was the worst ranking in the table under any of the categories. Tulare County and the remaining cities did not rank in the worst third in any of the three areas.

Table 6 | OTS rankings (2019)

| | <i>Comp.</i> | <i>Ped</i> | <i>Bike</i> |
|---------------|--------------|------------|-------------|
| Dinuba | 92/97 | 93/97 | 90/97 |
| Exeter | 59/102 | 64/102 | 33/102 |
| Farmersville | 58/102 | 66/102 | 36/102 |
| Lindsay | 12/102 | 69/102 | 57 / 102 |
| Porterville | 5 / 102 | 40 / 102 | 30 / 102 |
| Tulare (city) | 87 / 102 | 66 / 102 | 85 / 102 |
| Visalia | 36/59 | 50/59 | 33/59 |
| Woodlake | 67 / 75 | 62/ 75 | 60 / 75 |
| Tulare County | N/A | 53 / 58 | 33 / 58 |

It should be noted that the rankings are not adjusted for the amount of walking and biking in a given city or county. A high, or “bad,” ranking could mean that there are many collisions involving pedestrians and cyclists because there are many people walking and cycling—and vice versa. Also, OTS notes that its “rankings are only indicators of potential problems” and that “there are many factors that may either understate or overstate a city/county ranking that must be evaluated based on local circumstances.”

TCAG spotlight on active transportation

“Bike and Stride” outreach program

Thanks to **Measure R**—a measure approved by county voters in 2006 that tacks on a half-cent sales tax to fund transportation projects—walking and biking facilities, as well as transit service, have expanded greatly throughout Tulare County over the past decade. Unfortunately, because the improvements are so recent, much of the public still has not become aware of the new options for getting around.

To **inform and engage the public** on walking and biking as transportation options, TCAG launched the “Bike and Stride” outreach program in 2016. The program, funded through a Sustainable Transportation Planning grant from Caltrans, aims to extend the agency’s outreach efforts to a larger, broader audience, including school-age children.

As part of the program, TCAG will hold “bike rodeos” at three elementary schools to promote safe walking and biking and will set up informational booths at three large community events. Also, with the help of consultants, TCAG is creating a program website and mobile app with information about existing and proposed trails around the county, good traffic safety practices, bike maintenance and other relevant topics. The Bike and Stride program is being conducted in collaboration with local law enforcement, school districts, TCAG’s own Active Transportation Advisory Committee and other partner





4 | Public health

Chapter overview

Common sense and hard data both tell us that sedentary lifestyles are taking a heavy toll on our health. According to California Active Communities, “In California, physical inactivity...is by a large margin the most prevalent chronic disease risk factor, contributing to an estimated 30,000 deaths each year.”

As the evidence has mounted, the world of transportation planning—and also of land use planning—has responded by paying increased attention to the connection between active transportation and public health. Walking and biking are among the most accessible forms of physical activity, promising multiple health benefits. Potential health benefits include preventing or controlling chronic diseases such as high blood pressure, heart disease, stroke and diabetes; helping to maintain a healthy weight; and improving mood and lowering stress levels.



An especially relevant example of the increased attention paid to the link between active transportation and public health is found

in the California Transportation Commission’s guidelines for the Active Transportation Program (ATP). The ATP is the state’s largest source of grant funds for walking and bicycling projects. The latest guidelines, published in May 2018, outline the scoring criteria for proposed projects. The criteria strongly favor projects that can demonstrate a public health need and potential benefits to public health. Ten percent of available scoring points will be awarded based on a project’s intended health benefits, particularly its potential to improve “public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma or other health issues.”

This chapter presents the results of a countywide public health analysis conducted as part of the 2022 Walk ‘n Bike Tulare County effort. The analysis examined eight “indicators,” or measures, related to the public health:

- Levels of physical activity among adults.
- Levels of adult obesity.
- Levels of physical fitness among youth.
- Levels of healthy body composition among youth.
- Death rates from diabetes.
- Death rates from heart disease.
- Rates of hospitalizations from asthma.
- Death rates from chronic lower respiratory disease.

Adult physical activity

Regular exercise is important in maintaining health and preventing disease. Physical activity can help control weight; strengthen bones and muscles; reduce the risk of obesity, diabetes, heart disease, some cancers and other diseases; and improve mental health and mood. Guidelines by the U.S. Office of Disease Prevention and Health Promotion recommend that adults participate in at least 150 minutes a week of moderate-intensity physical activity such as walking or 75 minutes a week of vigorous-intensity aerobic physical activity such as running.



As shown below, the percentage of adults—people 18 years or older—in Tulare county who walked at least 150 minutes per week in a given time period is lower than in California as a whole. The source of the data in this section is the California Health Interview Survey, most recently conducted in 2014.

Percentage of adults who walked at least 150 minutes per week

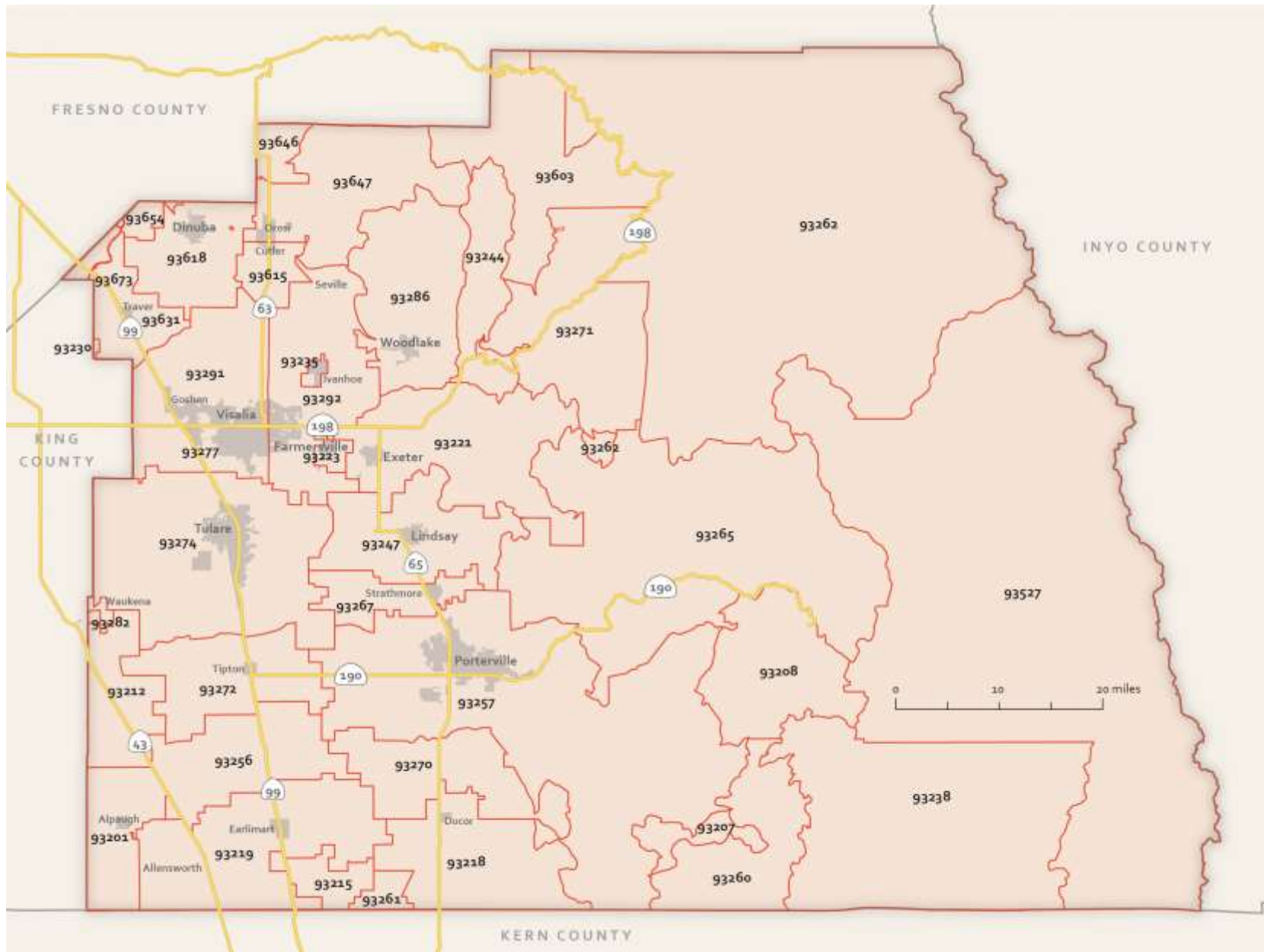
| | |
|----------------------|------------|
| Tulare County | 33% |
| California | 33% |

This data set is limited, as it is collected only for zip codes with a population larger than 15,000. For Tulare County, data is available for only the nine zip codes listed in the table below. A map of zip codes in the county is shown on the next page.

Table 10 | Adults who walked at least 150 minutes per week, by zip code

| <i>Zip code</i> | <i>General location or coverage area</i> | <i>% of adults</i> |
|-----------------|---|--------------------|
| 93215 | North of county line to Earlimart and Ducor | 24 |
| 93277 | Southwest Visalia | 34 |
| 93274 | Tulare, Matheny, Waukena, others | 32 |
| 93257 | Porterville, East Porterville, others | 32 |
| 93292 | Eastern Visalia, Ivanhoe, others | 33 |
| 93291 | NW Visalia, Goshen, Patterson Tract | 34 |
| 93618 | Dinuba, Monson, Sultana, others | 34 |
| 93654 | Dinuba | 30 |
| 93230 | West Goshen | 24 |

Tulare County zip codes



Adult obesity

Obesity is the accumulation of excess body fat. It is considered medically unhealthy, since it can lead to a host of serious long-term complications such as diabetes, high blood pressure and heart disease, and reduce life expectancy. People are commonly considered obese if their “body mass index” (BMI) is 30 units or higher (BMI is a measure that relates a person’s weight to his or her height). As shown below, Tulare County has a significantly higher percentage of adults—people 18 years or older—who are obese than California as a whole. The source of the data in this section is the California Health Interview Survey.

Percentage of adults who are obese

| | |
|----------------------|------------|
| Tulare County | 34% |
| California | 26% |

As in the previous section, this data set is limited. For Tulare County, it is available for only the six zip codes listed below.

Table 11 | Percent of adults who are obese, by zip code

| <i>Zip code</i> | <i>General location or coverage area</i> | <i>% of adults</i> |
|-----------------|---|--------------------|
| 93257 | Porterville, East Porterville, others | 36 |
| 93274 | Tulare, Matheny, Waukena, others | 36 |
| 93215 | North of county line to Earlimart and Ducor | 38 |
| 93277 | Southwest Visalia | 30 |
| 93291 | NW Visalia, Goshen, Patterson Tract | 32 |
| 93230 | West Goshen | 24 |

Youth physical fitness

Regular physical activity is perhaps even more essential for children and teenagers, given their developing bodies, than for adults. The California Department of Education makes available data on the physical fitness of public grade-school students around the state. A student is considered to be physically fit if she or he meets age-specific standards under six categories of fitness assessment. The categories are aerobic capacity, body composition, abdominal strength, trunk extension strength, upper body strength and flexibility. The standards represent minimum levels of fitness that offer a certain degree of protection against the diseases that can result from sedentary living.

As shown below, Tulare County has a lower percentage of students who are physically fit—that is, who meet age-specific standards under all six categories of fitness assessment—than California as a whole in each of the three school grades evaluated: 5th, 7th and 9th grades.

Percent of students who are physically fit

| | 5 th | 7 th | 9 th |
|----------------------|-----------------|-----------------|-----------------|
| Tulare County | 21% | 25% | 28% |
| California | 25% | 31% | 35% |

Of 46 school districts in Tulare County for which 5th grade data is available, three-fourths (34) have lower percentages of fit students than California as a whole. The school districts in which only 10% or under of 5th graders may be considered physically fit are:

- Buena Vista Elementary (Tulare)
- Ducor Union Elementary
- Eleanor Roosevelt Community Learning Center
- Hope Elementary
- Hot Springs Elementary
- Outside Creek Elementary
- Palo Verde Union Elementary
- Saucelito Elementary
- Stone Corral Elementary (Seville)
- Terra Bella Union Elementary
- Tipton Elementary
- Tulare County Office of Education

Similarly, of 42 school districts for which 7th grade data is available, three-fourths (31) have lower percentages of fit students than California as a whole. The school districts in which only 10% or under of 7th graders may be considered physically fit are:

- Alta Vista Elementary (Porterville)
- Hope Elementary
- Kings River Union Elementary (Wilsonia)
- Outside Creek Elementary
- Pleasant View Elementary
- Tipton Elementary

Lastly, of 16 school districts for which 9th grade data is available, all but two have lower percentages of fit students than California as a whole. The school districts in which only 10% or under of 9th graders may be considered physically fit are:

- Central California Connections Academy (Visalia)
- Crescent Valley Public Charter
- Eleanor Roosevelt Community Learning Center
- Farmersville Unified
- Valley Life Charter

Appendix A-1 lists the percentage of students in various school districts in Tulare County who meet the age-specific standards under all six categories of fitness assessment.



WALK
AND ROLL
TO SCHOOL

COOL GUY

Youth body composition

Of the six fitness-assessment categories mentioned on the previous page, body composition is the most common one when assessing general health status; it is also possibly the one most closely associated with physical activity and with long-term health outcomes. Body composition refers to a person’s body-fat percentage and to his or her body-mass index, a measure that relates weight to height.

As shown below, Tulare County has a lower percentage of students who meet physical fitness standards for body composition than California as a whole in each of the three school grades evaluated: 5th, 7th and 9th grades.

Percent of students meeting fitness standards for body composition

| | 5 th | 7 th | 9 th |
|----------------------|-----------------|-----------------|-----------------|
| Tulare County | 55% | 54% | 58% |
| California | 60% | 61% | 63% |

Of 42 school districts in Tulare County for which 5th grade data is available, more than three-fourths (31) have lower percentages of students meeting fitness standards for body composition than California as a whole. The table below lists the school districts in which 50% or less of 5th grade students meet those standards.

Table 12 | School districts with low percentage of 5th graders meeting body composition standards

| <i>School district</i> | <i>% of students</i> |
|-----------------------------------|----------------------|
| Allensworth Elementary | 46 |
| Buena Vista Elementary | 40 |
| Columbine Elementary | 45 |
| Ducor Union Elementary | 33 |
| Hope Elementary | 48 |
| Kings River Union Elementary | 43 |
| Oak Valley Union Elementary | 48 |
| Porterville Unified | 50 |
| Richgrove Elementary | 30 |
| Saucelito Elementary | 0 |
| Sunnyside Union Elementary | 50 |
| Terra Bella Union Elementary | 33 |
| Tipton Elementary | 43 |
| Traver Joint Elementary | 46 |
| Tulare County Office of Education | 44 |
| Woodlake Unified | 42 |
| Woodville Union Elementary | 40 |
| Tipton Elementary | 43 |
| Traver Joint Elementary | 46 |

Similarly, of 41 school districts in Tulare County for which 7th grade data is available, more than four-fifths (34) have lower percentages of students meeting fitness standards for body composition than California as a whole. The table below lists the school districts in which 50% or less of 7th grade students meet those standards.

Table 13 | School districts with low percentage of 7th graders meeting body composition standards

| <i>School district</i> | <i>% of students</i> |
|-----------------------------------|----------------------|
| Alpaugh Unified | 50 |
| Alta Vista Elementary | 48 |
| Cutler-Orosi Joint Unified | 42 |
| Ducor Union Elementary | 38 |
| Earlimart Elementary | 48 |
| Kings River Union Elementary | 40 |
| Outside Creek Elementary | 41 |
| Pixley Union Elementary | 47 |
| Richgrove Elementary | 38 |
| Saucelito Elementary | 50 |
| Strathmore Union Elementary | 42 |
| Sunnyside Union Elementary | 50 |
| Terra Bella Union Elementary | 46 |
| Tipton Elementary | 43 |
| Tulare County Office of Education | 47 |
| Woodlake Unified | 42 |
| Woodville Union Elementary | 50 |

Lastly, of 14 school districts for which 9th grade data is available, all but two (12) have lower percentages of students meeting fitness standards for body composition than California as a whole. The table below lists these 12 school districts.

Table 14 | School districts with low percentage of 9th graders meeting body composition standards

| <i>School district</i> | <i>% of students</i> |
|-----------------------------------|----------------------|
| Alpaugh Unified | 29 |
| Burton Elementary | 59 |
| Crescent Valley Public Charter | 56 |
| Cutler-Orosi Joint Unified | 63 |
| Dinuba Unified | 54 |
| Exeter Unified | 62 |
| Lindsay Unified | 57 |
| Porterville Unified | 55 |
| Tulare County Office of Education | 47 |
| Tulare Joint Union High | 59 |
| Visalia Unified | 59 |
| Woodlake Unified | 54 |

Appendix A-2 lists the percentage of students in various school district in Tulare County who meet the physical fitness standards for body composition.

Diabetes

Diabetes is a collection of metabolic diseases characterized by high blood-sugar levels over an extended period. Untreated, diabetes can cause serious health problems such as strokes, heart disease, kidney failure and associated complications. There are two main types of the disease: Type 1, usually diagnosed in children and young adults; and Type 2, traditionally known as “adult-onset diabetes” but being increasingly diagnosed in children as a result of higher childhood obesity rates.

The California Department of Public Health makes available data on deaths from diabetes at the zip code level (measured as a simple count). There are 39 zip codes in Tulare County for which data is available. Tulare County has a much higher death rate of 466 deaths per 100,000 compared to the death rate of 22 per 100,000 for California as a whole. Data is not available for zip codes with small sample sizes or per smaller population increments within Tulare County.

The table below lists the zip codes in which the diabetes death count is equal to or greater than ten.

Table 15 | Zip codes with ten or more diabetes death counts

| <i>Zip code</i> | <i>General location or coverage area</i> | <i>Count</i> |
|-----------------|---|--------------|
| 93257 | Porterville, East Porterville, others | 37 |
| 93277 | Southwest Visalia | 13 |
| 93274 | Tulare, Matheny, Waukena, others | 12 |
| 93215 | North of county line to Earlimart and Ducor | 11 |
| 93291 | NW Visalia, Goshen, Patterson Tract | 10 |
| 93618 | Dinuba, Monson, Sultana, others | 10 |
| 93654 | Dinuba | 10 |

Appendix A-3 lists the diabetes death count in each zip code in Tulare County for which data is available.

Heart disease

“Heart disease” is a general term used to refer to a range of physical heart conditions. The most common of these is coronary heart disease (CHD). CHD is caused by plaque build-up on the inside walls of the heart arteries. Over time, the plaque can harden or rupture, reducing blood flow to the heart and potentially resulting in chest pain, heart attack and heart failure. Major risk factors for CHD include high blood pressure, high cholesterol, smoking, diabetes, alcohol abuse and physical inactivity.

The California Department of Public Health makes available data on deaths from heart disease at the zip code level (measured as a simple count). There are 43 zip codes in Tulare County for which data is available. The death rates for California as a whole was last counted in 2017 as 143 per 100,000 residents. Data is not available for zip codes with small sample sizes or per smaller population increments within Tulare County.



The table below lists the 12 zip codes in Tulare County in which the known heart disease death count is equal to or higher than 25.

Table 16 | Zip codes with 25 or more heart disease death counts

| <i>Zip code</i> | <i>General location or coverage area</i> | <i>Count</i> |
|-----------------|---|--------------|
| 93257 | Porterville, East Porterville, others | 137 |
| 93274 | Tulare, Matheny, Waukena, others | 118 |
| 93277 | Southwest Visalia | 112 |
| 93291 | NW Visalia, Goshen, Patterson Tract | 70 |
| 93654 | Dinuba | 57 |
| 93215 | North of county line to Earlimart and Ducor | 56 |
| 93292 | Eastern Visalia, Ivanhoe, others | 54 |
| 93631 | London, Traver | 48 |
| 93618 | Dinuba, Monson, Sultana, others | 47 |
| 93221 | Exeter, Tooleville, others | 39 |
| 93247 | Lindsay, Strathmore, others | 33 |
| 93212 | South of Waukena | 26 |

Appendix A-4 lists the heart disease death count in each zip code in Tulare County for which data is available.

Asthma

Asthma is a chronic lung disease that inflames and narrows the airways. It can cause repeated episodes of wheezing, chest tightness, shortness of breath and coughing. Asthma attacks are triggered by a number of factors, including smog, dust, smoke and pollen. Children and the elderly suffer disproportionately from asthma. Although it cannot be cured, asthma can be managed with appropriate treatment and medication.

Measured as annual hospitalizations per 10,000 residents, Tulare County and the state of California's hospitalization rates are similar. The source of the data is California's Department of Public Health; the data is available at the zip code level.

Asthma hospitalizations per 10,000 residents

| | |
|----------------------|-----------|
| Tulare County | 43 |
| California | 47 |

Of the 23 zip codes in Tulare County for which data is available, all had 17 or more hospitalizations due to asthma. Data is not available for zip codes with small sample sizes. The following table lists the zip codes with asthma hospitalizations from greatest to smallest.

Table 17 | Zip codes with asthma hospitalization counts

| <i>Zip code</i> | <i>General location or coverage area</i> | <i>Count</i> |
|-----------------|---|--------------|
| 93257 | Porterville, East Porterville, others | 417 |
| 93274 | Tulare, Matheny, Waukena, others | 413 |
| 93215 | North of county line to Earlimart and Ducor | 240 |
| 93277 | Southwest Visalia | 211 |
| 93291 | NW Visalia, Goshen, Patterson Tract | 205 |
| 93618 | Dinuba, Monson, Sultana, others | 177 |
| 93292 | Eastern Visalia, Ivanhoe, others | 115 |
| 93212 | South of Waukena | 113 |
| 93631 | London, Traver | 101 |
| 93247 | Lindsay, Strathmore, others | 84 |
| 93646 | North of Orosi | 72 |
| 93223 | Farmersville, Linnell Camp | 62 |
| 93219 | Earlimart | 60 |
| 93221 | Exeter, Tooleville, others | 54 |
| 93647 | Orosi | 53 |
| 93270 | Terra Bella | 38 |
| 93256 | Pixley | 35 |
| 93286 | Woodlake, Lemon Cove | 26 |
| 93615 | Cutler | 25 |
| 93267 | Farmersville, Linnell Camp | 23 |
| 93235 | Ivanhoe | 21 |
| 93527 | Kennedy Meadows | 17 |
| 93265 | Camp Nelson, Cedar Slope, others | 17 |

Appendix A-5 lists the asthma hospitalization count in each zip code in Tulare County for which data is available.

TCAG spotlight on active transportation

“Walk ‘n Roll to School” art contest

At TCAG’s Board meeting in December 2021, 11 students from around the county received brand-new bikes and helmets. The prizes were the students’ reward for being one of the winners of TCAG’s annual “Walk ‘n Roll to School” art contest. The contest encourages students from Kindergarten to 12th grade to submit drawings showing how they help clean the air in Tulare County.



The winners were:

- **Andrea Abundis**, a first-grader at Oak Valley Elementary in Tulare.
- **Izabella Martinez**, a first-grader at Oak Valley Elementary in Tulare.
- **Noemi Romero**, a second-grader Oak Valley Elementary in Tulare.
- **Kenia Campos**, a third-grader Oak Valley Elementary in Tulare.

- **Heidy Hernandez**, a third-grader at Tipton Elementary in Tipton.
- **Luna Losada**, a fifth-grader at home school.
- **Hector Robles**, a fifth-grader at Tipton Elementary in Tipton.
- **Brianna Martinez**, a sixth-grader at Oak Valley Elementary in Tulare.
- **Ulysses Villareal**, a sixth-grader at Oak Valley Elementary in Tulare.
- **Anali Benavides**, a ninth-grader at Woodlake High School in Woodlake.
- **Cailum Garcia**, Pre-K at Mineral King School in Visalia.



Lower respiratory disease

Chronic lower respiratory disease is a general term used to refer to a range of diseases that affect the lung. These include chronic bronchitis, emphysema and, in some cases, asthma. All are characterized by shortness of breath caused by obstruction of the airway; this obstruction is reversible in the case of asthma but is otherwise irreversible. In the U.S., tobacco smoke is the main factor in the development and progression of chronic lower respiratory disease, although air pollution and occupational dusts and chemicals also play a significant role.

The California Department of Public Health makes available data on deaths from chronic lower respiratory disease at the zip code level (measured as a simple count). There are 40 zip codes in Tulare County for which data is available. The death rate was last counted in 2017 as 32 per 100,000 residents for California as a whole, last measured in 2017, and 179 per 100,000 for Tulare County. Data is not available for zip codes with small sample sizes or per smaller population increments within Tulare County.

The table below lists the six zip codes in which the lower respiratory disease death count is equal to or greater than ten.

Table 18 | Zip codes with ten or more lower respiratory disease death counts

| <i>Zip code</i> | <i>General location or coverage area</i> | <i>Count</i> |
|-----------------|--|--------------|
| 93274 | Tulare, Matheny, Waukena, others | 38 |
| 93257 | Porterville, East Porterville, others | 32 |
| 93277 | Southwest Visalia | 29 |
| 93291 | NW Visalia, Goshen, Patterson Tract | 16 |
| 93292 | Eastern Visalia, Ivanhoe, others | 13 |
| 93631 | London, Traver | 10 |

Appendix A-6 lists the lower respiratory disease death count in each zip code in Tulare County for which data is available.

5 | Socioeconomics



Chapter overview

Certain communities and populations have been marginalized to varying extents by our society's over-reliance on cars. Children and many seniors, for example, cannot drive. Lower-income individuals are less likely to own cars and to be stretched financially by transit costs. Limited mobility restricts people's access to jobs, school and other crucial destinations and services.



Active transportation can begin to address some of these challenges, since biking and especially walking are affordable transportation options. In recognition of transportation's social impacts, the California Transportation Commission's draft ATP guidelines mentioned in the "Public Health" chapter also favor projects that promise to benefit disadvantaged communities. According to the guidelines, five percent of available scoring points will be awarded based on a project's potential to increase access between disadvantaged census tracts or schools and "commonly identified resources or amenities such as medical

facilities, employers, parks, community centers and grocery stores."

This chapter presents the results of a countywide analysis related to disadvantaged communities and vulnerable populations that was conducted as part of the 2022 Walk 'n Bike Tulare County project. The analysis examined the following seven indicators, or measures:

- Percent of the population that consists of youth.
- Percent of the population that consists of seniors.
- Median household income.
- Percent of people living below the federal poverty level.
- Students eligible for free or reduced-price school lunches.
- Levels of vehicle availability.
- Exposure and sensitivities to environmental pollution.



Youth

Being able to walk and bike safely is essential for children, since they cannot drive and must often get around unaccompanied by an adult. Because so many of the trips made by children are school-related, it is especially important for communities to provide safe walking and biking routes to school.

As shown below, Tulare County has a significantly higher percentage of people who are under 18 years old than California as a whole. The source of the data in this section—and also in the four sections that follow, on seniors, income, poverty and vehicle availability—is the U.S. Census Bureau’s American Community Survey; the data is available at the census-tract level.

Percentage of youth

| | |
|----------------------|------------|
| Tulare County | 31% |
| California | 23% |

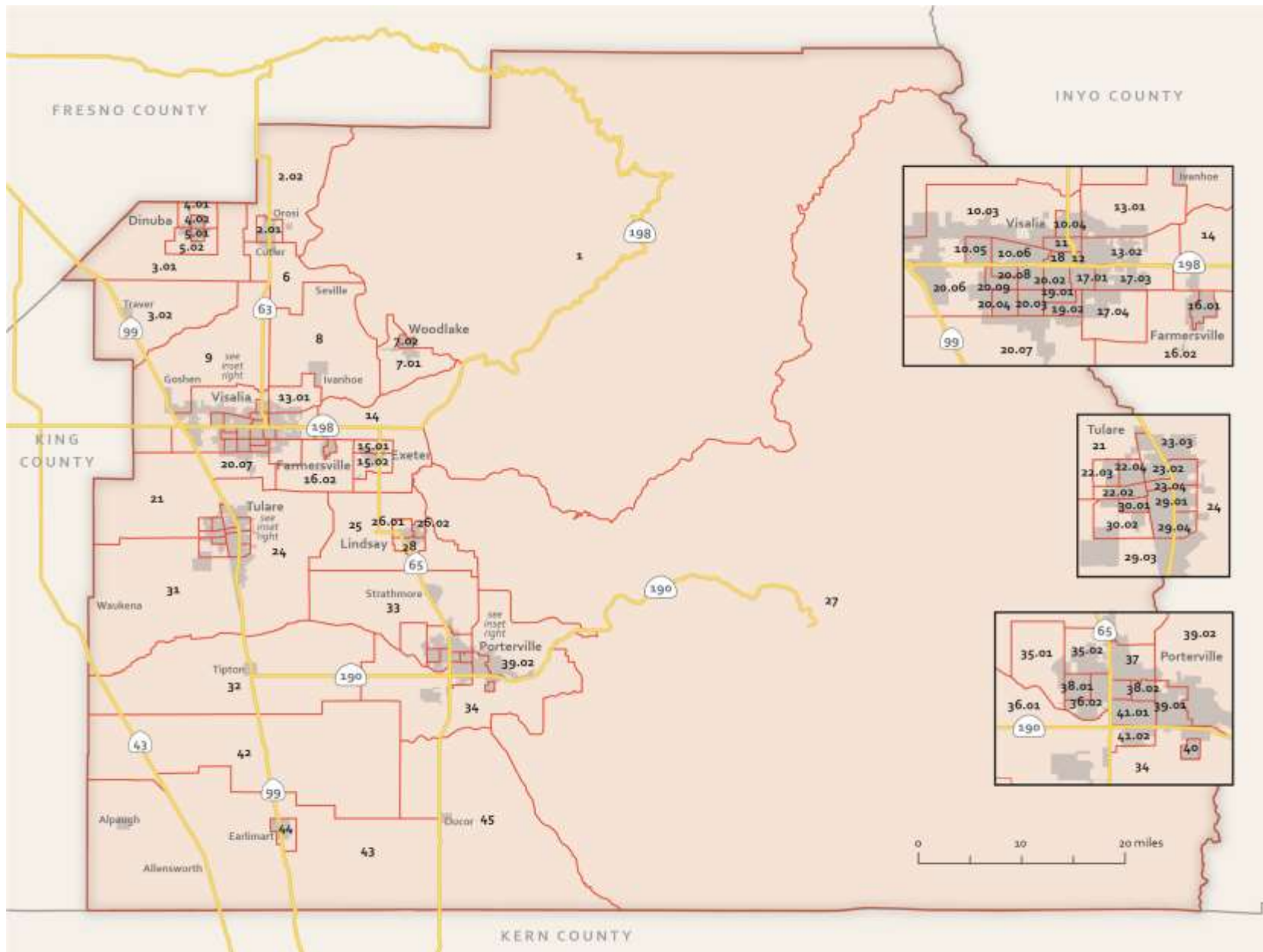
Of the 78 census tracts in Tulare County, the vast majority (72) have a higher percentage of youth than California as a whole. The table below lists the census tracts in which the percentage of youth is at least 35%, or more than one and a half times the percentage in California, approximately. Half of these census tracts cover mostly unincorporated areas of the county.

Table 19 | Census tracts with a high percentage of youth

| <i>Census tract</i> | <i>General location or coverage area</i> | <i>% of youth</i> |
|---------------------|--|-------------------|
| 42 | Pixley, Teviston | 42 |
| 22.02 | Central Tulare (city), west | 37 |
| 32 | Tipton, Woodville | 37 |
| 7.02 | Woodlake | 37 |
| 3.02 | London, Monson, Traver | 37 |
| 44 | Earlimart | 37 |
| 13.02 | Central Visalia, east | 36 |
| 2.01 | Cutler, Orosi | 36 |
| 6 | Cutler, Seville, Yetttem | 39 |
| 31 | Matheny, Waukena | 36 |
| 10.03 | Northwest Visalia | 36 |
| 22.03 | Southwest Visalia | 36 |
| 5.02 | Southern Dinuba | 36 |
| 24 | East Tulare (city) | 35 |
| 28 | Southern Lindsay | 35 |
| 11 | Central Visalia, north | 37 |
| 22.04 | Northwest Tulare (city) | 35 |
| 30.02 | Southwest Tulare (city) | 35 |

Appendix B-1 lists the percentage of youth in each census tract in Tulare County. A map of census tracts in the county is shown on the next page.

Tulare County census tracts



Seniors

Pedestrian safety is a particular concern for seniors. They are especially vulnerable users of the transportation system, since in many communities they make up a disproportionate percentage of the people killed or injured in traffic collisions.

The flip side of Tulare County’s high percentage of youth (as seen in the previous section) is a low percentage of seniors. As shown below, the county has a lower percentage of people who are 65 years old or older than California as a whole.

Percentage of seniors

| | |
|----------------------|------------|
| Tulare County | 11% |
| California | 14% |



Even if Tulare County’s population is relatively young, 26 of the 78 census tracts in the county have a higher percentage of seniors than California. The table below lists the 10 census tracts in the county with the highest percentage of seniors. Census Tract 40, which has an unusually high percentage of seniors, covers the Porterville Developmental Center, a state-operated facility serving people with developmental disabilities.

Table 20 | Census tracts with a high percentage of seniors

| <i>Census tract</i> | <i>General location or coverage area</i> | <i>% of seniors</i> |
|---------------------|--|---------------------|
| 40 | Southeast Porterville | 52 |
| 27 | East / southeast Tulare County | 25 |
| 1 | North / northwest Tulare County | 25 |
| 12 | Central Visalia, north | 23 |
| 35.01 | Northwest Porterville | 20 |
| 20.09 | Southwest Visalia | 19 |
| 18 | Central Visalia | 18 |
| 23.03 | Northeast Tulare (city) | 17 |
| 20.06 | Southwest Visalia | 17 |
| 20.04 | Central Visalia, southwest | 19 |

Appendix B-1 lists the percentage of seniors in each census tract in Tulare County.

Income

Income is a strong predictor of health and other life outcomes. Among other things, higher income increases access to healthcare, options for active living and fresh, healthy food, and is associated with lower exposures to environmental pollution. As shown below, the median household income in Tulare County is about a third lower than in California as a whole.

Median household income

| | |
|----------------------|------------------|
| Tulare County | \$ 48,817 |
| California | \$ 75,277 |

All but four census tracts in the county have a lower median household income than California as a whole. The following table lists the census tracts in which the median household income level is less than half of California's, or \$37,639. Data is not available for census tract 40, which covers the Porterville Developmental Center.

Appendix B-2 lists the median household income in each census tract in Tulare County.

Table 21 | Census tracts with low income levels

| <i>Census tract</i> | <i>General location or coverage area</i> | <i>Median household income</i> |
|---------------------|--|--------------------------------|
| 12 | Central Visalia, north | \$20,455 |
| 38.02 | Central Porterville, east | \$21,071 |
| 28 | Southern Lindsay | \$22,160 |
| 11 | Central Visalia, north | \$25,018 |
| 44 | Earlimart | \$25,828 |
| 41.01 | Central Porterville, south | \$26,279 |
| 41.02 | Southern Porterville | \$27,841 |
| 26.01 | Lindsay | \$28,451 |
| 2.02 | Orosi | \$29,191 |
| 22.02 | Central Tulare (city), west | \$27,829 |
| 30.01 | Southwest Tulare (city) | \$30,085 |
| 23.04 | Northeast Tulare (city) | \$30,119 |
| 43 | Allensworth, Alpaugh, others | \$30,456 |
| 42 | Pixley, Teviston | \$30,642 |
| 16.01 | Farmersville | \$31,554 |
| 5.01 | Central Dinuba, south | \$31,600 |
| 3.02 | London, Monson, Traver | \$31,635 |
| 17.01 | Central Visalia | \$31,925 |
| 7.02 | Woodlake | \$31,995 |
| 32 | Tipton, Woodville | \$32,048 |
| 2.01 | Cutler, Orosi | \$32,077 |
| 20.08 | Central Visalia, west | \$32,312 |
| 29.01 | Central Tulare (city), east | \$32,336 |
| 9 | Patterson Tract, West Goshen | \$33,833 |
| 16.02 | Linnell Camp | \$34,277 |
| 26.02 | Northeast Lindsay | \$34,449 |
| 38.01 | Northwest Porterville | \$34,735 |
| 39.01 | East Porterville | \$34,798 |
| 45 | Ducor, Terra Bella | \$34,904 |
| 31 | Matheny, Waukena | \$35,000 |
| 8 | Seville, Ivanhoe | \$35,114 |
| 6 | Cutler, Seville, Yettem | \$35,559 |
| 33 | Plainview, Strathmore | \$35,625 |
| 7.01 | Woodlake | \$37,167 |

Poverty

This section presents a different way of looking at personal and household finances. As shown below, Tulare County has a much higher percentage of people living below the federal poverty level (FPL) than California as a whole. The FPL is considered to be an income of \$12,490 for an individual, \$16,910 for a family of two, \$21,330 for a family of three and progressively higher amounts for larger families. These levels are used to determine eligibility for certain governmental programs and benefits.

Population below federal poverty level

| | |
|----------------------|------------|
| Tulare County | 26% |
| California | 13% |

Of the 78 census tracts in Tulare County, 68 have a higher percentage of people living below the federal poverty level than California as a whole. The table below lists the census tracts in which more than 40% of people live below the federal poverty level. Again, the first census tract on the list—census tract 40—covers the Porterville Developmental Center.

Table 22 | Census tracts with high poverty levels

| <i>Census tract</i> | <i>General location or coverage area</i> | <i>% of people below FPL</i> |
|---------------------|--|------------------------------|
| 40 | Southeast Porterville | 71 |
| 28 | Southern Lindsay | 52 |
| 44 | Earlimart | 52 |
| 11 | Central Visalia, north | 50 |
| 39.01 | East Porterville | 45 |
| 33 | Plainview, Strathmore | 43 |
| 20.08 | Central Visalia, west | 43 |
| 22.02 | Central Tulare (city), west | 43 |
| 38.02 | Central Porterville, east | 43 |
| 9 | Patterson Tract, West Goshen | 42 |
| 41.01 | Central Porterville, south | 42 |
| 43 | Allensworth, Alpaugh, others | 42 |
| 41.02 | Southern Porterville | 41 |
| 6 | Cutler, Seville, Yetttem | 41 |
| 5.01 | Central Dinuba, south | 41 |
| 2.02 | Orosi | 40 |
| 38.01 | Northwest Porterville | 40 |
| 3.02 | London, Monson, Traver | 40 |
| 42 | Pixley, Teviston | 40 |

Appendix B-3 lists the percentage of people in each census tract in Tulare County living below the federal poverty level.

School lunch program

Another aspect reflective of income levels is the percentage of students in an area who receive free or reduced-price lunch meals at school. The National School Lunch Program, administered in California by the state’s Department of Education, aims to provide nutritionally balanced school meals for free or at reduced prices to qualifying low-income students.

As shown below, Tulare County has a significantly higher percentage of students eligible to receive free or reduced-price school lunches than California as a whole. The source of the data in this section is the California Department of Education.

Students eligible for school lunch program

| | |
|----------------------|------------|
| Tulare County | 81% |
| California | 62% |



Of 44 school districts in Tulare County for which data is available, all but 4 have a higher percentage of students eligible for the school lunch program than California. The table below lists the school districts in which more than 90% of students are eligible.

Table 23 | School districts with high percentages of students eligible for the school-lunch program

| <i>School district</i> | <i>% of students</i> |
|---|----------------------|
| Hot Spring Elementary | 100 |
| Terra Bella Union Elementary | 99 |
| Stone Corral Elementary (Seville) | 97 |
| Strathmore Union Elementary | 97 |
| Pixley Union Elementary | 96 |
| Allensworth Elementary | 94 |
| Outside Creek Elementary | 94 |
| Sunnyside Union Elementary | 94 |
| Traver Joint Elementary | 94 |
| Alpaugh Unified | 92 |
| Kings River Union Elementary (London) | 92 |
| Woodville Union Elementary | 92 |
| Pleasant View Elementary (Poplar-Cotton Center) | 91 |
| Earlimart Elementary | 90 |
| Lindsay Unified | 90 |
| Richgrove Elementary | 90 |

Appendix B-4 lists the percentage of students in each school district in Tulare County who are eligible for the school lunch program.

Vehicle availability

It is important for communities to offer as many transportation options as possible so to accommodate their residents’ preferences and needs. While biking and especially walking are crucial elements of a balanced transportation system, many people need or prefer to drive. Households without access to a car have more difficulty accessing jobs, shopping, schools, medical care and other important services and destinations. This is particularly true in areas that are not well served by transit.

As shown below, Tulare County has far fewer households with only zero or one vehicle available than California as a whole. Vehicle availability is defined by “passenger cars, vans, and pickup or panel trucks ... kept at home and available for the use of household members.” Vehicles kept at home but used only for business purposes are excluded from this definition; also excluded are dismantled or immobile vehicles.

Households with zero or one available vehicle

| | Zero | One | Combined (zero or one) |
|----------------------|-----------|------------|---------------------------|
| Tulare County | 2% | 14% | 14.5% |
| California | 3% | 18% | 21% |

While lack of vehicle availability does not appear to be a widespread problem in Tulare County, there is a small handful of census tracts in the county that have a higher percentage of household with no access to a vehicle than California as a whole. These census tracts are listed in the table below. Data is not available for census tract 40.

Table 24 | Census tracts with low levels of vehicle availability

| Census tract | General location or coverage area | % of zero-vehicle households |
|--------------|-----------------------------------|------------------------------|
| 22.04 | Northwest Tulare (city) | 12 |
| 12 | Central Visalia, north | 11 |
| 17.01 | Central Visalia | 11 |
| 5.01 | Central Dinuba, south | 10 |
| 38.02 | Central Porterville, east | 8 |
| 20.02 | Central Visalia | 8 |
| 2.01 | Cutler, Orosi | 8 |
| 18 | Central Visalia | 6 |
| 28 | Southern Lindsay | 5 |
| 38.01 | Northwest Porterville | 5 |
| 41.02 | Southern Porterville | 4 |
| 7.02 | Woodlake | 4 |
| 13.01 | Northeast Visalia | 4 |
| 10.04 | Northern Visalia | 3 |
| 23.03 | Northeast Tulare (city) | 3 |
| 25 | West Lindsay | 3 |
| 29.03 | South Tulare (city) | 3 |
| 10.05 | Central Visalia, west | 3 |
| 36.01 | Northwest Porterville | 3 |
| 6 | Cutler, Seville, Yetttem | 3 |
| 35.01 | Northwest Porterville | 3 |
| 35.02 | Central Porterville, north | 3 |
| 43 | Allensworth, Alpaugh, others | 3 |
| 41.01 | Central Porterville, south | 3 |
| 19.01 | Central Visalia | 3 |
| 28.08 | Lindsay | 3 |
| 31 | Matheny, Waukena | 3 |

Appendix B-5 lists the percentage of households in each census tract in Tulare County with zero, one, two and three or more vehicles available.

Pollution

Some communities are more exposed to environmental pollution—in the form of dirty air, for example—than others. At the same time, some populations, including children and seniors, are more vulnerable to the effects of pollution. An online tool called CalEnviroScreen, developed by two state environmental agencies, measures a variety of environmental and socioeconomic indicators, then creates a composite score of a community’s “pollution burden” and residents’ sensitivities to pollution. High scores are associated with adverse health impacts that affect vulnerable populations; such impacts include high rates of asthma hospitalizations and high incidence of low-birth-weight infants.

As measured by CalEnviroScreen, Tulare County suffers greatly from pollution. If the census tracts in California were ranked according to their CalEnviroScreen score, 73 census tracts in Tulare County would be in the “worse” half of the list—that is, the half with the higher scores for pollution burden and sensitivities to pollution.

The following table lists the census tracts in Tulare County with CalEnviroScreen scores high enough to be in the 90–100 percentile of census tracts statewide. This means that their score is higher, or “worse,” than that of 90% of census tracts statewide. Census tract 34 is in the 96–100 percentile; in other words, the score is higher than that of 95% of census tracts statewide. Data is not available for census tract 40.

Table 25 | Census tracts with high CalEnviroScreen scores

| <i>Census tract</i> | <i>General location or coverage area</i> | <i>CES score</i> |
|---------------------|--|------------------|
| 3.02 | London, Monson, Traver | 52.59 |
| 5.01 | Central Dinuba, south | 54.26 |
| 29.01 | Central Tulare (city), east | 56.96 |
| 34 | Poplar-Cotton Center | 57.84 |
| 41.02 | Southern Porterville | 51.20 |
| 42 | Pixley, Teviston | 52.66 |

Appendix B-6 lists the CalEnviroScreen score and percentile rank for each census tract in Tulare County.

6 | Needs assessment



Chapter overview

As mentioned elsewhere, one of the main purposes of the Walk 'n Bike Tulare County plan is to inform the pedestrian and bicycle component of the Tulare County Regional Transportation Plan. Toward this end, the “Priority Projects” chapter of this document collects in one place the pedestrian and bicycle projects identified previously by TCAG’s member agencies as their highest priorities.

While these projects had been formulated previously, TCAG felt it was still important to conduct a public needs assessment process for Walk 'n Bike Tulare County. Through this process, TCAG gathered input from the community on several aspects of walking and biking in the county, namely the barriers, obstacles and challenges; needs and concerns of pedestrians and cyclists; and ideas and suggestions for improving conditions.

For the Walk 'n Bike Tulare County update, TCAG decided to conduct a follow up public needs assessment process. The outreach plan involved the distribution of a brief paper survey at the Tulare County Fair in 2019 and at various events scheduled in the Fall 2019 and Spring 2020. However, with the emergence of the COVID-19 pandemic in the late winter of 2020, the plans for in-person public outreach were put on hold with the hopes of additional public outreach opportunities presenting themselves later in the year. As it turns out, the severity of COVID-19 pandemic prevented in-person meetings and outreach opportunities for the remainder of 2020 and into 2021.

The updated survey results from the outreach described above are shown below. The public input results from the original Walk 'n Bike Tulare County Plan, which are still relevant to the Walk 'n Bike Tulare County Plan update can be found in Appendix A.

Public Input Survey Results (Fall 2019)

At the 2019 Tulare County Fair, held in September, TCAG staff set up a booth and distributed information about the agency’s projects. Staff handed out a flyer that had information about the Walk 'n Bike Plan in the lower half and a brief survey in the upper half (see screenshot below). One side of the handout was in English, the other in Spanish. The survey asked the following questions:

- What do you think are the biggest challenges or obstacles to walking or biking in Tulare County? Are there any specific problem areas?
- What is the one thing (or things) that you do to make walking and biking in Tulare County safer and easier?

215 filled-out surveys were turned in at the Tulare County Fair. Surveys were also distributed at a TCAG sponsored bike rodeo event held at the Tule River Indian Reservation in September 2019. The responses from the 12 filled-out surveys turned in at the Tule River Indian Reservation event in addition to the 215 received at the fair are included in the graphical summary below. Each survey form was reviewed, and responses were assigned to general categories that were based on the general theme of the responses. For the question “What do you think are the biggest challenges or obstacles to walking or biking in Tulare County? Are there any specific problem areas?” the following general response categories were assigned:

- Not enough bicycle and pedestrian facilities
- Unsafe Drivers
- Unsafe Bicyclists and Pedestrians

- Stray Dogs
- Lack of Security/Crime
- Homeless encampments on bicycle and pedestrian facilities

For the question “What is the one thing (or things) that you would do to make walking and biking in Tulare County safer and easier?” the following general response categories were assigned:

- Provide safety equipment
- Teach proper bicycle and pedestrian safety
- Better bicycle and pedestrian facilities and signage
- Better traffic enforcement
- Better lighting
- Better enforcement of issues caused by homeless encampments

Walk 'n Bike Tulare County

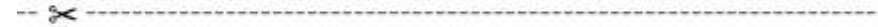
September 2019



Share your concerns and your ideas about walking and biking in Tulare County

1. What do you think are the biggest challenges or obstacles to walking or biking in Tulare County? Are there any specific problem areas?

2. What is the one thing (or things) that you would do to make walking and biking in Tulare County safer and easier?



First adopted in 2016, [Walk 'n Bike Tulare County](#) is a plan by the Tulare County Association of Governments (TCAG) to make walking and biking in Tulare County safer and more convenient. The plan is in the process of being updated. The plan will identify the most important pedestrian and bicycle projects that should be built over the next ten years throughout the county, including the county's eight cities: Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia, and Woodlake.

TCAG invites the community to get involved in the planning process for Walk 'n Bike Tulare County. Opportunities to participate include this survey and hearings and meetings open to the public. You can participate today by using the top portion of this flyer to tell us what you think.

To find out more about the plan, you may contact Gabriel Gutierrez, TCAG's Project Manager, at ggutierrez@tularecog.org or at (559) 623-0465.



Walk 'n Bike Tulare County

September 2019



Comparte tus opiniones y tus ideas acerca del **peatonismo y el ciclismo** en tu comunidad.

1. En que parte del condado vives? Cuales son los mayores desafios o obstaculos para ir a pie or en bicicleta por tu vecindario o ciudad?

2. Que cierta(s) cosa(s) harias para que sea mas seguro y mas facil ir a pie or en bicicleta por tu vecindario o ciudad?



¿Qué es Walk 'n Bike Tulare County?

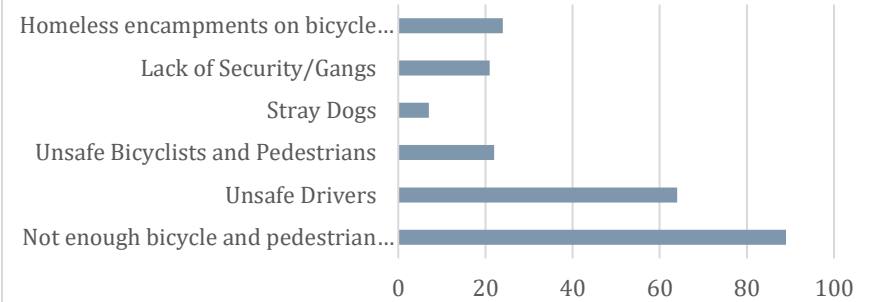
La Asociación de gobiernos del condado de Tulare (su sigla es TCAG, en inglés) establece un plan para hacer que sea más seguro y facilite un pastel y en bicicleta por el condado de Tulare (condado de Tulare). El plan identifica los proyectos más importantes para el peatonismo y el ciclismo en el condado y sus ocho ciudades: Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia y Woodlake.

TCAG te invita a compartir con nosotros tus opiniones, ideas y sugerencias sobre el peatonismo y el ciclismo en tu comunidad. Puede participar usando la parte superior de este folleto para decirnos lo que piensa.

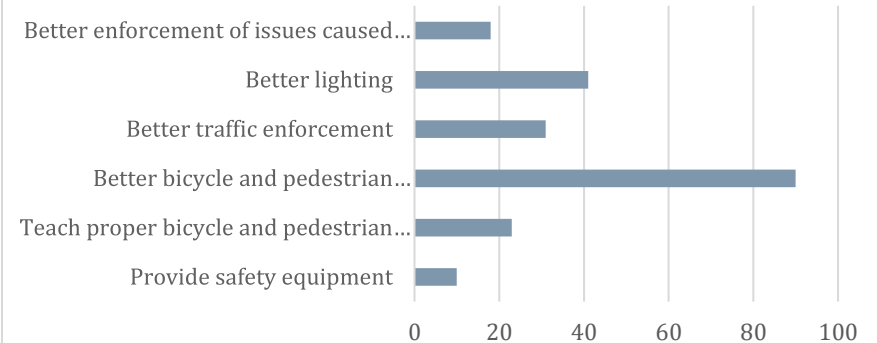
Para obtener más información sobre este proceso, puede comunicarse con Gabriel Gutiérrez, el gerente del Proyecto. Por correo electrónico: gutierrez@tularecog.org o por teléfono: (559) 623-0465.



What do you think are the biggest challenges or obstacles to walking or biking in Tulare County? Are there any specific problem areas?



What is the one thing (or things) that you would do to make walking and biking in Tulare County safer and easier?





7 | Priority projects

Chapter overview

As mentioned in the introductory chapter, one of the two main purposes of the Walk 'n Bike Tulare County plan is to be the foundation for the pedestrian and bicycle component of the Tulare County RTP/SCS, particularly with regard to specific proposed pedestrian and bicycle projects. The RTP/SCS is the long-range plan that guides the development of the overall transportation system in the county. The plan, which is updated every four years, lists projects and programs to manage, operate and maintain the transportation system better and also to expand it. The last RTP/SCS was published in 2018 and work is underway on the 2022 update.



To fulfill that purpose, the Walk 'n Bike Tulare County process did not develop or formulate new projects. Instead, this plan incorporates important, high-priority pedestrian and bicycle projects previously developed by TCAG's member agencies, namely the County and its eight cities. The reason is that TCAG's role in active transportation is mainly to coordinate the actions of the member agencies, sponsor the countywide Active Transportation Advisory Committee, serve as a clearinghouse for information and, perhaps most importantly, make funding available for pedestrian and bicycle projects. The planning, design and construction of the projects, however, is the role of the County and the cities. By incorporating their priorities, Walk 'n Bike Tulare County recognizes and acknowledges the respective roles played by TCAG and its member agencies, and respects the essential functions performed by the local jurisdictions.

This chapter lists, describes and illustrates, with photos and location maps, the pedestrian and bicycle priorities of the member agencies. Member agencies were asked to review their projects from the existing Walk 'n Bike Tulare County plan. Projects which have been completed were removed from the plan. Projects that were not completed but still planned for implementation had their scope, schedule, and costs updated, if needed. Lastly, new projects that were not a part of the previous plan were added to the plan update.

ATP grant applications

The Active Transportation Program was created in 2013 to consolidate several funding sources into California's main grant program for funding pedestrian and bicycle projects. Since the first ATP funding cycle in 2014, agencies from the Tulare County region have submitted applications for 106 projects. Of those applications, five projects were selected for funding under the Statewide ATP component and 18 projects were selected for funding under the MPO component. (See the "Funding" chapter for more information about this process and about the projects selected.)

TCAG staff continues to work with the local agencies to increase the competitiveness of applications submitted for future ATP cycles. In July 2019, key staff from the California Transportation Commission visited the Tulare County region. The purpose of the visit was to meet with member agency staff and conduct site visits at approximately 20 ATP project sites being considered for funding under future ATP cycles. The CTC also hosted a workshop at TCAG to meet with and provide more specific advice to member agencies regarding their projects. The CTC staff returned to the County in March 2020 to hold a statewide ATP guidelines workshop for the 2021 ATP program.

Project Updates

On June 24, 2020, TCAG requested that member agencies to submit new projects and project updates for the Regional Active Transportation Plan update. The agencies were asked for basic project information, namely the project's name or title, its location, brief description, and approximate estimated cost. Agencies were also asked to identify projects in the current RATP that have either been implemented or are no longer being pursued so they could be deleted from the updated RATP.



2010 Countywide Bicycle Plan

The Tulare County Regional Bicycle Transportation Plan, adopted in September 2010, was developed by TCAG with the help of consultants and TCAG's Bicycle Advisory Committee (since restructured as the Active Transportation Advisory Committee). The 2010 plan outlines bikeway networks and proposes lists of specific bikeway projects for each of the eight cities and for the unincorporated areas.

The proposed projects were based on the priority projects submitted by the local agencies, on recommendations by the Bicycle Advisory Committee and, in the cases of Lindsay and Visalia, on local bicycle plans developed earlier. The projects consist mostly of trails, bike lanes, and marked and signed bike routes, and are divided into short-, medium- and long-term timeframes. The networks of short- and medium-term bikeway projects proposed for each of the nine member agencies have been included in the Walk 'n Bike Tulare County plan as nine separate projects. The long-term projects may be considered again in several years, when Walk 'n Bike Tulare County is updated.

Summary of the priority projects

The Walk 'n Bike Tulare County includes 92 projects. It is worth stressing that these projects closely reflect the priorities of the member agencies. The projects were originally formulated by agency staff; most, if not all, were shaped with input from key stakeholders such as law enforcement and public health officials and local advocates, and from the broader community through public outreach and engagement efforts; and they were ultimately adopted or accepted by appointed and elected officials.

Below is the breakdown by member agency of the 92 projects included in this plan. While the numbers vary greatly among agencies, they are roughly representative of the County's population distribution. For example, the County, with jurisdiction over the unincorporated areas, has the most projects on the list but also the biggest population, while Visalia is second on both counts. Similarly, Exeter, Farmersville and Woodlake are the three least populous areas and have among the fewest projects.

| | | | |
|--------------|----|------------------|----|
| Countywide | 1 | County of Tulare | 31 |
| Dinuba | 11 | Tulare (city) | 3 |
| Exeter | 4 | Tule River Tribe | 1 |
| Farmersville | 8 | Visalia | 16 |
| Lindsay | 4 | Woodlake | 6 |
| Porterville | 7 | | |

The combined estimated cost is approximately \$201 million for 90 of the projects; the costs for two of the projects are unknown at this time. Table 26 later in this chapter lists the projects by member agency, plus one project with countywide scope; the projects are not listed in any order of priority. The rest of this chapter describes the projects and illustrates them with photos and location maps.

It is worth noting that a number of the priority projects are on state routes, such as State Route 63 or State Route 65, for example. State routes are facilities managed by Caltrans, the State Department of Transportation, rather than by the member agencies. Also, a number of the projects, both on state routes and on local roads, arose out of planning processes funded by Caltrans through the agency's Community-Based Transportation Planning and Environmental Justice grant programs. Planning efforts funded by Caltrans in Tulare County in recent years include:

- **Cutler–Orosi Community Design Charrette** (2001).
- **Lincoln Oval Traffic Study and Needs Assessment** (in Visalia; 2009).
- **West Tulare Transportation Plan: Safe Routes to School and Non-motorized Transit.**

- **West Pine Avenue Community Based Transportation Plan** (in Tulare; 2011).
- **Goshen Transportation and Community Plan** (2014).
- **Tribal Needs Assessment and Outreach Project** (2010), **Tule River Master Planning Program** and **Tule River Pedestrian Assessment** (2015).

Plans should not be thought of as static documents. Instead, they need to allow for revisions, amendments and updates as planning needs, conditions and priorities change. As the pedestrian and bicycle priorities of the member agencies evolve, there will be opportunities to capture new or revised project priorities. These opportunities include periodic administrative amendments to the Walk 'n Bike Plan by TCAG's Board of Governors at the request of member agencies; the comprehensive update of this plan in several years' time; and the upcoming update of the RTP/SCS.

Types of projects

As shown on the far-right columns in Table 26, the projects on the list can be grouped into six categories, depending on the project's focus. The project categories are described below. Some projects have a broader focus and span more than one category.

Sidewalks

These are projects to install sidewalks along street frontages where they do not currently exist. In many cases, the sidewalk installation is proposed as part of overall roadway improvements with other features such as curbs and gutters, curb ramps and pave-outs. While some projects specify that the sidewalk width and curb ramps will comply with guidelines under the Americans with Disabilities Act (ADA), it is expected that all projects will

meet ADA guidelines. Projects with a sidewalk focus are indicated in the column marked "S" in Table 26.



On-street bikeways

The focus of these projects is to create on-street bikeways. On-street bikeways are most often in the form of bike lanes (also known as Class II bikeways) or bike routes (Class III). Class II bikeways create a designated space for cyclists on the street in the form of striped bike lanes. Class III bikeways are generally used when there is not enough right-of-way width for bike lanes; instead, bike routes feature signs and sometimes "sharrows." Sharrows are arrow-shaped stencils on the roadway showing where cyclists should position themselves as they ride down the street, and alerting drivers of the need to share the road with cyclists.

In addition to on-street bikeways, this project category includes related bicycling improvements such as bicycle-detection technology at traffic lights and bicycle parking. Projects under this

category are indicated in the column marked “B” in the table of projects.

Trail / path (off-street)

These are projects to create, extend or replace off-street trails and paths—that is, separated from street traffic. Generally the trails are intended to serve both pedestrians and cyclists and feature amenities such as lighting and landscaping. These projects are generally constructed along abandoned railroad rights-of-way, through parks and open space or along rivers, creeks, ditches and other waterways. These projects are indicated in the column marked “T.”

Crossings

These are projects intended to make it safer and easier to cross a street or, in some cases, a ditch, creek or railroad. Street-crossing projects typically consist of flashing beacons, in-pavement lights, curb bulb-outs, signage and similar improvements. The list also includes a few pedestrian and bicycle bridges, in the case of ditch or creek crossings, and railroad-crossing improvements. These projects are indicated in the column marked “X.”

Other types of projects

The list includes three non-capital, non-infrastructure projects. Among them are two educational and safety campaigns with a focus on promoting safe walking and biking to school, and a Visalia citywide plan to develop projects also for improving the safety of children walking and biking to school. These projects are indicated in the column marked “O.”



Safe routes to school

Lastly, many of the above projects, regardless of their type, have as one of their primary purposes to make it safer and easier for children to walk to school. These are known as “safe routes to school” (SRTS) projects. SRTS projects can be infrastructure-related projects, such as the construction of sidewalks and trails, and the installation of bikeways, between schools and residential neighborhoods; as well as non-infrastructure projects such as educational and safety campaigns. Projects on list with a SRTS focus are indicated in the column marked “R.”

Table 26 | Priority projects

| Project number | Project name | Cost ('000) | S | B | T | X | O | R | Key for project categories |
|-----------------------|---|-------------|---|---|---|---|---|---|--|
| Countywide | | | | | | | | | |
| CW-1 | Tulare County active transportation campaign | \$ 263 | | | | | • | • | S: Sidewalk B: On-street bikeway T: Trail / path (off-street) X: Crossing O: Other R: Safe routes to school |
| City of Dinuba | | | | | | | | | |
| D-1 | Safe routes to school—City of Dinuba project | \$ 530 | • | | | • | | • | |
| D-2 | Downtown sidewalk improvements | \$ 334 | • | | | | | | |
| D-3 | Ventura Street pedestrian path and railroad crossing | \$ 500 | | | • | • | | | |
| D-4 | Dinuba citywide bikeway network | \$ 572 | | • | | | | | |
| D-5 | Safe routes to school—Dinuba USD project | \$ 1,504 | | | | | • | • | |
| D-6 | Alta Avenue: Kamm Avenue to Nebraska Avenue Signage/Striping and Sidewalk Gap Closure | \$ 2,571 | • | • | | • | | • | |
| D-7 | El Monte Way: Alta Avenue to Road 92 Signage/Striping and Sidewalk Gap Closure | \$ 2,633 | • | • | | • | | • | |
| D-8 | Tulare Street: M Street to I Street Signage/Striping, Curb Ramps and Bulb-outs | \$ 590 | | | | • | | | |
| D-9 | Kamm Avenue: Alta Avenue to College Avenue Signage/Striping, Curb Ramps and Bulb-outs | \$ 473 | • | | | • | | | |
| D-10 | Crawford Avenue: Alta Avenue to I Street Signage/Striping, Sidewalk Gap Closure, and Curb Ramps | \$ 2,835 | • | • | | • | | | |
| D-11 | Euclid Avenue: Alta Avenue to I Street Signage/Striping, Sidewalk Gap Closure, and Curb Ramps | \$ 1,154 | • | | | • | | | |
| City of Exeter | | | | | | | | | |
| E-1 | Exeter safe routes to school | \$ 998 | • | | | | | • | |
| E-2 | Rocky Hill Drive pedestrian and bicycle improvements | \$ 1,000 | • | • | | | | • | |
| E-3 | Belmont Road path, Phase II | \$ 1,750 | | | • | | | | |
| E-4 | Exeter citywide bikeway network | \$ | | • | | | | | |

| Project number | Project name | Cost ('000) | C O S T S | | | | | |
|--|--|-------------|-----------|---|---|---|---|---|
| | | | S | B | T | X | O | R |
| City of Farmersville | | | | | | | | |
| F-1 | East Walnut Avenue sidewalks and bike lanes | \$ 2,858 | • | • | | | | |
| F-2 | Farmersville citywide bikeway network | \$ 1,513 | | • | • | | | |
| F-3 | Comprehensive Citywide ADA Deficiencies Improvements | \$ 351 | • | | | | | |
| F-4 | Comprehensive Citywide ADA Ramps Upgrade | \$ 948 | • | | | | | |
| F-5 | Visalia Road Improvements | \$ 2,749 | | | | • | • | |
| F-6 | Pedestrian Signal at Farmersville Blvd and Citrus Street | \$ 200 | | | | • | | |
| F-7 | Farmersville Blvd Bike Lanes | \$ 70 | | • | | | | |
| F-8 | City of Farmersville Bike/Ped Projects | \$ 200 | • | • | | | • | |
| City of Lindsay | | | | | | | | |
| L-1 | Page-Moore Tract sidewalk improvements—City project | \$ 600 | • | | | | • | |
| L-2 | Page-Moore Tract sidewalk improvements—Lindsay USD project | \$ 830 | • | | | | • | |
| L-3 | Lindsay citywide bikeway network | \$ 236 | | • | | | | |
| L-4 | City of Lindsay Pedestrian Connection Projects | \$ 1,500 | • | | | | | |
| City of Porterville | | | | | | | | |
| P-1 | Morton Avenue crosswalk warning lights | \$ 242 | | | | • | • | |
| P-2 | Orange Avenue crosswalk warning lights | \$ 301 | | | | • | • | |
| P-3 | Main Street crosswalk warning lights | \$ 360 | | | | • | | |
| P-4 | Tule River Parkway multi-use trail, Phase IV | \$ 6,362 | | | • | | | |
| P-5 | Porterville citywide bikeway network | \$ 1,677 | | • | • | | | |
| P-6 | Putnam and Elderwood Pedestrian Corridor | \$ 600 | • | | | | • | |
| P-7 | Butterfield Stage Corridor | \$ 21,000 | • | | • | • | • | |
| County of Tulare (unincorporated areas) | | | | | | | | |
| U-2 | Alpaugh sidewalk improvements | \$ 870 | • | | | | • | |

| Project number | Project name | Cost ('000) | S | B | T | X | O | R |
|----------------|---|-------------|---|---|---|---|---|---|
| U-3 | Cutler—Avenue 408 improvements | \$ 440 | ● | | | | | |
| U-4 | Cutler—George Road / 2 nd Drive improvements | \$ 3,000 | ● | | | | | |
| U-5 | Ducor—Avenue 56 and Carlisle Road improvements | \$ 1,660 | ● | | | | | ● |
| U-7 | Earlimart—State Street sidewalk improvements, Phase 2 | \$ 2,100 | ● | | | | | ● |
| U-8 | Earlimart—State Street sidewalk improvements, Phase 3 | \$ 2,270 | ● | | | | | |
| U-9 | Earlimart Middle School crossing improvements | \$ 63 | | | | ● | | ● |
| U-11 | Earlimart Elementary School crossing improvements | \$ 80 | | | | ● | | ● |
| U-14 | Goshen—Goshen Avenue improvements | \$ 4,670 | ● | ● | | | | |
| U-15 | Ivanhoe—Avenue 332 and Road 159 improvements | \$ 847 | ● | | | | | |
| U-17 | Matheny Tract roadway improvements | \$ 4,850 | ● | | | | | |
| U-18 | Orosi—Avenue 416 improvements | \$ 1,910 | ● | | | | | |
| U-19 | Orosi—Avenue 413 improvements | \$ 630 | ● | | | | | ● |
| U-20 | Seville—Road 156 improvements | \$ 223 | ● | | | | | ● |
| U-21 | Strathmore— Avenue 198 improvements | \$ 1,300 | ● | | | | | ● |
| U-22 | Strathmore— Orange Belt Drive Road Diet | \$ 1,300 | ● | | | | | |
| U-24 | Traver—6th Street sidewalk improvements | \$ 1,170 | ● | | | | | |
| U-25 | Traver—Merritt Drive sidewalk improvements | \$ 1,300 | ● | ● | | | | ● |
| U-26 | Waukena Elementary School improvements | \$ 210 | ● | | | | | ● |
| U-27 | Countywide bikeway network | \$ 12,630 | | ● | ● | | | |
| U-28 | Goshen Area Bike/Ped Improvements | \$ 250 | ● | | | ● | | ● |
| U-29 | East Porterville—Crabtree Avenue Sidewalk Improvements | \$ 2,200 | ● | | | | | ● |
| U-30 | Poplar—Avenue 145 Sidewalk Improvements | \$ 2,100 | ● | | | | | ● |
| U-31 | Tipton—Woods Avenue Sidewalk Improvements | \$ 900 | ● | | | | | |
| U-32 | Allensworth Complete Streets (Ave 36 from Young Rd to Rd 184) | \$ 900 | ● | ● | | | | ● |
| | Allensworth Complete Streets (Ave 32 from Young Rd to Rd 184) | \$ 900 | ● | ● | | | | ● |

| Project number | Project name | Cost ('000) | S | B | T | X | O | R |
|----------------|---|-------------|---|---|---|---|---|---|
| | Allensworth Complete Streets (Young Rd from Ave 232 to School) | \$ 1,200 | ● | ● | | | | ● |
| U-33 | Alpaugh Complete Streets (Tule Rd from Church Ave to Park Ave) | \$ 500 | ● | ● | | | | ● |
| | Alpaugh Complete Streets (Church Ave from Knox Rd to Ellis Rd) | \$ 750 | ● | ● | | | | ● |
| U-34 | Earlimart Complete Streets (Church St from Armstrong to Ave 56) | \$ 800 | ● | ● | | ● | | ● |
| U-35 | East Orosi Complete Streets (Rd 140 from Ave 416 to Ave 419) | \$ 800 | ● | | | | | |
| U-36 | Goshen Complete Streets (Camp Dr from Ave 304 to Ave 310) | \$ 3,000 | ● | ● | | ● | | |
| | Goshen Complete Streets (Effie Drive from Ave 304 to Elder Drive) | \$ 2,000 | ● | ● | | ● | | |
| U-37 | Ivanhoe Complete Streets (Rd 156 from Ave 328 to Ave 332) | \$ 1,400 | ● | ● | | | | |
| | Ivanhoe Complete Streets (Ave 328 from Rd 156 to Rd 160) | \$ 1,500 | ● | ● | | | | |
| U-38 | Pixley Complete Streets (Center St from Terra Bella to Court St) | \$ 1,500 | ● | ● | | | | ● |
| | Pixley Complete Streets (Davis St from Ash St to Elm St) | \$ 2,500 | ● | ● | | | | ● |
| | Pixley Complete Streets (Elm St from Terra Bella to Court St) | \$ 1,500 | ● | ● | | | | ● |
| U-39 | Poplar Complete Streets (Rd 192 from SR-190 to Ave 148) | \$ 1,300 | ● | ● | | | | |
| | Poplar Complete Streets (Rd 191 from SR-190 to Ave 148) | \$ 1,500 | | | | | | |
| U-40 | Strathmore Complete Steeets (Ave 196 Road Diet from Rd 226 to Rd 232) | \$ 1,750 | ● | ● | | ● | | |
| | Strathmore Complete Streets (Rd 230 from Ave 196 to Ave 198) | \$ 650 | ● | ● | | | | ● |
| U-41 | Terra Bella Complete Streets (Ave 95 from SR-65 to Rd 238) | \$ 2,000 | ● | ● | | ● | | |
| | Terra Bella Complete Streets (Rd 237 from Ave 92 to Ave 96) | \$ 1,500 | ● | ● | | | | |
| | Terra Bella Complete Streets (Rd 238 from Ave 92 to Ave 96) | \$ 1,500 | ● | ● | | | | ● |
| U-42 | Tipton Complete Streets (Klindera from Berry Rd to Callison Rd (w/ Ped O/C) | \$ 6,000 | ● | ● | | ● | | |
| | Tipton Complete Streets (Burnett Rd from SR-190 to Ave 152) | \$ 2,700 | ● | ● | | | | |
| U-43 | Woodville Complete Streets (Ave 167 from Rd 164 to Rd 168) | \$ 1,300 | ● | ● | | | | |
| | Woodville Complete Streets (Ave 168 from Rd 164 to Rd 168) | \$ 1,300 | ● | ● | | | | |

| Project number | Project name | Cost ('000) | S | B | T | X | O | R |
|--------------------------------------|---|-------------|---|---|---|---|---|---|
| City of Tulare | | | | | | | | |
| T-1 | Santa Fe Trail crossing improvements at Mooney Boulevard | \$ 574 | | | | ● | | |
| T-2 | Santa Fe Trail crossing improvements at E, M and Blackstone Streets | \$ 255 | | | | ● | | |
| T-3 | Tulare citywide bikeway network | | | ● | ● | | | |
| Tule River Indian Reservation | | | | | | | | |
| R-1 | North Reservation Road improvements | \$ 2,399 | ● | | | | | |
| City of Visalia | | | | | | | | |
| V-1 | Goshen Avenue Trail | \$ 9,600 | | | ● | | | |
| V-2 | Evans Ditch Trail at Rotary Park | \$ 635 | | | ● | | | ● |
| V-3 | Santa Fe Trail crossing at Riggan Avenue | \$ 350 | | | | ● | | |
| V-4 | Mill Creek Trail from Burke Street to Ben Maddox Way | | | | ● | | | |
| V-5 | Greenway Trail from SCE Rector Station to St. John's River Trail | \$ 3,500 | | | ● | | | |
| V-6 | Packwood Creek Trail north of Tulare Avenue | \$ 500 | | | ● | | | |
| V-7 | Packwood Creek Trail bridge north of Tulare Avenue | \$ 275 | | | | ● | | |
| V-8 | Packwood Creek Trail crossing at Lovers Lane | \$ 350 | | | | ● | | |
| V-9 | Walnut Avenue Trail crossing at San Joaquin Valley Railroad | \$ 1,100 | | | | ● | | |
| V-10 | K Avenue Regional Trail—Santa Fe Street to Lovers Lane | \$ 1,425 | | | ● | | | |
| V-11 | K Avenue Regional Trail—Lovers Lane to Rocky Hill | \$ 8,500 | | | ● | | | |
| V-12 | Visalia citywide bikeway network | \$ 12,100 | | ● | ● | | | |
| V-13 | Citywide Safe Routes to School master plan | \$ 75 | | | | | ● | ● |
| V-14 | Houston & Highland Elementary SRTS Community Connectivity | \$ 2,600 | ● | | | ● | | ● |
| V-15 | City of Visalia Trails and Key Linkages | \$ 20,000 | | | ● | | | |
| V-16 | City of Visalia Pedestrian Network Improvement Plan | \$ 15,000 | ● | | | | | ● |
| City of Woodlake | | | | | | | | |

| <i>Project number</i> | <i>Project name</i> | <i>Cost ('000)</i> | <i>S</i> | <i>B</i> | <i>T</i> | <i>X</i> | <i>O</i> | <i>R</i> |
|-----------------------|--|--------------------|----------|----------|----------|----------|----------|----------|
| W-1 | Kaweah Street pedestrian pathway | \$ 730 | ● | | | | | ● |
| W-2 | North Valencia Boulevard Extension and Sequoia Avenue Improvements | \$ 1,265 | ● | | | | | ● |
| W-3 | Antelope Street pedestrian pathway | \$ 300 | ● | | | | | |
| W-4 | Lakeview and Antelope Street pedestrian parkway | \$ 325 | ● | | | | | |
| W-5 | Sierra Ave and Castle Rock St. Roundabout Project | \$ 2,488 | ● | | | ● | | ● |
| W-6 | Sequoia Avenue SR2S Project Improvements | \$ 1,481 | ● | | | ● | | ● |



Countywide

CW-1 Tulare County active transportation campaign

Location: Countywide.

Description: Campaign proposed by the Tulare County Public Health Department to encourage safer biking and walking throughout the county. The campaign will provide “seed grants” of \$1,500 to successful applicant schools and communities to start local safe routes to school programs. The project will target two schools in each of the eight cities and at least four schools in the unincorporated communities. Public Health Department staff will work with local key stakeholders including school administrators, parents, students, city and county planners, law-enforcement representatives and other community members to formulate and support the implementation of non-infrastructure projects to promote walking and biking to school.

Cost: \$263,000.



City of Dinuba

D-1 Safe routes to school – City of Dinuba project

Location: Crawford Avenue from Sierra Avenue to El Monte Way and intersections along El Monte Way, Alta Avenue and Crawford Avenue.

Description: Sidewalk and curb ramp improvements on Crawford Avenue (Road 88) from Sierra Avenue to El Monte Way and rectangular rapid-flashing beacons and other traffic-control devices at these six intersections: Alta Avenue at Lindara Avenue / Sequoia Way; El Monte Way at Nichols, Eaton and Lincoln Avenues and at Fresno Avenues; and Crawford Avenue at Gerald Avenue.

Cost: \$530,000.



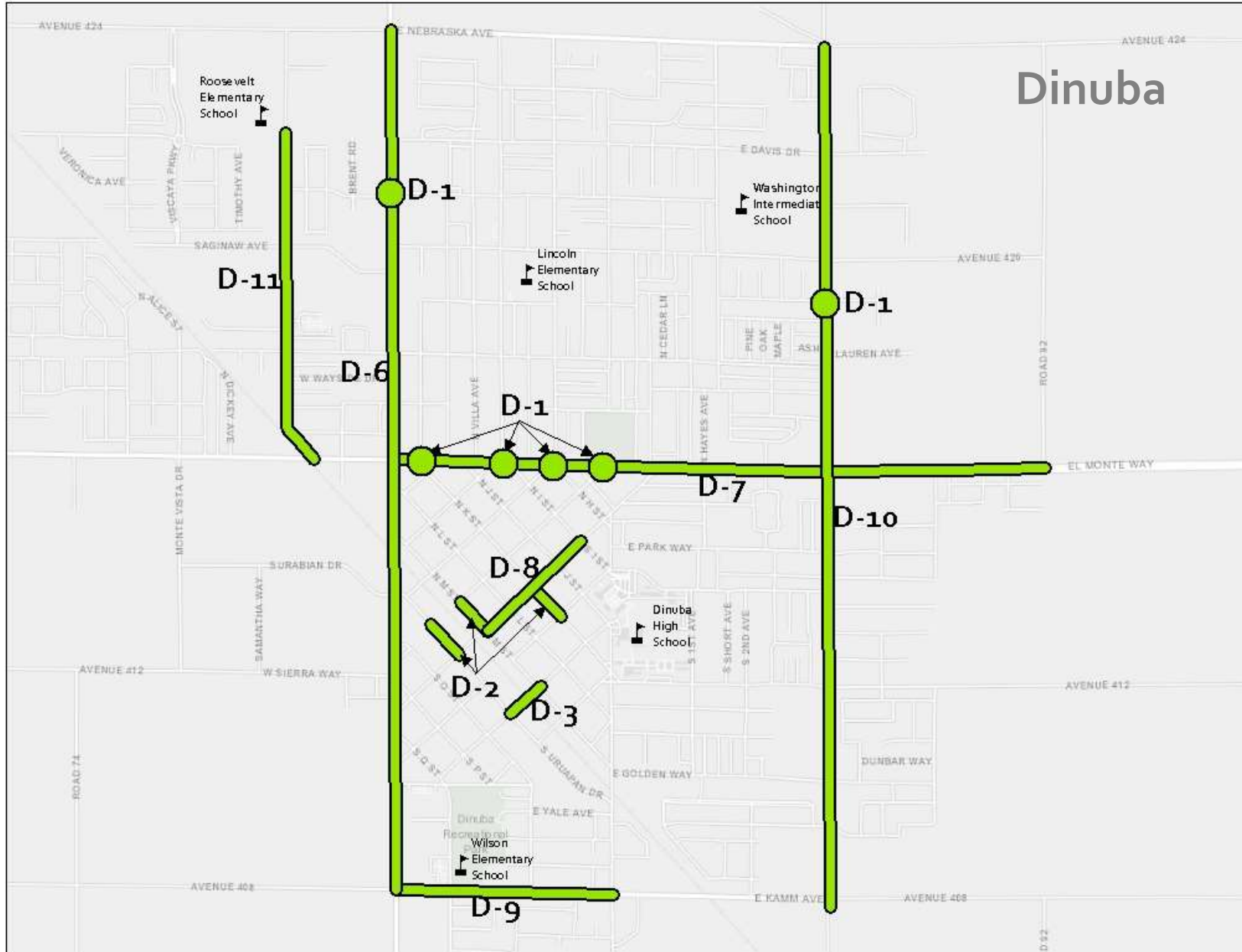
D-2 Downtown sidewalk improvements

Location: Segments of K Street, M Street and Uruapan Way in downtown Dinuba.

Description: Sidewalk improvements on K Street between Kern and Tulare Streets; M Street between Tulare and Fresno Streets; and Uruapan Way from the soccer field to the Sportsplex just north/west of Tulare Street.

Cost: \$334,000.



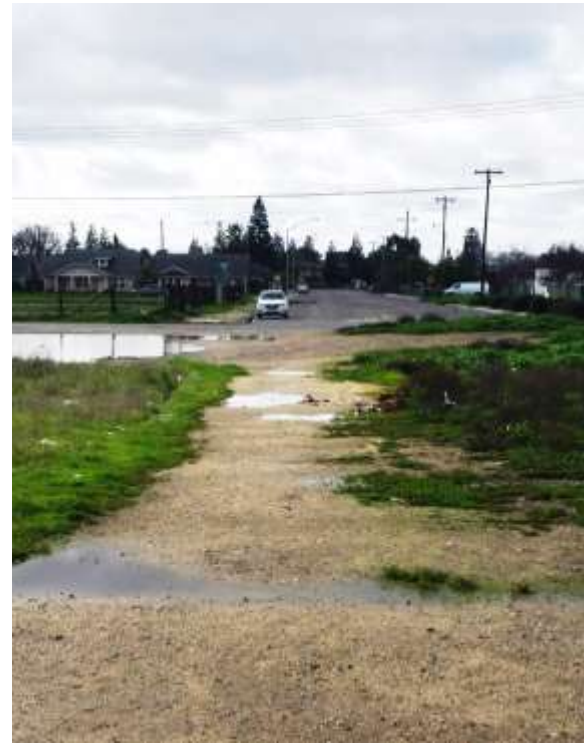


D-3 Ventura Street pedestrian path and railroad crossing

Location: Segments of K Street, M Street and Uruapan Way in downtown Dinuba.

Description: Pedestrian path to connect the residences west of the San Joaquin Valley Railroad tracks to central Dinuba along the prolongation of Ventura Street from Uruapan Drive to M Street. This currently unimproved path is used by area students to walk and bike to and from Dinuba High School, which involves a crossing of railroad tracks. The project will include a concrete sidewalk, panels for the rail crossing, handrails within the railroad right-of-way, reconstruction of an existing approach street to provide ADA-compliant sidewalk grades, safety lighting, signage, and striping and markings.

Cost: \$500,000.



D-4 Dinuba citywide bikeway network

Location: Citywide.

Description: Implement the proposed short- and medium-term projects for Dinuba in the 2010 Tulare County Regional Bicycle Transportation Plan. The proposed bikeway projects include bike lanes on segments of Avenue 416, Avenue 426, Alta, Road 64, Sierra and Viscaya; and bike routes on stretches of Alta, College, Euclid, Lincoln, Monte Vista, Sarabian and Saginaw, and various streets in the downtown.

Cost: \$572,000.

Project D-4 is not shown on the Dinuba map, as it has a citywide scope.



D-5 Safe routes to school—Dinuba USD project

Location: Citywide.

Description: Campaign proposed by the Dinuba Unified School District to educate K-12th grade students, teachers, parents and the broader community on walking and biking safety and the benefits of physical activity. The campaign will accomplish this through classroom instruction, special presentations, “walking school buses,” walk- and bike-a-thons, student safety patrols, “bike rodeos,” contests, incentives and other tools and means.

Cost: \$1,504,000.

Project D-5 is not shown on the Dinuba map, as it has a citywide scope.

D-6 Alta Avenue: Kamm Avenue to Nebraska Avenue Signage/Striping and Sidewalk Gap Closure

Location: Alta Avenue from Kamm Avenue to Nebraska Avenue.

Description: Alta Ave is a heavily trafficked major north-south corridor through the disadvantaged Dinuba community, and connects residents to schools, shopping, and other vital services. The corridor is often used by students biking or walking to three schools that are located directly adjacent to the corridor (Lincoln, Roosevelt, and Wilson Elementary Schools). Currently, this section of Alta Ave has discontinuous sidewalks, no bike lanes, and inadequate ADA curb ramps. In conjunction with an HSIP project to sign and stripe bike lanes and crosswalks on the corridor, the proposed ATP project would directly help to create a safer biking and walking environment for students and adults alike. Proposed treatments include adding sidewalks where there currently are gaps, installing 4-6' Class II bike lanes with enhanced treatments, installed or upgraded ADA curb ramps,



pedestrian signal heads and detection at signalized intersections, red curbs at intersections to increase sight distance, and warning signs at and in advance of crosswalks. All of these improvements will help to create a safer and more comfortable walking and biking experience and allow the disadvantaged community to safely access needed services. The Alta Ave project was listed as a high-priority near term project in the recently adopted Dinuba Bicyclist and Pedestrian Safety & Connectivity Study.

Cost: \$2,571,000.

D-7 El Monte Way: Alta Avenue to Road 92 Signage/Striping and Sidewalk Gap Closure

Location: El Monte Way from Alta Avenue to Road 92

Description: El Monte Way is a heavily trafficked corridor through Dinuba, a small agricultural community in the heart of the San Joaquin Valley. Currently this corridor has discontinuous sidewalks, no bike lanes, and inadequate ADA ramps. In conjunction with a HSIP project that will construct striping along the corridor, the ATP project will enhance a 1.5 mile corridor between Alta Ave and Road 92 with bike lanes with highlighted conflict zones, sidewalks that extend the entire corridor, upgrading curb ramps to ADA standards, installing two Pedestrian Hybrid Beacons (PHB), and modifying existing signals to be more pedestrian friendly. The outcome will be a multi-modal corridor that is accessible to users of all ages and abilities in the Dinuba community. El Monte Way connects to major shopping centers, schools, job centers, and other essential services; it is critical that this corridor be made safer for all users of the road.

Cost: \$2,633,000.

D-8 Tulare Street: M Street to I Street Signage/Striping, Curb Ramps and Bulb-outs

Location: Tulare Street from M Street to I Street

Description: Tulare St is a major corridor through the disadvantaged Dinuba community, and connects residents to schools, shopping, and other vital services. The corridor is often used by students biking or walking to Dinuba High School, located one block away from the project. Since Tulare St serves as a major connector for downtown Dinuba, it's important to ensure that the corridor is safe for users of all ages and abilities. Currently, Tulare St has several intersections in downtown Dinuba where crossing the street is wide and not friendly to pedestrians. At the project intersections, angled parking creates a sight distance issue where motorists are not able to see pedestrians before they start crossing the street. The problem is further exasperated by the fact that the corridor is located directly adjacent to Dinuba High School and the Dinuba Transit Center and as such sees a high volume of pedestrians in the morning and afternoon. In conjunction with an HSIP project to stripe crosswalks, the proposed ATP project would add bulb outs at five intersections between M St and I St, updated ADA ramps, and small landscaped medians. These improvements would enhance the walking experience and allow the disadvantaged community to safely access both the school and the transit center. The Tulare St project was listed as a high priority near term project in the recently adopted Dinuba Bicyclist and Pedestrian Safety & Connectivity Study.

Cost: \$590,000.

**D-9 Kamm Avenue: Alta Avenue to College Avenue
Signage/Striping, Curb Ramps, and Bulb-outs**

Location: Kamm Avenue from Alta Avenue to College Avenue

Description: Kamm Ave between Alta Avenue and College Avenue has a Class II bike lane, sidewalks, and crosswalks. The project, in conjunction with an approved HSIP project, will close a sidewalk gap, enhance existing bicycle facilities and crosswalks, install new crosswalks, install ADA ramps, bulb outs and add a flush center median to reduce speeding throughout the corridor. The pedestrian and bicycle improvements will improve access for all ages to Wilson Elementary School, Sierra Vista High School, parks, city and county offices, Senior living, and the residential neighborhood.

Cost: \$473,000.

**D-10 Crawford Avenue: Nebraska Avenue to Kamm Avenue
Signage/Striping, Sidewalk Gap Closure, and Curb Ramps**

Location: Crawford Avenue from Nebraska Avenue to Kamm Avenue

Description: Crawford Avenue, between Nebraska Avenue and Kamm Avenue sidewalks and bicycle facilities. The project will fill these gaps by installing new sidewalk and curb to provide continuous pedestrian paths and crosswalks, install/upgrade curb ramps to be ADA complaint, install traffic signal enhancements at El Monte Way to upgraded pedestrian signal heads and pedestrian detections, install red curb at intersection approaches and install a Class II bike Lane with green pavement enhancements.

Cost: \$2,835,000.

**D-11 Euclid Avenue: El Monte Ave to Lindera Avenue
Signage/Striping, Sidewalk Gap Closure, and Curb Ramps**

Location: Euclid Avenue from El Monte Avenue to Lindera Avenue

Description: Phase 2 of the Euclid Ave (El Monte Way to approx. 600' N of Lindera Ave) project will construct (in conjunction with an HSIP project) new sidewalks, upgraded ADA curb ramps, high visibility crosswalks at one intersection, and red curbs near intersections to increase visibility. Phase 1 of the project is underway and will extend the improvements north to Nebraska Ave. The proposed treatments in Phase 2, in conjunction with an HSIP project that will sign and stripe the crosswalks, would help to create a safe and comfortable walking and biking experience and allow the disadvantaged community to safely access both the school and the transit stop. The Euclid Ave project was listed as a high priority near term project in the recently adopted Dinuba Bicyclist and Pedestrian Safety & Connectivity Study.

Cost: \$1,154,000.

City of Exeter

E-1 Exeter safe routes to school

Location: A dozen locations, primarily in central Exeter.

Description: ADA-compliant sidewalks at approximately a dozen locations along six streets, primarily in central Exeter and serving nearby schools. The project targets segments of the following seven streets: Sequoia Drive near Rocky Hill Elementary School; Chestnut and D Streets near Lincoln Elementary School and Exeter Union High School; and Visalia Road, Palm Street, Maple Street, Chestnut Street and Orange Avenue near Wilson Middle School. Project improvements will include curb and gutter, pave-out, sidewalk, signing, pavement delineation, ADA-compliant curb returns and ramps, and drive and alley approaches.

Cost: \$998,000.



E-2 Rocky Hill Drive pedestrian and bicycle improvements

Location: Rocky Hill Dr. from N. Crespi Ave. to just east of 3rd St.

Description: Pedestrian and bicycle improvements along Rocky Hill Drive to provide a safe and accessible route to two high schools and to school-related athletic and recreational facilities in the area. Project improvements will include curb and gutter, pave-out, sidewalk, signing, pavement delineation and ADA-compliant curb returns and drive approaches. The project also includes a park-and-bike lot to serve the many commuter and recreational cyclists in the area, including students.

Cost: \$1,000,000.





Exeter

E-3 Belmont Road path, Phase II

Location: West side of Belmont Road between Chestnut Avenue and Glaze Avenue.

Description: Second phase of a bicycle path, separated from traffic, along the west side of Belmont Road. The first phase of the project was between Visalia Road and Chestnut Avenue; this second phase will extend the path from Chestnut Avenue to Glaze Avenue.

Cost: \$1,750,000.



E-4 Exeter citywide bikeway network

Location: Citywide.

Description: Implement the proposed short- and medium-term projects for Exeter in the 2010 Tulare County Regional Bicycle Transportation Plan. The proposed bikeway projects include bike lanes on segments of Sequoia and Rocky Hill Drives and a bike route on B Street.

Cost: \$325,000.

Project E-4 is not shown on the Exeter map, as it has a citywide scope.



City of Farmersville

F-1 East Walnut Avenue sidewalks and bike lanes

Location: East Walnut Avenue between Farmersville Boulevard and Freedom Drive, next to the Farmersville Unified School District's multi-school campus.

Description: The proposed project will widen East Walnut Avenue to allow for the installation of sidewalks and bicycle lanes on a major school route in a severely disadvantaged community.

Cost: \$2,858,000.

For the location of this project, see the map in the City of Visalia section.



F-2 Farmersville citywide bikeway network

Location: Citywide.

Description: Implement the proposed short- and medium-term projects for Farmersville in the 2010 Tulare County Regional Bicycle Transportation Plan. In addition to project F-1, above, the proposed bikeway projects include trails along the Tulare Irrigation Canal/Extension Ditch and bike lanes on segments of Farmersville, Oakland, Ventura and Visalia streets; bike route segments on 15 streets; and bicycle-detection technology at six intersections.

Cost: \$1,513,000 (does not include the cost of project F-1).

Project F-2 is not shown on the Farmersville map (found in the City of Visalia section), as it has a citywide scope.



F-3 Comprehensive Citywide ADA Deficiencies Improvements

Location: Citywide

Description: Construct missing sidewalk, ramps and driveways to connect to existing sidewalk facilities and meet ADA standards.

Cost: \$351,000

Project F-3 is not shown on the Farmersville map, as it has a citywide scope.

F-4 Comprehensive Citywide ADA Ramps Upgrade

Location: Citywide

Description: Construct new ramps or modify existing ramps to meet ADA standards.

Cost: \$948,000

Project F-4 is not shown on the Farmersville map, as it has a citywide scope.

F-5 Visalia Road Improvements

Location: On Visalia Road between Ventura and Rose Avenues

Description: Construct median island with pedestrian median fencing, high visibility crosswalk, signing and refuge island improvements to reduce the high number of collisions.

Cost: \$2,749,000

F-6 Pedestrian Signal at Farmersville Blvd and Citrus Street

Location: Intersection of Farmersville Blvd and Citrus Street

Description: Install HAWK system at the existing crosswalk to provide right-of-way for pedestrian crossing at this intersection.

Cost: \$200,000

F-7 Farmersville Blvd Bike Lanes

Location: On Farmersville Blvd between Birch Street and Ashley Street

Description: Install Class II bike lanes on Farmersville Blvd between Birch Street and Ashley Street.

Cost: \$70,000

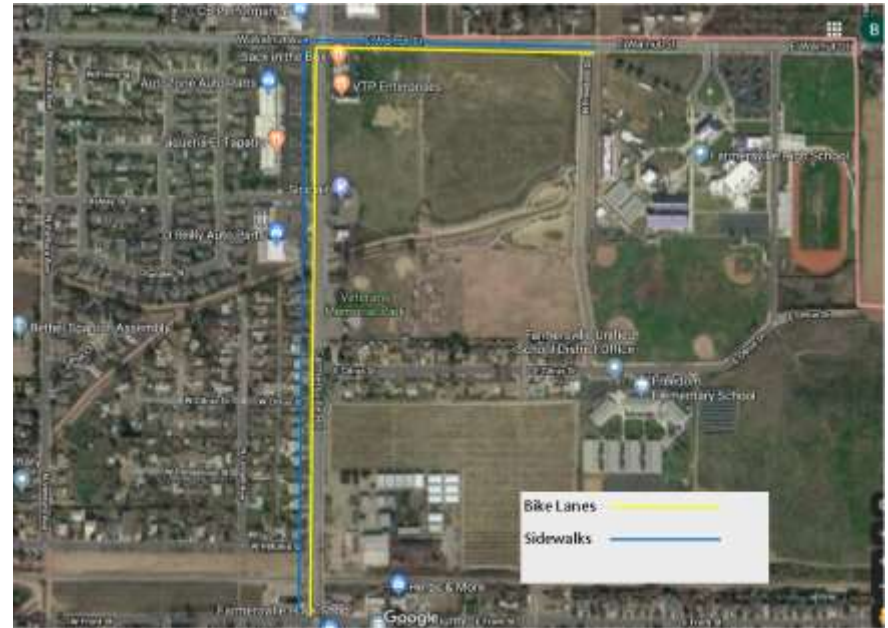


F-8 City of Farmersville Bike/Ped Projects

Location: Farmersville Blvd and Walnut Street

Description: Bicycle and pedestrian improvements that provide access to Veterans Memorial Park and Farmersville High School. Class 4 bikeway on Farmersville Blvd and Class 4 or Class 2 Bikeway on Walnut Street depending on right-of-way available. Sidewalk improvements on both Farmersville Blvd and Walnut Street.

Cost: \$200,000



City of Lindsay

L-1 Page-Moore Tract sidewalk improvements—City project

Location: Stanford Avenue, Lafayette Avenue and Sierra View Street in the Page-Moore Tract (in the northeast part of Lindsay).

Description: Sidewalk improvements on Stanford Avenue and on Lafayette Avenue between Tulare Road and Sierra View Street, and on Sierra View Street between Stanford Avenue and Foothill Avenue. The improvements will include curb and gutter, asphalt pave-outs, ADA curb ramps and driveways.

Cost: \$600,000.



Page-Moore Tract



L-2 Page-Moore Tract sidewalk improvements—Lindsay Unified School District project

Location: Sycamore Avenue, Laurel Avenue and Alameda Street in the Page-Moore Tract (in the northeast part of Lindsay).

Description: Sidewalk improvements on Sycamore Avenue and on Laurel Avenue between Sierra View Street and Avenue 232 (Tulare Road), and on Alameda Street between Page Avenue and Lafayette Avenue. The improvements will include curb and gutter, driveway construction and ADA curb ramps.

Cost: \$830,000.



L-3 Lindsay citywide bikeway network

Location: Citywide.

Description: Implement the proposed short- and medium-term projects for Lindsay in the 2010 Tulare County Regional Bicycle Transportation Plan. The proposed bikeway projects include bike lanes on segments of Apia, Elmwood, Foothill, Harvard, Hermosa, Honolulu, Mirage/Gale Hill, Sequoia, Stanford, Sweet Briar, Tulare and Westwood.

Cost: \$236,000.

Project L-3 is not shown on a map, as it has a citywide scope.



L-4 City of Lindsay Pedestrian Connection Projects

Location: Citywide.

Description: Sidewalk and pedestrian improvements at various locations in the City of Lindsay designed to provide better pedestrian access to Downtown Lindsay and the planned Lindsay Transit Center. Sidewalk improvements at the following (9) locations:

1. Alameda Street
2. Kern Street
3. Hermosa Street
4. Apia Street
5. Mt Vernon Ave
6. Valencia Street I
7. Valencia Street II
8. Honolulu Street
9. Samoa Street

Cost: \$1,500,000.



City of Porterville

P-1 Morton Avenue crosswalk warning lights

Location: Four intersections along Morton Avenue between Kessing Street and Roche Street.

Description: Installation of flashing crosswalk warning lights across Morton Avenue at four intersections to increase the use and safety of this high-volume walking route. The targeted intersections are Kessing, Hawaii, El Granito and Roche Streets. The project includes installation of in-pavement canisters and caps, poles, actuator buttons and associated electrical and concrete work.

Cost: \$242,000.



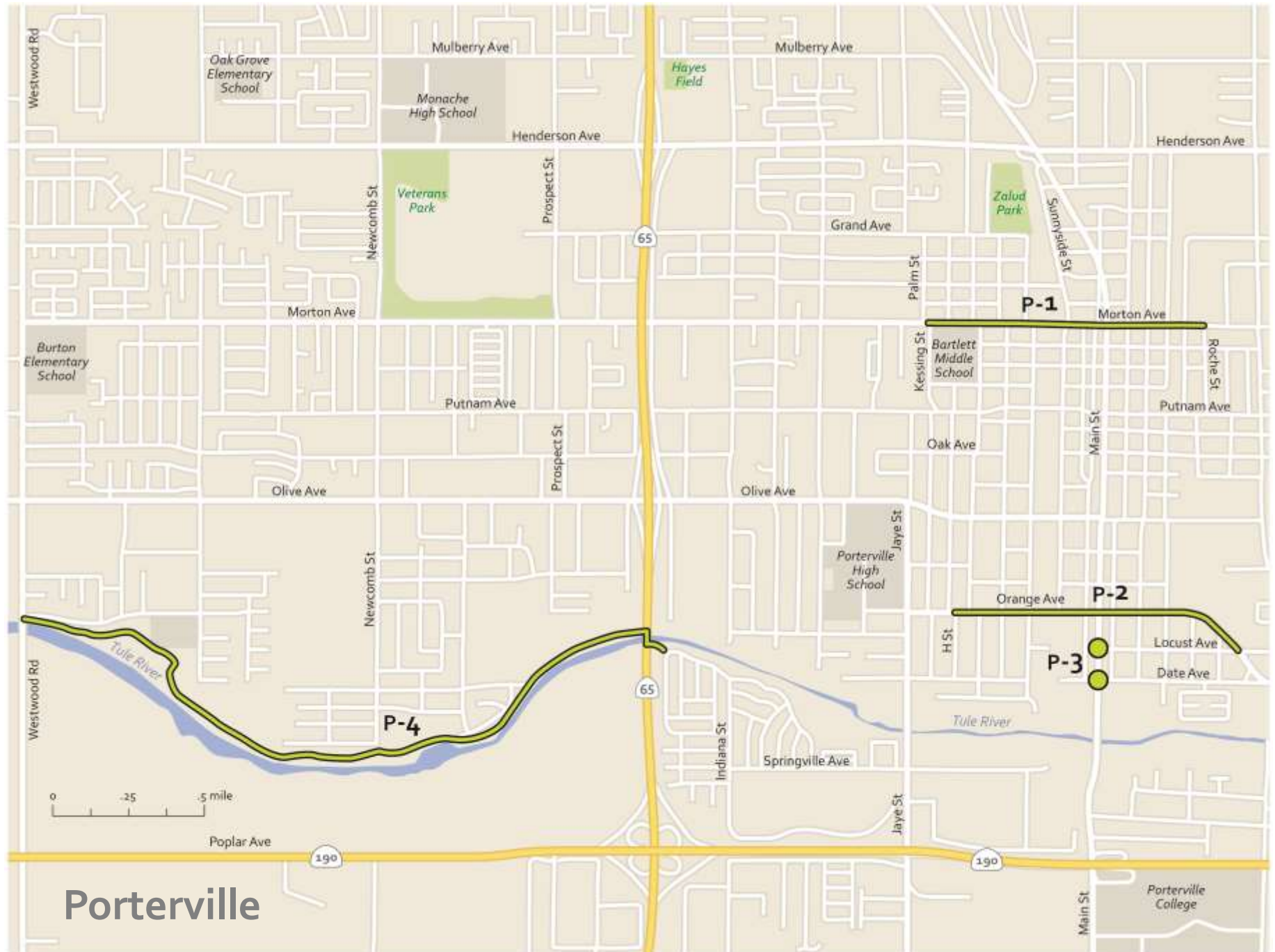
P-2 Orange Avenue crosswalk warning lights

Location: Four intersections along Orange Avenue between H Street and Locust Avenue.

Description: Same type of project as P-3 but across Orange Avenue at the following four intersections: H Street, G Street (two locations: north and south approaches), F Street and Locust Avenue.

Cost: \$301,000.





P-3 Main Street crosswalk warning lights

Location: Intersections along Main Street, including Date Avenue and Locust Avenue.

Description: Same type of project as P-1 and P-2 but across Main Street, including at Date Avenue and at Locust Avenue.

Cost: \$360,000.



P-4 Tule River Parkway multi-use trail, Phase IV

Location: Along the Tule River basin between State Route 65 (All America City Highway) and Westwood Street.

Description: Fourth phase in the development of a continuous trail from Lake Success to the Friant-Kern Canal. This phase would extend an existing trail 2.15 miles to the west with a paved, lighted, all-weather and ADA-compliant pedestrian and bicycle trail. The project includes associated features such as solar-lighting fixtures, bridges, retaining walls and trail signage and markings. (Caltrans has requested that the project address crossing design details at State Route 65, which is a Caltrans facility.)

Cost: \$6,362,000.



P-5 Porterville citywide bikeway network

Location: Citywide.

Description: Implement the proposed short- and medium-term projects for Porterville in the 2010 Tulare County Regional Bicycle Transportation Plan. In addition to project P-2, listed above, the proposed bikeway projects include off-street paths along Road 284 and Worth Drive; bike lanes on segments of Main, Morton, Newcomb and Plano; and bike routes on stretches of Jaye and Main. (Because of its extremely high cost, Project P-6 does not include one bikeway project listed in the 2010 Tulare County Bicycle Plan: a \$50 million–60 million trail segment along the Tule River from Plano Street to Road 284.)

Cost: \$1,677,000 (does not include the cost of project P-2).

Project P-5 is not shown on the Porterville map, as it has a citywide scope.

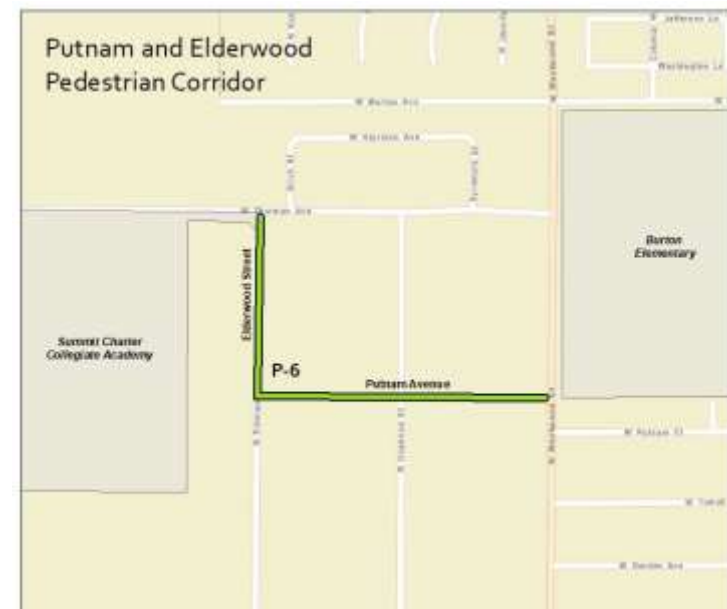


P-6 Putnam and Elderwood Pedestrian Corridor

Location: Putnam Avenue from Westwood Street to Road 222 (Elderwood Street) and on Road 222 from Putnam to W. Thurman Avenue.

Description: Installation of curb, gutter, sidewalk and streetlights in a recently annexed area between Westwood Street and Road 222.

Cost: \$600,000



P-7 Butterfield Stage Corridor

Location: Former Union Pacific Railroad right of way between Tea Pot Dome Avenue to the south and Avenue 196 to the north, and Tulare County road right of way on Avenue 196 east to Orange Belt Drive, Orange Belt Drive north to Avenue 198 and Avenue 198 to Road 231.

Description: Development of a Class I multi-use path that includes amenities such as solar lighting, drought tolerant landscaping, drinking water stations, refuse receptacles, benches, wayfinding, and controlled lighted crossings, and the installation of curb, gutter and sidewalk improvements to the east and west of the proposed corridor at various locations to improve accessibility.

Cost: \$21,000,000



TCAG spotlight on active transportation

Local Motion Awards

Each year, TCAG's Local Motion Awards recognize the projects, people and plans that have made a positive contribution to Tulare County's transportation system. In 2016—at the 5th annual awards luncheon, held January 28 at the Visalia Convention Center—two winners were announced in the "Bicycle/Pedestrian Project" category.

The **City of Lindsay** was recognized for the **Sequoia Avenue East Pedestrian Pathway** (image at right, top). The project consisted of a quarter-mile-long sidewalk (complete with street lights and trees) and bicycle "sharrows" (pavement stencils denoting shared travel lanes). The improvements have made it safer and easier for children to walk and bike to Roosevelt Elementary School from residential neighborhoods to the south and east. Previously school kids traveled through a dirt field or along the broken edge of the road.

Similarly, the **City of Visalia** received the nod for the **Modoc Ditch Trail** (image at right, bottom). The new eight-foot-wide pedestrian and bicycle trail, including a bridge, connects Fairview Elementary School to surrounding residential neighborhoods and three nearby parks. The project incorporates landscaping, irrigation, signage, benches and other trail amenities. It brings one step closer to reality the city's vision of a network of safe, attractive trails along Visalia's major waterways.



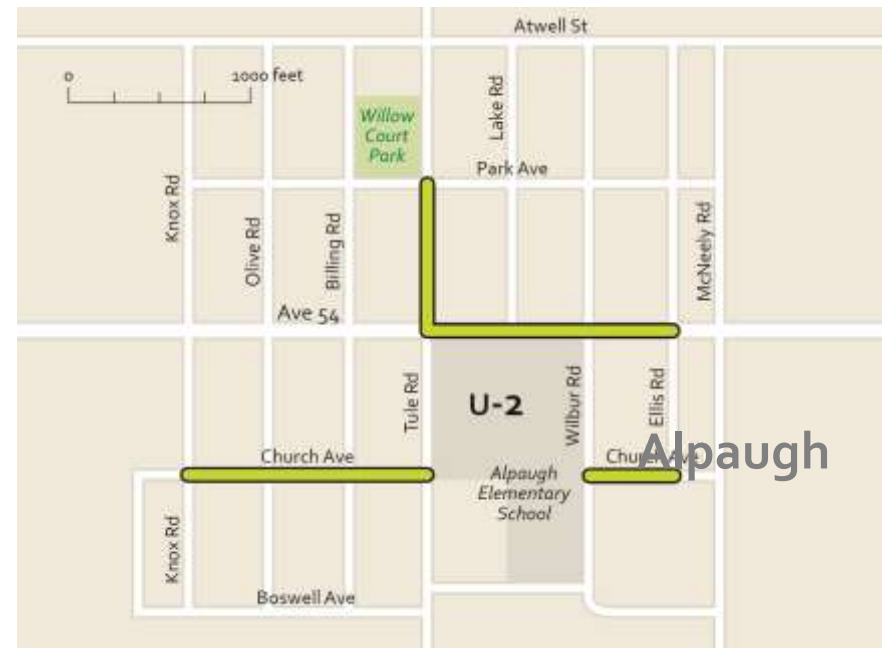
County of Tulare (unincorporated areas)

U-2 Alpaugh sidewalk improvements

Location: Church Avenue, Avenue 54 and Tule Road in Alpaugh.

Description: Five-foot-wide concrete sidewalks on four street segments: Church Avenue between Knox Road and Tule Road and also between Wilbur Road and Ellis Road; Avenue 54 between Tule Road and Ellis Road; and Tule Road between Avenue 54 and Park Road. Installation will include curb and gutter, asphalt pave-outs, markings, striping and drainage facilities.

Cost: \$870,000.



U-3 Cutler—Avenue 408 improvements

Location: Avenue 408 from Road 124 to State Route 63 in Cutler.

Description: Five-foot-wide concrete sidewalk approximately 2,100 feet in length along Avenue 408 from Road 124 to State Route 63. Installation will include curb and gutter, asphalt parking area, road excavation, utility relocation, ADA curb ramp, signage and striping. (Caltrans has requested that sidewalk improvements in areas at the State Route 63 intersection ramps meet ADA requirements; State Route 63 is a Caltrans facility.)

Cost: \$440,000.

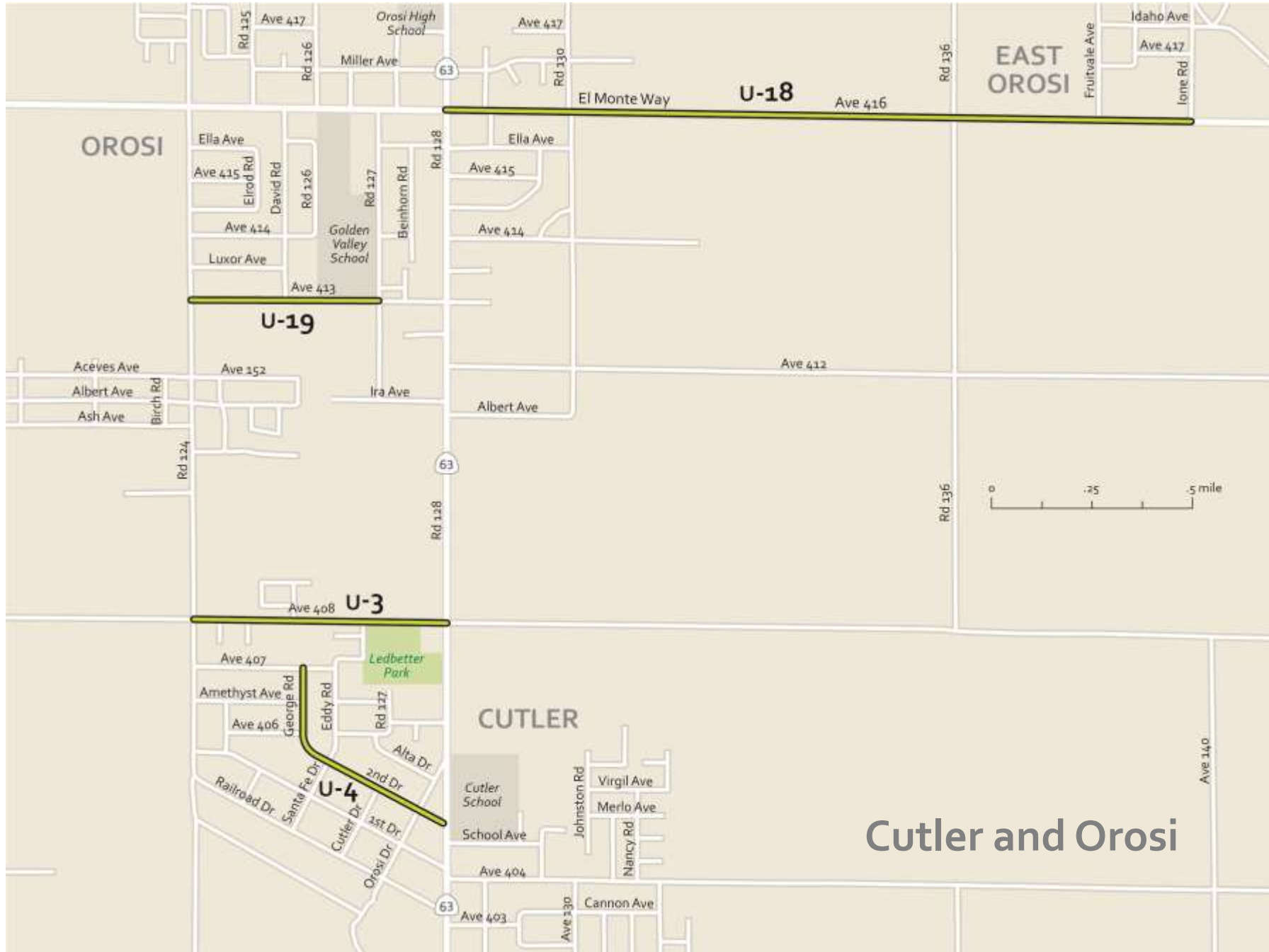
U-4 Cutler—George Road / 2nd Drive improvements

Location: George Road / 2nd Drive from Avenue 407 to State Route 63 in Cutler.

Description: Five-foot-wide concrete sidewalk approximately 4,000 feet in length along 2nd Drive and George Road near Cutler Elementary School. Additional improvements include curb and gutter, curb ramps, drive approaches, asphalt paveouts, and drainage improvements.

Cost: \$3,000,000.



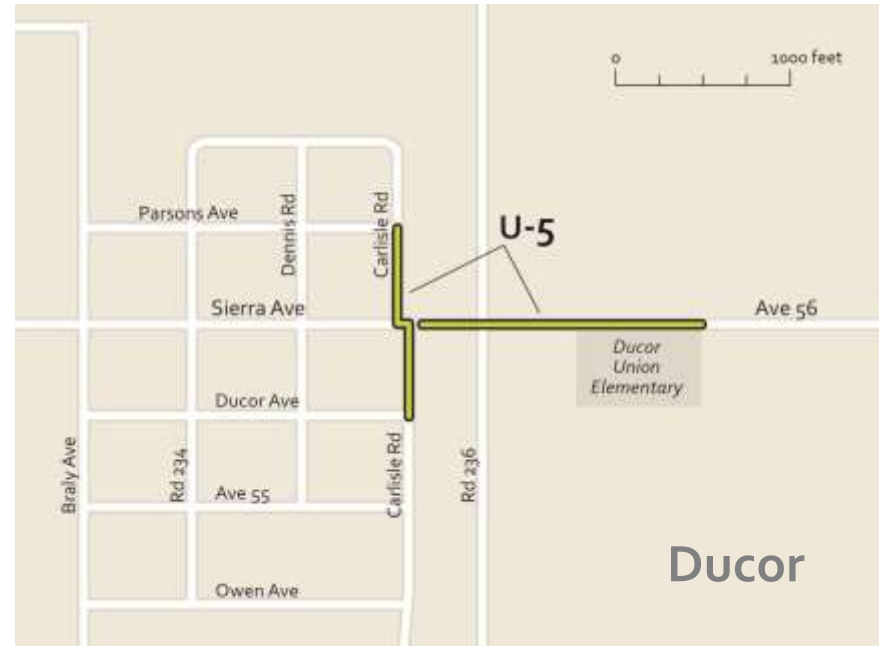


U-5 Ducor—Avenue 56 and Carlisle Road improvements

Location: Avenue 56 and Carlisle Road in Ducor.

Description: Road and drainage improvements, including sidewalks, along Avenue 56 between Carlisle Road and approximately 1,200 feet east of Road 236; and sidewalk on Carlisle Road from Parsons Avenue to Ducor Avenue. The installation will include a drainage basin, curb and gutter, 5-foot sidewalk, asphalt pave-out, ADA curb ramps and driveway construction.

Cost: \$1,660,000.

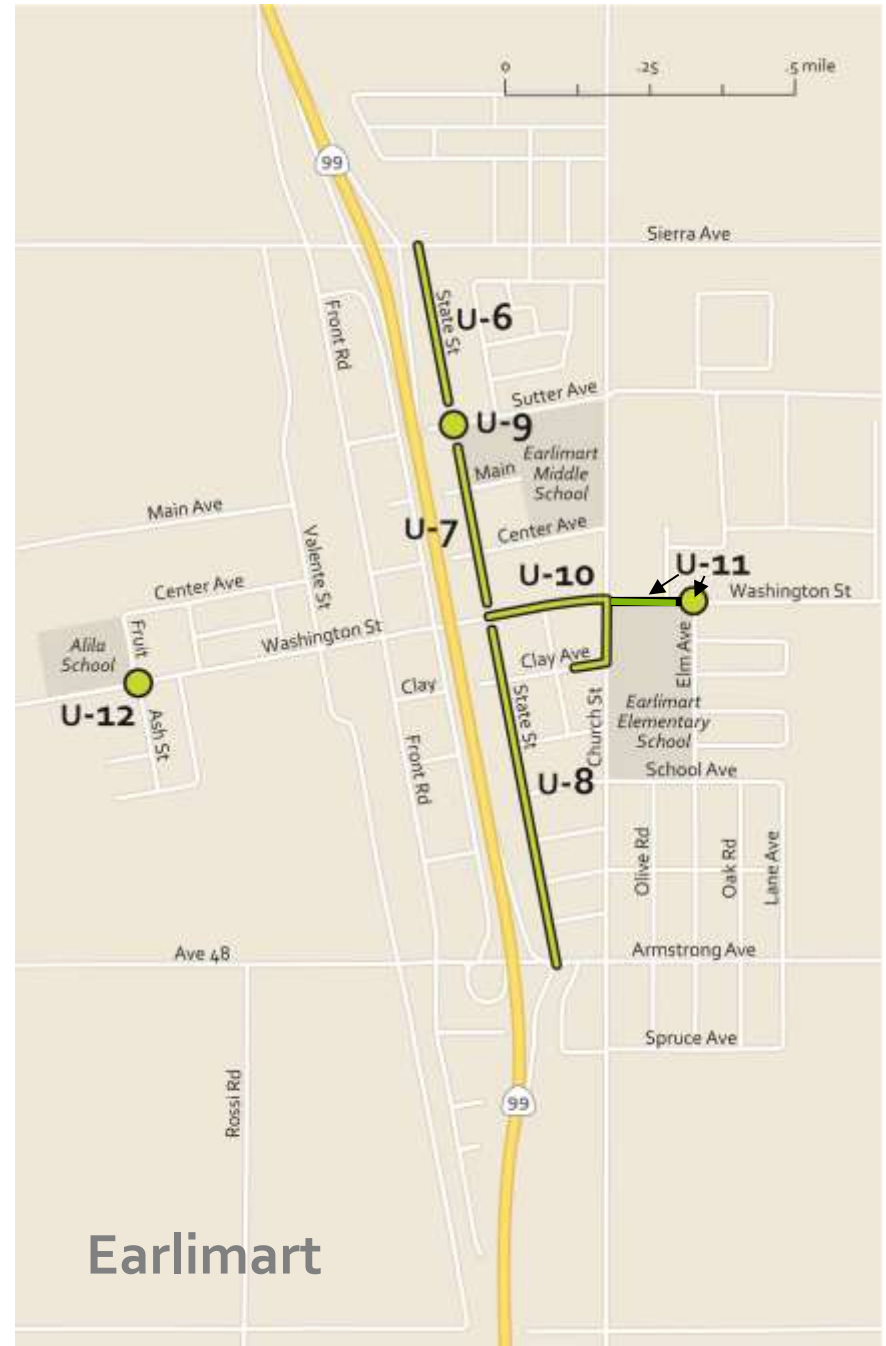


U-6 Earlimart—State Street sidewalk improvements, Phase 1

Location: State Street from Avenue 56 to Sutter Avenue in Earlimart.

Description: First of three phases of sidewalk improvements on State Street between Avenue 56 and Avenue 48; the first phase covers the segment from Avenue 56 to Sutter Avenue. The project includes curb and gutter, asphalt pave-outs, ADA curb ramps, and driveway construction.

Cost: \$1,460,000.



Earlimart

U-7 Earlimart—State Street sidewalk improvements, Phase 2

Location: State Street from Sutter Avenue to Clay Avenue in Earlimart.

Description: Second of three phases of sidewalk improvements on State Street between Avenue 56 and Avenue 48; the second phase covers the segment from Sutter Avenue to Clay Avenue. The project will include curb and gutter, asphalt pave-outs, ADA curb ramps, and driveway construction.

Cost: \$2,100,000.



U-8 Earlimart—State Street sidewalk improvements, Phase 3

Location: State Street from Clay Avenue to Avenue 48 in Earlimart.

Description: Third of three phases of sidewalk improvements on State Street between Avenue 56 and Avenue 48; the third phase covers the segment from Clay Avenue to Avenue 48. The project will include curb and gutter, asphalt pave-outs, ADA curb ramps and driveway construction.

Cost: \$2,270,000.



U-9 Earlimart Middle School crossing improvements

Location: State Street from Avenue 56 to Sutter Avenue in Earlimart.

Description: Pedestrian crossing improvements on State Street at Sutter Avenue, in front of Earlimart Middle School. Improvements will include flashing pedestrian crossing signs and higher-visibility striping.

Cost: \$63,000.



U-10 Earlimart—Washington Avenue sidewalk improvements

Location: State Street from Sutter Avenue to Clay Avenue in Earlimart.

Description: Sidewalk improvements on the south side of Washington Avenue from State Street to Church Road; on Church from Washington to Clay Avenue; and on a short segment of Clay immediately west of Church. The project will include curb and gutter, asphalt pave-outs, ADA curb ramps and driveway construction.

Cost: \$490,000.



U-11 Earlimart Elementary School crossing improvements

Location: Washington Avenue at Elm Road in Earlimart.

Description: Pedestrian crossing improvements on Washington Avenue at Elm Road, in front of Earlimart Elementary School. Improvements will include flashing pedestrian crossing signs, higher-visibility striping and speed-feedback signs.

Cost: \$80,000.



U-12 Earlimart—Alila School crossing improvements

Location: Washington Avenue at Fruit Street in Earlimart.

Description: Pedestrian crossing improvements on Washington Avenue at Fruit Street, in front of Alila School. Improvements will include flashing pedestrian crossing signs, higher-visibility striping and speed-feedback signs.

Cost: \$70,000.



U-13 Goshen—Avenue 308 improvement

Location: Avenue 308 between Effie Drive and Dollarhide Road in Goshen.

Description: Six-foot-wide concrete sidewalk approximately 1,300 feet in length on both sides of Avenue 308. The project will include curb and gutter, asphalt pave-outs, bus stops, bike lanes, drainage facilities, ADA curb ramps, signs and markings.

Cost: \$920,000.



U-14 Goshen—Goshen Avenue improvements

Location: Goshen Avenue from Commercial Road to Road 76 in Goshen.

Description: Approximately 4,600 linear feet of roadway improvement, including curb and gutter, sidewalk, driveways, ADA curb ramp, bike lanes, drainage facilities and pave-out of the roadway.

Cost: \$4,670,000.



U-15 Ivanhoe—Avenue 332 and Road 159 sidewalk improvements

Location: Avenue 332 between Road 159 and Road 160, and Road 159 between Avenue 332 and Azalea Avenue in Ivanhoe.

Description: Approximately 600 linear feet of five-foot wide concrete sidewalk along the south side of Avenue 332 between Road 159 and Road 160, and approximately 7,800 linear feet of sidewalk along the east and west sides of Road 159 between Avenue 332 and Azalea Avenue. The improvements will include curb and gutter, asphalt pave-outs, and fence, sign and utility relocation.

Cost: \$847,000.



U-16 Ivanhoe—Road 160 sidewalk improvements

Location: Road 160 between Avenue 332 to Avenue 330 in Ivanhoe.

Description: Approximately 2,400 linear feet of five-foot wide concrete sidewalk along Road 160 between Avenue 332, across Ivanhoe Elementary School, and Avenue 330. The improvements will include curb and gutter, asphalt pave-outs, and fence, sign and utility relocation.

Cost: \$735,000.



U-17 Matheny Tract roadway improvements

Location: Various streets in the Matheny Tract (outside of Tulare city to the southwest).

Description: Multi-phase project to install roadway improvements, including sidewalks, throughout the Matheny Tract. The improvements will include curb and gutter, asphalt pave-outs, markings, striping, drainage facilities, ADA curb ramps and bus pad construction.

Cost: \$4,850,000.

For the location of the Matheny Tract, see the map in the City of Tulare section.



U-18 Orosi—Avenue 416 improvements

Location: Avenue 416 from State Route 63 to Road 140 in Orosi.

Description: Ten-foot-wide concrete sidewalk for approximately 1.25 miles along Avenue 416 between Road 130 and Road 140. The installation will include curb & gutter, asphalt pave-out, infiltration ditch, fence relocation, tree removal, driveway construction and sign relocation. (Caltrans has requested that sidewalk improvements in areas at the State Route 63 intersection ramps meet ADA requirements; State Route 63 is a Caltrans facility.)

Cost: \$1,910,000.



U-19 Orosi—Avenue 413 improvements

Location: Avenue 413 from Road 124 to Road 127 in Orosi.

Description: Five-foot-wide concrete sidewalk approximately 1,900 feet in length along Avenue 413 between Road 124 and Road 127. The installation will include curb and gutter, asphalt pave-outs, canal culvert relocation, fence relocations, sign relocation and tree removal.

Cost: \$630,000.



U-20 Seville—Road 156 sidewalk improvements

Location: Road 156 from Avenue 384 to Avenue 383 in Seville.

Description: Approximately 450 linear feet of five-foot wide concrete sidewalk along Road 156 between Avenue 384 and Avenue 383, across from Stone Corral Elementary School. The improvements will include curb and gutter, asphalt pave-outs, sign relocation and a marked crosswalk.

Cost: \$223,000.



U-21 Strathmore—Avenue 198 improvements

Location: Ave 198 from Orange Belt Drive to Road 232 in Strathmore.

Description: Five-foot-wide concrete sidewalk approximately 3,800 feet in length along Avenue 198 between Orange Belt Dr and Road 231 located between Strathmore Elementary School and Strathmore Middle School. Additional improvements include curb and gutter, curb ramps, drive approaches, asphalt paveouts, and drainage improvements.

Cost: \$1,300,000.

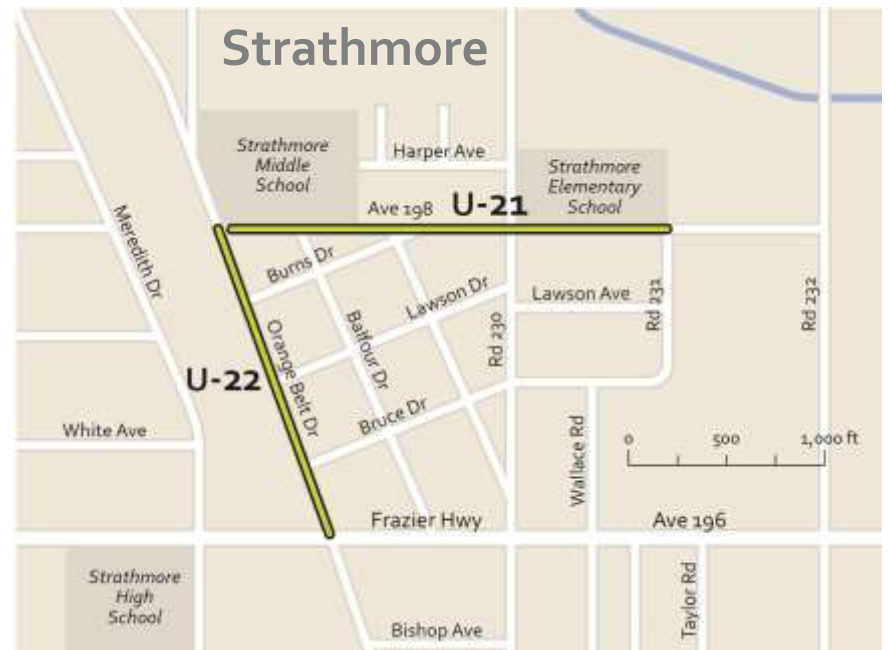


U-22 Strathmore—Orange Belt Drive Road Diet

Location: Orange Belt Drive from Ave 196 to Ave 198 in Strathmore.

Description: Road diet of Orange Belt Drive between Avenue 198 and Avenue 196 to improve safety and comfort for pedestrians/bicyclists. Project also includes construction of five-foot-wide concrete sidewalk approximately 2,700 in length. Additional improvements include curb and gutter, curb ramps, drive approaches, asphalt paveouts, and drainage improvements.

Cost: \$1,300,000.



U-23 Tipton—Evans Road sidewalk improvements

Location: Evans Road from Avenue 152 to Lerda Avenue, in Tipton

Description: Five-foot-wide concrete sidewalk approximately 7,200 feet in length along Evans Road from Avenue 152 (Olive Street) to Lerda Ave. The installation will include asphalt pave-outs, curb and gutter, markings, striping, signage, ADA curb ramps and drainage facilities.

Cost: \$3,900,000.



U-24 Traver—6th Street sidewalk improvements

Location: 6th Street from SR 99 to Merritt Drive, in Traver.

Description: Road improvement, including sidewalk, for approximately 3,100 feet along 6th Street between the State Route 99 off-ramp and Merritt Drive. Installation will include curb and gutter, sidewalk, driveways, ADA curb ramp, drainage facilities and pave-out of the roadway.

Cost: \$1,170,000.

U-25 Traver—Merritt Drive sidewalk improvements

Location: Merritt Drive from Burke Dr. to Canal Dr. in Traver.

Description: Five-foot sidewalk approximately 2,500 feet in length along Merritt Drive between Burke Drive and Canal Drive. Installation will include curb and gutter, sidewalk, driveways, ADA curb ramps, bike lanes, drainage facilities and pave-out.

Cost: \$1,300,000.



U-26 Waukena Elementary School improvements

Location: Waukena Elementary School, in Waukena.

Description: Five-foot-wide sidewalk approximately 130 feet in length connecting to a bus concrete pad along the frontage of Waukena Elementary School. The installation will include road excavation, curb and gutter, asphalt pave-outs, ADA curb ramps and a stormwater basin.

Cost: \$210,000.



U-27 Countywide bikeway network

Location: Countywide (unincorporated areas).

Description: Implement the proposed short- and medium-term projects for the unincorporated areas in the 2010 Tulare County Regional Bicycle Transportation Plan. The proposed bikeway projects include trails along the Tule River and St. Johns River and a Santa Fe connection between Visalia and Tulare; bike lanes or bike routes throughout the county; a countywide bicycle parking project; and a trails feasibility study for the Friant/Kern Canal and St. Johns River.

Cost: \$12,630,000.

Project U-27 is not shown on a map, as it has a countywide scope.



U-28 Goshen Area Bike/Ped Improvements

Location: Various roadways in community of Goshen.

Description: In Goshen, install Class I trail on Avenue 304 and install Class II bike lanes on Betty Drive/Riggin Ave, Camp Dr, and Road 76. Install Class III bike route on Road 72. Bike projects will connect Goshen residential areas with planned town center at Betty Drive and Road 72 and Goshen Elementary School on the west side of town.

Cost: \$250,000



U-29 East Porterville – Crabtree Avenue Sidewalk Improvements

Location: Crabtree Avenue from Page Street to Alta Vista Elementary School

Description: Five-foot-wide concrete sidewalk approximately 3,500 feet in length along Crabtree Avenue between Page St and Alta Vista Elementary School. Additional improvements include curb and gutter, curb ramps, drive approaches, asphalt paveouts, and drainage improvements.

Cost: \$2,200,000



U-30 Poplar – Avenue 145 Sidewalk Improvements

Location: Avenue 145 from Road 190 to Road 193

Description: Five-foot-wide concrete sidewalk approximately 4,000 feet in length along Avenue 145 between Road 190 and Road 193 near Pleasant View Elementary School. Additional improvements include curb and gutter, curb ramps, drive approaches, asphalt paveouts, and drainage improvements.

Cost: \$2,100,000



U-31 Tipton – Woods Avenue Sidewalk Improvements

Location: Woods Avenue from Thompson Road to Newman Road

Description: Five-foot-wide concrete sidewalk approximately 3,200 feet in length along Woods Avenue from Thompson Road and Newman Road. The installation will include asphalt pave-outs, curb and gutter, markings, striping, signage, ADA curb ramps and drainage facilities.

Cost: \$900,000



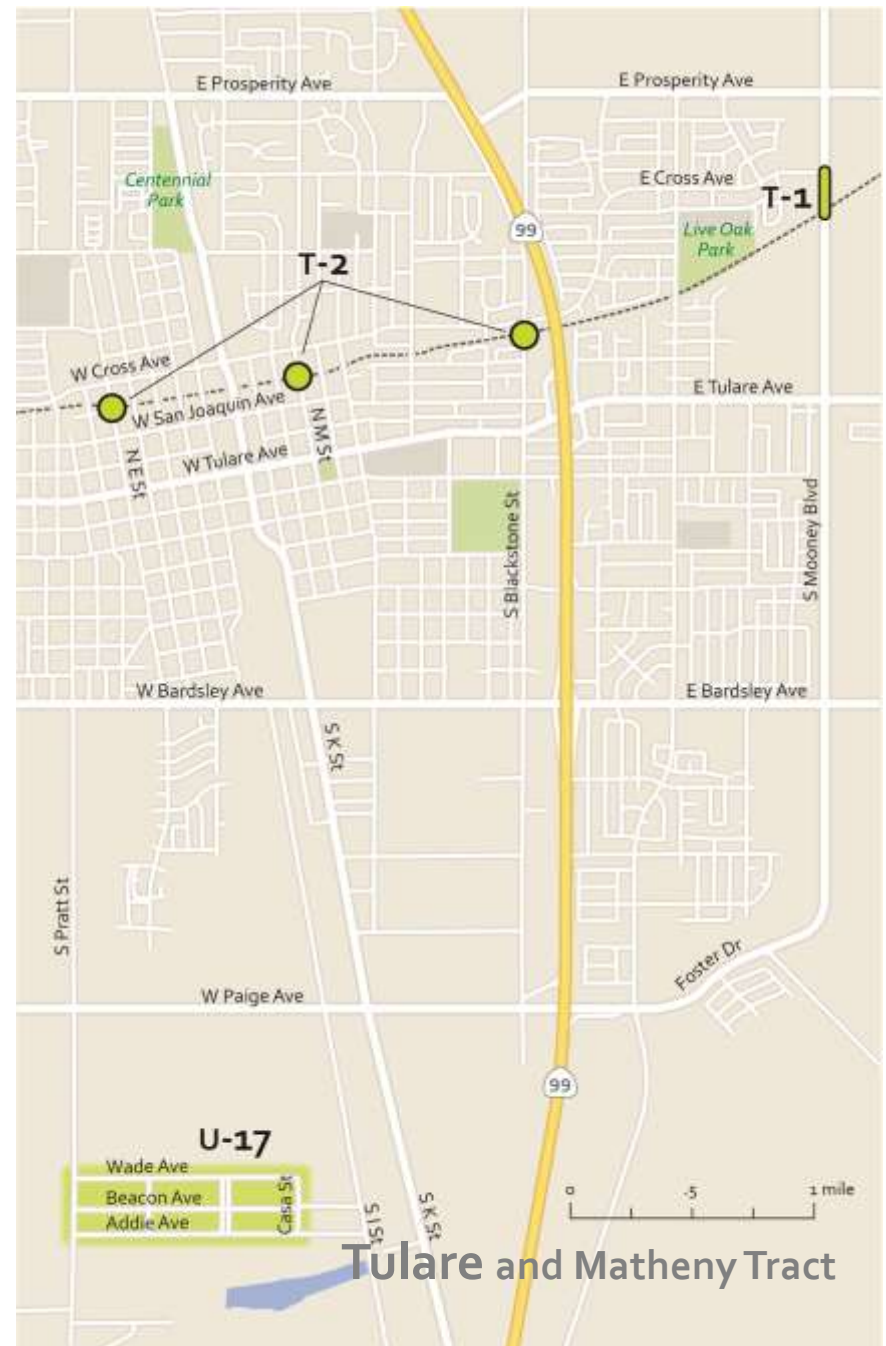
City of Tulare

T-1 Santa Fe Trail crossing improvements at Mooney Boulevard

Location: Mooney Blvd. from Cross Avenue to the Santa Fe Trail.

Description: The Tulare Santa Fe Trail is a popular 5-mile trail traversing the city along the abandoned Santa Fe Railroad right-of-way. At Mooney Boulevard (State Route 63), the trail crosses the street mid-block with no signalization. This project will extend the trail—and line it with distinctive Santa Fe Trail light poles—to East Cross Avenue and install a trail user-activated signal at the intersection. The crosswalk will be enhanced with high-visibility thermoplastic ladder-style striping. The new, clearly delineated pathway will guide users to a regulated crossing. (Caltrans has requested that the project address crossing design details at State Route 63, which is a Caltrans facility.)

Cost: \$574,000.



Tulare and Matheny Tract

T-2 Santa Fe Trail crossing improvements at E, M and Blackstone Streets

Location: Santa Fe Trail at E, M and Blackstone Streets.

Description: This project also serves the Santa Fe Trail. The trail crosses several major streets at unsignalized locations, many of them mid-block, which creates an unsafe situation for trail users. The project will improve the trail crossings at three of its busiest cross streets—North E, North M and North Blackstone Streets—by installing in-pavement crosswalk lights, enhanced advance pavement markings and upgraded signage.

Cost: \$255,000.



T-3 Tulare citywide bikeway network

Location: Citywide.

Description: Implement the proposed short- and medium-term projects for the city of Tulare in the 2010 Tulare County Regional Bicycle Transportation Plan. The proposed bikeway projects include a trail along Elk Bayou, and bike lanes or bike routes on segments of Bardsley, Cartmill, Cherry, Commercial, Corvina, Cross, De La Vina, E, Gail, J, K, Kern, King, Laspina, Leland/Retherford, Merritt, Mooney, Morrison, O, Paige/Foster, Pleasant, Prosperity, Turner and West.

Cost: Unknown at this time.

Project T-3 is not shown on the Tulare city map, as it has a citywide scope.



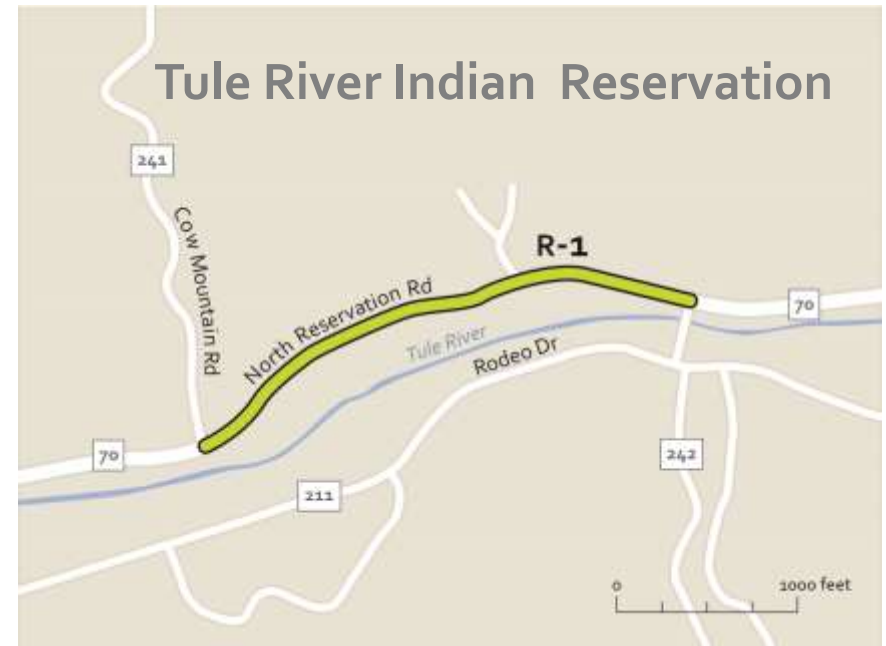
Tule River Indian Reservation

R-1 North Reservation Road improvements

Location: North Reservation Road between Cow Mountain Road and the “Million Dollar Bridge.”

Description: The proposed project would implement pedestrian safety features on the busiest stretch of North Reservation Road, between Cow Mountain Road and the “Million Dollar Bridge. The project will include sidewalk installations, safety signage, river walkways and bridge walkways, and speed bumps. (Caltrans has requested that traffic-calming alternatives to speed bumps be considered due to the damage that bumps can cause to cars.)

Cost: \$2,399,000.



City of Visalia

V-1 Goshen Avenue Trail

Location: Along Goshen Avenue and the San Joaquin Valley Railroad from Camp Drive to Giddings Street.

Description: Rehabilitation of Class 1 multi-use trail to include 6 miles from Camp Drive to Giddings Street along Goshen Avenue Alignment. Project will replace existing 8 ft. wide deteriorated asphalt trail and elevate trail to prevent future flooding and will extend existing trail from Miller Park Court west to Camp Drive . Project to include installation of trail amenities such as solar lighting, park benches, trash receptacles an additional trees and irrigation.

Cost: \$9,600,000.

Project V-1 is shown on the Goshen / western Visalia map.



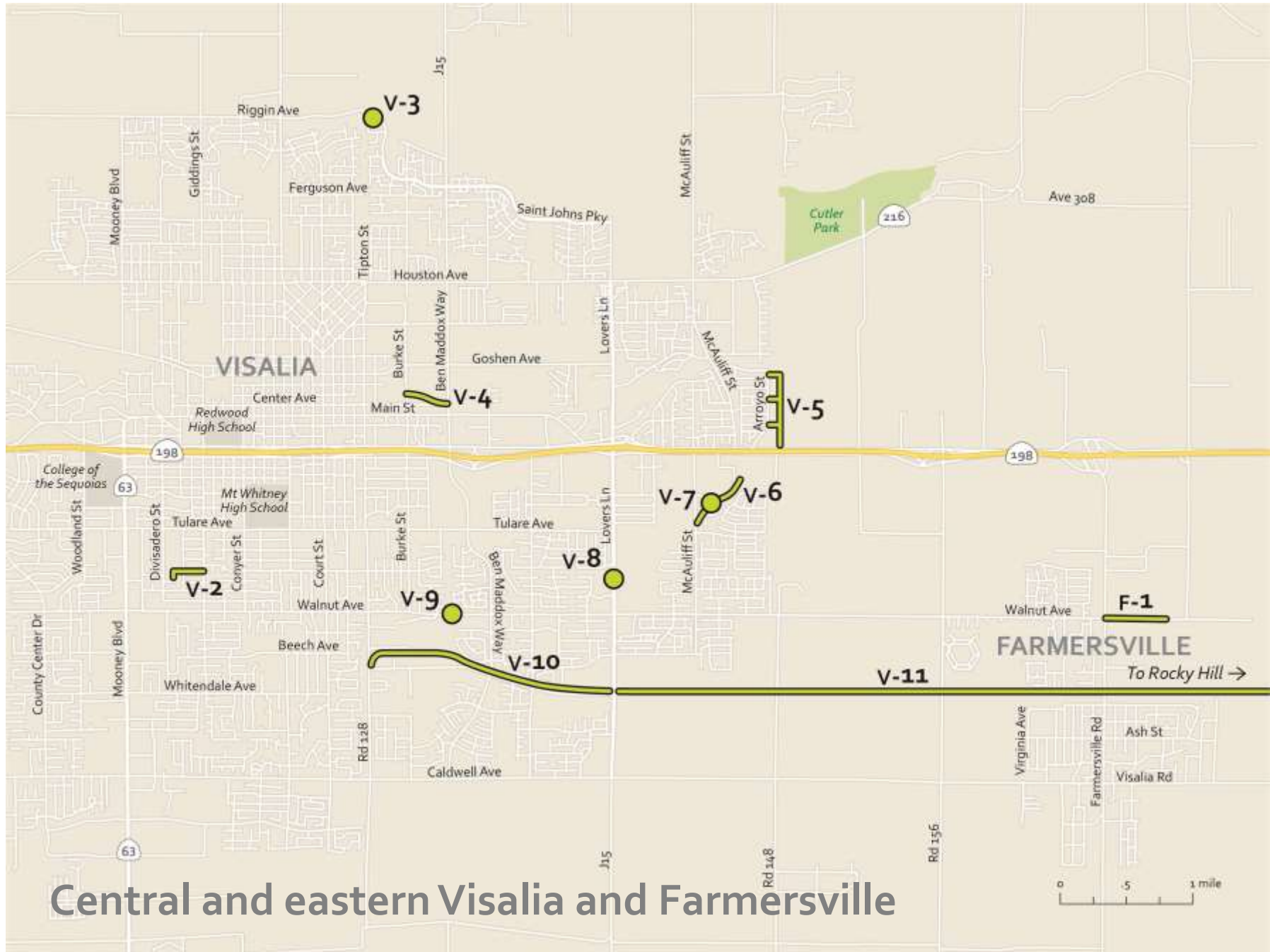
V-2 Evans Ditch Trail at Rotary Park

Location: Along Evans Ditch from the east side of Rotary Park to just west of Giddings Street.

Description: Purchase the required right of way, design and construct a multi-use trail and expand the native valley oak riparian forest. The project will create approximately a quarter mile of trail corridor along Evans Ditch, providing new public access to Rotary Park and the nearby Divisadero Middle School. The project will include two pedestrian bridges, signage and other trail amenities, native plantings and a high-efficiency irrigation system.

Cost: \$635,000.



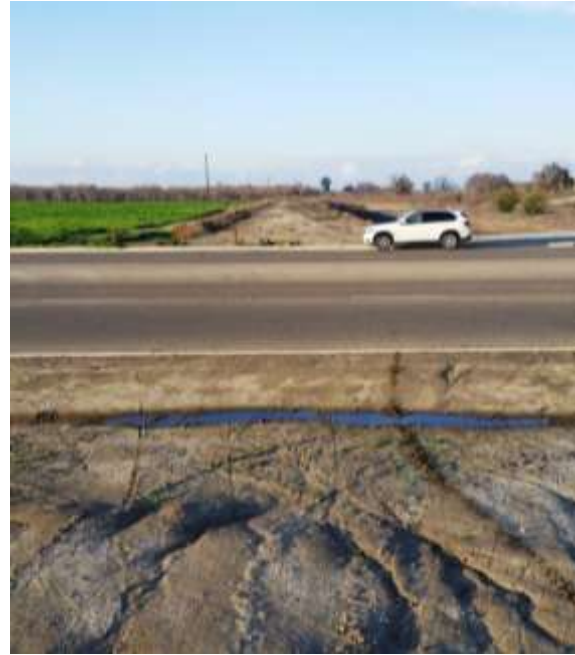


V-3 Santa Fe Trail crossing at Riggin Avenue

Location: Santa Fe Trail at Riggin Avenue, half mile east of Dinuba Boulevard.

Description: Pedestrian-actuated traffic signal for users of the Santa Fe Trail to cross Riggin Avenue / St. John's River Parkway, along with crosswalk striping and modifications to the median island on Riggin Avenue. The signal will provide a safer mid-block crossing of this busy arterial for trail users.

Cost: \$350,000.



V-4 Mill Creek Trail from Burke Street to Ben Maddox Way

Location: Along the San Joaquin Valley Railroad tracks from Burke Street to Center Street and along Center Street to Ben Maddox Way.

Description: Multi-use trail along the south side of the railroad tracks from Burke Street to Center Street and bicycle lanes along Center Street to Ben Maddox Way.

Cost: Unknown at this time.



V-5 Greenway Trail from SCE Rector Station to St. John's River Trail

Location: Along the future Tower Road alignment from the SCE Rector Station to St. John's River Trail.

Description: Purchase the required right of way and design and construct a multi-use trail, including earthwork, an asphalt structural section and trail amenities such as landscaping, irrigation, benches, trash enclosures, signage, solar lighting and bollards.

Cost: \$3,500,000.



V-6 Packwood Creek Trail north of Tulare Avenue

Location: Along the west side of Packwood Creek between Tulare Avenue and College Avenue.

Description: Decomposed-granite trail along the west side of Packwood Creek, along Belmont Avenue, from Tulare Avenue north to the College Avenue alignment. The project will include earthwork, an asphalt structural section and trail amenities such as landscaping, irrigation, benches, trash enclosures, signage and bollards.

Cost: \$500,000.



V-7 Packwood Creek Trail bridge north of Tulare Avenue

Location: Packwood Creek north of Tulare Avenue, near the western end of Sue Avenue.

Description: Pedestrian bridge across Packwood Creek north of Tulare Avenue, including landscaping and irrigation. The bridge will allow the residents of the residential neighborhood north and west of the creek to cross the creek in order to access an existing trail section.

Cost: \$275,000.



V-8 Packwood Creek Trail crossing at Lovers Lane

Location: Packwood Creek at Lovers Lane, one quarter mile north of Walnut Avenue.

Description: Pedestrian-actuated traffic signal for users of the Packwood Creek Trail to cross Lovers Lane, along with crosswalk striping and modifications to the median island on Lovers Lane. The signal will provide a safer mid-block crossing of this busy arterial for trail users.

Cost: \$350,000.



V-9 Walnut Avenue Trail crossing at San Joaquin Valley Railroad

Location: Walnut Avenue at the San Joaquin Valley Railroad, one quarter mile west of Ben Maddox Way.

Description: Pedestrian-actuated traffic signal for users of the Walnut Avenue Trail to cross the San Joaquin Valley Railroad, along with crosswalk striping and modifications to the median and turn lanes. The crossing will require replacement of outdated rail bed, tracks, railroad electrical equipment and crossing arms, as required by the railroad company.

Cost: \$1,100,000.



V-10 K Avenue Regional Trail—Santa Fe Street to Lovers Lane

Location: Along the San Joaquin Valley Railroad tracks from Santa Fe Street to Lovers Lane.

Description: Ten-foot-wide multi-use trail from Santa Fe Street (Road 128) to Lovers Lane. The project will necessitate negotiations with the San Joaquin Valley Railroad and right-of-way acquisition.

Cost: \$1,425,000.



V-11 K Avenue Regional Trail—Lovers Lane to Rocky Hill

Location: Along the San Joaquin Valley Railroad tracks from Lovers Lane to Rocky Hill.

Description: Multi-use trail along the south side of the San Joaquin Valley Railroad tracks, located half mile north of Caldwell Avenue, from the Visalia city limits to the unincorporated area of Rocky Hill. The trail would be designed and built in accordance with a feasibility study being prepared as of the writing of this plan.

Cost: \$8,500,000.

V-12 Visalia citywide bikeway network

Location: Citywide.

Description: Implement the proposed short- and medium-term projects for Visalia in the 2010 Tulare County Regional Bicycle Transportation Plan. In addition to the projects listed earlier in this section, the proposed bikeways include several large right-of-way acquisition and trail construction projects, including along Cameron, Mill and Packwood Creeks, St. Johns River and Modoc Ditch; bike lanes on segments of County Center, Court, Linwood, Mineral King, Noble, Tulare, Walnut and Whitendale; and bike routes on stretches of Beech/Ashland, Burrell, Cypress, Giddings/Stonebrook, Hurley/Damsen, Linwood, Mineral King, Sallee, Santa Fe, Tulare, Walnut, Whitendale and Woodland.

Cost: \$12,100,000.

Project V-12 is not shown on the Visalia maps, as it has a citywide scope.



V-13 Citywide Safe Routes to School master plan

Location: Citywide.

Description: Plan to formulate and develop cost estimates for Safe Routes to School-related projects for all the public schools in Visalia. The plan will develop prioritization criteria and will rank projects based on safety benefits, benefits to economically disadvantage communities and other factors. The plan will recommend not only capital projects but also educational programs to complement the physical improvements.

Cost: \$75,000.

Project V-13 is not shown on the Visalia maps, as it has a citywide scope.



V-14 Houston & Highland SRTS Community Connectivity

Location: Area within a quarter-mile radius of Houston and Highland Elementary Schools including a connection south on Jacob Street to the Anthony Community Center

Description: Implement a Safe Routes to School project for Houston and Highland Elementary Schools as identified in the City of Visalia 2017 Active Transportation Plan. In addition to providing a safe route to school, the project will serve the community at large. By filling in sidewalk gaps, the northern part of the City will be provided a safe walking connection and increase mobility to the Anthony Community Center and Recreation Park in the central part of town. This will aid the City in fulfilling their vision of eventually connecting the northern residential area with the Goshen Trail and the core downtown business district.

Cost: \$2,600,000



V-15 City of Visalia Trails and Key Linkages

Location: Citywide

Description: Class I trails and key linkages. Background: When asked to prioritize projects for the City of Visalia ATP Plan, the participants at the community workshops identified a preference to link existing bike paths to existing or future bike lanes and bike routes to complete an overall trail network. They wanted the trail network along the waterways to be completed per the 2010 Waterways and Trails Master Plan as well as provide more connectivity to Downtown. In addition, there was a desire to create a City perimeter loop trail network. The projects needed to complete the Trails and Key Linkages Plan are shown in the figure below.

Cost: \$20,000,000

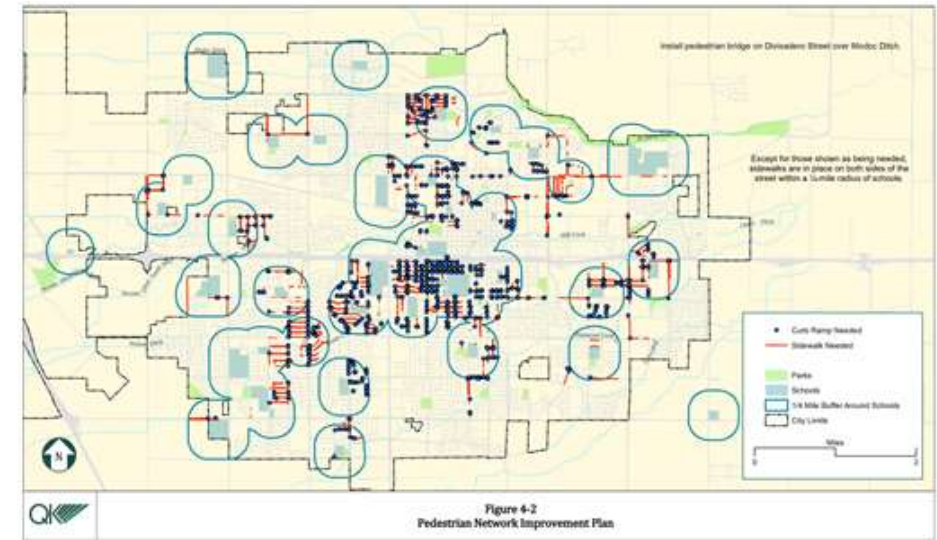


V-16 City of Visalia Pedestrian Network Improvement Plan

Location: Citywide

Description: The Pedestrian Network Improvement Plan, (see figure), has been developed to encourage walking; improve the health of the City’s school-age children and adults; provide connectivity to transit; create safer walking environments; and provide opportunities to seek funding for improvements, particularly within disadvantaged communities and within a quarter-mile radius around the City’s schools. This recommended pedestrian network, once completed, would add a total of approximately 69 miles of sidewalk and over 1,030 curb ramps.

Cost: \$15,000,000 (sidewalks only)



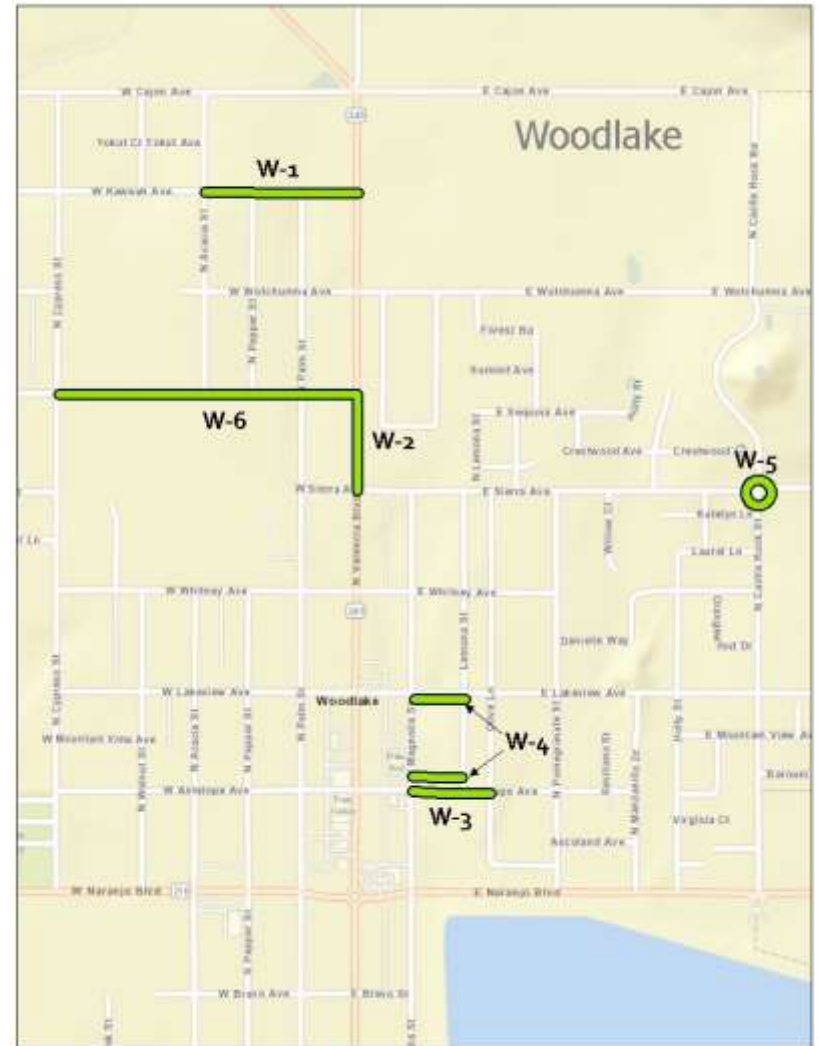
City of Woodlake

W-1 Kaweah Street pedestrian pathway

Location: Kaweah Street from North Acacia Street to North Valencia Boulevard.

Description: This project will provide an ADA-compliant sidewalk and upgrades to existing curb ramps on a three-block segment of Kaweah Street. The project will make it easier for school children and other area residents to walk and bike to the FJ White Learning Center, on North Cypress Street, and to Woodlake Valley Middle School. Project improvements will include curb, gutter, paveout, sidewalk, ADA ramps, drive approaches, landscaping and irrigation, street lighting, and striping and signing. (Caltrans has requested that sidewalk improvements at the State Route 245 intersection meet ADA requirements.)

Cost: \$730,000.



W-2 North Valencia Boulevard Extension and Sequoia Avenue Improvements

Location: North Valencia Boulevard from East Sierra Avenue to West Sequoia Avenue; and West Sequoia Avenue from North Valencia Boulevard to North Palm Street.

Description: This project will provide bike lanes and also an ADA-compliant sidewalk along Valencia Boulevard (State Route 245), which will keep school children and other users from having to walk in the roadway. Project improvements will include curb, gutter, paveout, sidewalk, bike lanes, ADA ramps, drive approaches, streetlighting and striping and signing. (Caltrans has requested that bike lanes and ADA-compliant sidewalks be installed in the area along State Route 245, and that they meet Caltrans Highway Design Manual standards and guidelines.)

Cost: \$1,265,000.



W-3 Antelope Street pedestrian pathway

Location: South side of Antelope Street between Magnolia Ave. and Olive Lane

Description: This project will provide an ADA-compliant sidewalk that continues downtown Woodlake's streetscape theme along one block of the south side of Antelope Street. The goal of the project is to promote active transportation and improving access between the downtown, the Whitney Transit Center, City Park, City Plaza and Community Center. Project improvements will include curb, gutter, paveout, decorative sidewalk, ADA ramps, drive approaches, tree wells, decorative street lighting, and striping and signing.



Cost: \$300,000.

W-4 Lakeview and Antelope Street pedestrian parkway

Location: On the north side of Antelope Street and the south side of Lakeview Ave. between Magnolia Ave and Lemona Street

Description: This project will provide an ADA-compliant sidewalk that continues downtown Woodlake's streetscape theme along one block of the north side of Antelope Street and the south side of Lakeview Ave. The goal of the project is to promote active transportation and improving access between the downtown, the Whitney Transit Center, City Park, City Plaza and Community Center. Project improvements will include curb, gutter, paveout, decorative sidewalk, ADA ramps, drive approaches, tree wells, decorative street lighting, and striping and signing.

Cost: \$325,000.



W-5 Sierra Avenue and Castle Rock St. Roundabout Project

Location: Intersection of Sierra Avenue and Castle Rock Street

Description: The project will construct a roundabout, curb, gutters, ramps, sidewalks, streetlights, storm drainage, sewer and waterline extension, landscaping, and signing and striping improvements at the intersection of Sierra Ave. and Castle Rock St. The project will provide much needed vehicle and pedestrian improvements needed to access the adjacent Castel Rock Elementary School and Castle Rock Sports Park.

Cost: \$2,488,000.



W-6 Sequoia Avenue SR2S Project Improvements

Location: Sequoia Avenue between Valencia Blvd. and Cypress Street

Description: This project will provide pedestrian improvements to and from school sites in Woodlake. The proposed project improvements consist of the construction of sidewalk, curb, gutter, ADA compliant ramps, streetlights, signing, striping, and pavement markings.

Cost: \$1,481,000.





8 | Funding

Chapter overview

Across communities, the most frequent and formidable challenge to implementing pedestrian and bicycle projects is lack of funding. Striping bike lanes on wide-enough streets and putting up signage is inexpensive, but more impactful active transportation projects often carry big price tags. Reconstructing streets to provide sidewalks with curb and gutter, for example, or acquiring easements to construct trails are complex, time-consuming, and costly efforts.

As mentioned in the previous chapter, the rough, planning-level cost for the projects outlined in this plan is an estimated \$201 million—not including two projects for which costs are unknown at this time. To give some perspective, Cycle 5 of the state’s Active Transportation Program included approximately \$891 million for four years’ worth of pedestrian and bicycle projects for the entire state. If Tulare County were successful in obtaining a proportional share of the funds based on the size of its population—473,000 people, compared to California’s 40 million—it would receive \$10.5 million for four years. As the state’s largest source of funding for pedestrian and bicycle projects, the Active Transportation Program is discussed in more detail below.

Also providing some perspective on the funding challenge is Tulare County’s Measure R. Approved by the voters in 2006, the measure tacks on a half-cent sales tax to fund transportation projects within all the cities and unincorporated areas of the county. The measure will generate just over \$652 million over 30 years for all transportation needs in the county. Of this, 14%, or an average of \$3 million annually, is dedicated to transit, pedestrian, bicycle and environmental mitigation projects. As the single

largest source of funding for transportation projects in the county, Measure R is also described in more detail below.



Lastly, this chapter describes a third relevant mechanism for providing pedestrian and bicycle projects in Tulare County: the “complete streets” approach to transportation. Complete streets are those that work better for different forms of transportation—including walking and biking—and for people of all ages and abilities. This is in essence not a funding source but rather a funding strategy.

Active Transportation Program

In 2013, the California Transportation Commission (CTC) consolidated a number of grant programs for pedestrian and bicycle projects into a single funding source, the Active Transportation Program (ATP). The program’s first funding cycle took place in 2014. Since then, there have been four more funding cycles.

Agencies in Tulare County are eligible to compete for funds in the statewide and MPO components. Projects not selected through the statewide component are considered for funding a second time, by TCAG under the MPO component. The projects awarded, including the amount of ATP funds awarded and the funding component in which they were awarded, are shown on the table to the below.

| ATP Projects Awarded (Cycles 1 - 5) | | | | | | |
|-------------------------------------|----------------------------------|--|---------|-------------------|-------------------|------------------------------|
| (Funding Amounts in \$1,000's) | | | | | | |
| Cycle | Agency | Project | Cost | ATP Funds Awarded | Funding Component | Total Funds Awarded in Cycle |
| 1 | Dinuba | Class II and III Bike Lanes | \$344 | \$261 | MPO | \$2,026 |
| | Farmersville | Comprehensive Active Transportation Initiative | \$350 | \$261 | MPO | |
| | Porterville | Garden Ave Ped Access Corridor | \$589 | \$232 | MPO | |
| | Tulare County | Tooleville Sidewalk Improvement | \$414 | \$379 | MPO | |
| | Tulare County | Terra Bella Sidewalk Improvements | \$417 | \$397 | MPO | |
| | Visalia | Mill Creek Trail Downtown Corridor | \$454 | \$141 | MPO | |
| | Woodlake | SRTS improvements | \$289 | \$245 | MPO | |
| Tulare County | SRTS Plan | \$110 | \$110 | Statewide | | |
| 2 | Farmersville | SRTS Walnut Avenue Project | \$417 | \$322 | MPO | \$4,677 |
| | Porterville | Rails to Trails Corridor Crosswalk Warning Lights Installation Project | \$142 | \$107 | MPO | |
| | Porterville | Olive Avenue Corridor Crosswalk Warning Lights Installation Project | \$360 | \$307 | MPO | |
| | Tulare County | Earlimart SRTS Community Projects | \$525 | \$159 | MPO | |
| | Visalia | Green Acres Middle School Enhanced Crosswalk | \$105 | \$79 | MPO | |
| | Woodlake | North Valencia Safe Routes to School Improvements | \$1,310 | \$895 | MPO | |
| | Tulare County | Pixley Main Street Improvements | \$1,018 | \$1,018 | Statewide | |
| Tulare County | Traver Jacob Street Improvements | \$1,790 | \$1,790 | Statewide | | |
| 3 | Farmersville | SRTS East Walnut Avenue | \$827 | \$520 | MPO | \$4,484 |
| | Tulare County | Woodville Sidewalk Improvements along Road 168 | \$882 | \$836 | MPO | |
| | Visalia | Greenway Belt Trail Connection | \$1,140 | \$1,000 | MPO | |
| | Tulare County | Earlimart Sidewalk Improvements | \$1,973 | \$1,868 | Statewide | |
| | Tulare County | Allensworth Elementary Sidewalk Improvements | \$313 | \$260 | Statewide | |
| 4 | Tulare County | Road 160 Sidewalk Improvements, Ivanhoe | \$1,575 | \$1,288 | MPO | \$2,268 |
| | Woodlake | North Valencia Blvd. Safe Routes to School Extension, Gap Improvements | \$1,204 | \$980 | MPO | |
| 5 | Caltrans | Ivanhoe Safe Routes to School (SR 216) | \$1,788 | \$1,070 | MPO | \$9,388 |
| | Tulare County | Tipton Sidewalk Improvements Project | \$3,430 | \$1,218 | MPO | |
| | Porterville | Butterfield Stage Corridor (North Grand Ave to College Avenue | \$7,750 | \$7,100 | Statewide | |

Since the inception of the Active Transportation Program in 2013, agencies in Tulare County have submitted 124 applications for ATP funding. Of those applications, 26 applications have been awarded ATP funds totaling \$22,843,000.

In an effort to help agencies improve the performance of applications submitted for ATP funding, staff from the California Transportation Commission came to Tulare County in the summer of 2019. In person visits to selected project sites throughout the County were arranged. CTC staff also met with agency staff to provide advice and input on their applications. A follow-up visit by CTC staff was conducted in March 2020. The table on the following page shows how the applications submitted during the last five cycles performed. As depicted in the table, the region's scores saw a drop in Cycle 4, which initiated CTC staff to visit the region in 2019 to visit sites and hold workshops. Also of note, while there were a lower number of applications submitted in Cycle 5, the region was able to perform better by focusing efforts on fewer applications.

The call for projects for cycle 6 of the ATP program is scheduled to begin in mid-March 2022 with applications due in mid-June 2022. Staff recommendations for the statewide portion of the ATP program will be posted on October 21, 2022 and the California Transportation Commission (CTC) is scheduled to adopt the Statewide selected projects in December 2022. Recommendations for the MPO component will be posted in May 2023 and the CTC is scheduled to adopt the MPO selected projects in June 2023. The cycle 6 ATP program consists of 4 years of funding (Fiscal years 2023-24, 2024-25, 2025-26, and 2026-27). The total anticipated amount of funding available is approximately \$446 million.

| Agency | Cycle 1 | | Cycle 2 | | Cycle 3/3A | | Cycle 4 | | Cycle 5 | | Total Submitted | Total Funded | Agency Success Rate |
|--------------------------------|------------|----------|------------|----------|------------|----------|------------|----------|------------|----------|-----------------|--------------|---------------------|
| | Submitted | Funded | Submitted | Funded | Submitted | Funded | Submitted | Funded | Submitted | Funded | | | |
| Dinuba | 2 | 1 | 2 | 0 | 3 | 0 | 3 | 0 | 6 | 0 | 16 | 1 | 6% |
| Dinuba Unified School District | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | - |
| Exeter | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | - |
| Farmersville | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 3 | 100% |
| Lindsay | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| Porterville | 4 | 1 | 7 | 2 | 3 | 0 | 0 | 0 | 4 | 1 | 18 | 4 | 22% |
| Tulare | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | - |
| Tule River Tribe | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | - |
| Visalia | 6 | 1 | 4 | 1 | 2 | 1 | 2 | 0 | 1 | 0 | 15 | 3 | 20% |
| Woodlake | 2 | 1 | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 6 | 3 | 50% |
| Tulare County | 18 | 3 | 8 | 3 | 12 | 3 | 12 | 1 | 5 | 1 | 55 | 11 | 20% |
| Caltrans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 100% |
| TOTAL TALLY | 39 | 8 | 25 | 8 | 22 | 5 | 19 | 2 | 18 | 3 | 123 | 26 | 21% |
| CYCLE SUCCESS RATE | 21% | | 32% | | 23% | | 11% | | 17% | | 21% | | |
| Total Statewide Funded | 1 | | 2 | | 2 | | 0 | | 1 | | 6 | | |
| Total MPO Funded | 7 | | 6 | | 3 | | 2 | | 2 | | 20 | | |

| Average Application Scores by Cycle | | | | |
|-------------------------------------|---------|------------|---------|---------|
| Cycle 1 | Cycle 2 | Cycle 3/3A | Cycle 4 | Cycle 5 |
| 58.8 | 66.58 | 69.59 | 65.42 | 79.5 |

The Walk 'n Bike Tulare County plan has been prepared in large part to position the priority projects of the member agencies—outlined in the previous chapter—to compete better for funds under the ATP and other federal, state and regional funding sources. The plan does this in several ways, namely by:

- Incorporating the agencies' priority projects in an adopted plan (see Chapter 7 for the list of projects).
- Providing an additional layer of public outreach and engagement around these projects, beyond what the member agencies have already conducted for individual projects (see Chapter 1 for an overview of outreach conducted as part of the planning process for Walk 'n Bike Tulare County).
- Strengthening the case for the benefits that these projects bring to disadvantaged communities and to the public health of their communities (see Chapters 4 and 5).

Measure R

By approving Measure R, the county's voters imposed a half cent sales tax to fund transportation projects within all the cities and unincorporated areas of the county. The measure will generate just over \$652 million over 30 years. Of this amount:

- 50%, is dedicated to improvements on highways, freeways and other major corridors.
- 35% is earmarked for local projects, especially the rehabilitation of local streets and roads, including sidewalk improvements.
- 14% is for transit, pedestrian, bicycle and environmental mitigation projects. This translates to \$91.3 million, or an

average of \$3 million annually. Approximately half of this amount is for transit, mostly to expand service.

- Lastly, 1% is for administration and planning. Measure R is administered by TCAG's staff and board, serving as the Tulare County Transportation Authority.



The project categories and specific, big-ticket items to be funded are outlined in the Measure R Expenditure Plan. In the pedestrian and bicycle category, the plan lists a number of trail projects, mostly in Visalia; a few other named projects in Lindsay and Tulare; and unspecified improvements throughout the county.

It is expected that Measure R will be used to pay for some of the projects listed in the Walk 'n Bike Tulare County plan. For one thing, the Measure R funds earmarked for local projects may be used for sidewalk improvements, which make up many of the projects in the Walk 'n Bike plan. For another, Measure R promises funding for some projects that appear in this document. They are included in the Walk 'n Bike plan because Measure R guidelines

encourage the member agencies to obtain funding from other sources for their pedestrian and bicycle projects so that Measure R funds may be freed up for additional projects.

Complete Streets

Many of the needs in Tulare County related to biking and, especially, to walking stem from the fact that streets have often been constructed without full consideration of pedestrians and cyclists. This is reflected in the many projects in the Walk 'n Bike plan that aim simply to install sidewalks along existing roads.

One way for the member agencies to address this deficiency is by adopting a “complete streets” approach to transportation projects. Complete streets are those that are planned and designed for safe and convenient access by all users as appropriate—depending on the context of the streets—including pedestrians and cyclists. To simplify greatly, this means building roads with sidewalks and bike lanes or shoulders where pedestrians and cyclists can be expected to use them.

Partnership spotlight...

Caltrans Deputy Policy (DP) 37, effective December 7, 2021, states “all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved.”

A number of complete streets policies have come into effect in recent years at the local, state and federal levels. Caltrans and the U.S. Department of Transportation, among other agencies, have adopted policies committing themselves to integrate “multi-modal” considerations—that is, addressing various forms of transportation—into their planning activities. Assembly Bill 1358, the California Complete Streets Act of 2008, requires “that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users”

While it is not yet clear what effect these policies have had on the planning, design and construction of transportation facilities, they do reflect the growing attention of public agencies to the needs of pedestrians and bicyclists.



At the local level, Tulare County has recently undertaken an effort to implement complete streets as part of the broader task of updating the Community Plans for the unincorporated

communities. The Tulare County Resource Management Agency has held public meeting to garner input on local needs from residents and merchants and has so far developed complete streets work plans for the communities of Goshen, Terra Vista, Traver and Pixley. The work plans identify proposed improvements to meet the key transportation needs identified by the communities. Many of these improvements are pedestrian- and bicycle-related, including sidewalks, bike lanes, safer pedestrian crossings, street lights and improved drainage.

Appendix A

Public Input Survey Results (2016 Walk 'n Bike Tulare County)

For the original Walk 'N Bike Tulare County Plan approved in 2016, public input on needs and concerns was gathered using the following four main tools. Given the large percentage of Tulare County residents for whom Spanish is their first language, all of these tools were made available in both English and Spanish.

- Online survey, open for almost two months, from October 15 through December 13, 2015.
- Interactive map on which people could post comments. The map was open for comments during the same period as the online survey.
- Brief paper survey distributed by TCAG staff through the agency's booth at last year's Tulare County Fair, in September.
- Similar paper survey distributed by partner organizations at community organizing events in November and early December 2015.

These opportunities for participation were announced and publicized in the following ways:

- Post in both English and Spanish on TCAG's webpage on active transportation (<http://www.tularecog.org/activetransportation>).

- Posts on the websites of member agencies (see sample screenshot below from Dinuba's website, and below it, from Visalia's website).



- Mass email to the approximately 100 people on the project's email list.
- Announcement to members of TCAG's Active Transportation Advisory Committee.
- Through several partner community organizations, namely the Leadership Counsel for Justice and Accountability, the Community Water Center and El Quinto Sol.
- English and Spanish display advertisements in the following eight newspapers serving the county:

| | |
|-----------------------|----------------------|
| Dinuba Sentinel | Noticiero Semanal |
| Foothills Sun-Gazette | Porterville Recorder |
| Fresno Bee | Vida en el Valle |
| Kaweah Commonwealth | Visalia Times-Delta |

Below, as examples, are images of the ads that appeared in the Foothills Sun-Gazette (top) and Noticiero Semanal (bottom).



Key themes from the comments

The several hundred comments submitted by the public provide a strong sense of the community's thoughts and opinions about walking and biking in Tulare County. From these comments, several themes emerged as especially important areas of concern.

The main **walking-related** issues, needs or concerns expressed through the comments, roughly in order of diminishing importance, are:

- More or better street lighting for night-time walking.
- More, interconnected walking paths or trails.
- Missing sidewalks and unsafe street crossings and intersections.
- Real or perceived threats to personal security from criminals, stray or unleashed dogs, drunk individuals, etc.
- Fast, heavy traffic and dangerous behavior on the part of drivers especially in the form of speeding and distracted driving.
- Enhanced police presence and enforcement of traffic laws.

The **biking-related** issues, needs or concerns expressed through the comments are strikingly similar to the walking-related issues. The main ones, again roughly in order of diminishing importance, are:

- More, interconnected bike paths or trails.
- More bike lanes.
- More or better street lighting for night-time biking.

- Fast, heavy traffic and dangerous behavior on the part of drivers especially in the form of speeding and aggressive or disrespectful driving.
- More bike-parking racks.
- Poor pavement quality.
- Enhanced enforcement of traffic laws.



The rest of this chapter describes in more detail the four main ways in which the community was able to provide input for the Walk 'n Bike Tulare County plan and provides more detail on the comments submitted. Appendix C includes all the comments received through the open-ended questions on the online survey and through the paper surveys.

Online Survey

TCAG conducted an online survey on walking and biking for almost two months, from October 15 through December 13, 2015. The survey was administered through SurveyMonkey.com, and was available in two versions, English and Spanish (see screenshot of the first page below). The survey contained 12 questions, all of which were optional. Respondents were eligible to win one of three \$50 gift cards for Amazon.com. The English-language version received 60 responses while the Spanish version received no responses.

Below is a description of each question on the survey and summaries of the responses and comments submitted under each one. Appendices C1–C5 list all the comments received through the open-ended questions. The comments were edited lightly for clarity and to remove personal-identification information. Non-responsive comments (for example, “Nothing for me”) were not included.



The Tulare County Association of Governments (TCAG) is developing [Walk 'n Bike Tulare County](#), a plan to make walking and biking safer and easier for the residents of the county.

We have created this brief survey to learn about the needs and concerns of people who walk or bike in Tulare County (or who would like to) and to hear your ideas for improving conditions. Your responses will be used to develop and prioritize recommended projects around the county.

The survey is open through **Sunday, December 13, 2015**. Anyone who completes the survey will be eligible to win one of three **\$50 gift cards for Amazon.com**. You will have an opportunity to give us your email address at the end of the survey. All questions are optional.

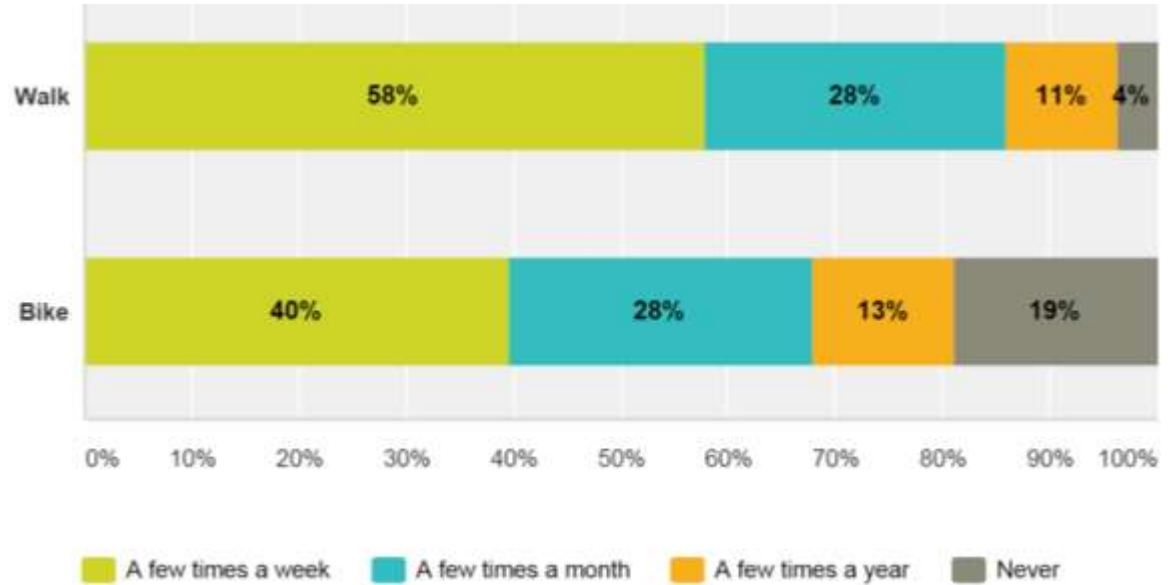
How often do you walk or bike for fun or exercise (to go around the neighborhood, around the park, etc.)?

| | A few times a week | A few times a month | A few times a year | Never |
|------|-----------------------|-----------------------|-----------------------|-----------------------|
| Walk | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Bike | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Q1 | Walking or biking for fun or exercise

The first question asked, *How often do you walk or bike for fun or exercise (to go around the neighborhood, around the park, etc.)?*, with two rows of answer choices, one for walking and one for biking. 57 people responded regarding walking and 53 responded regarding biking.

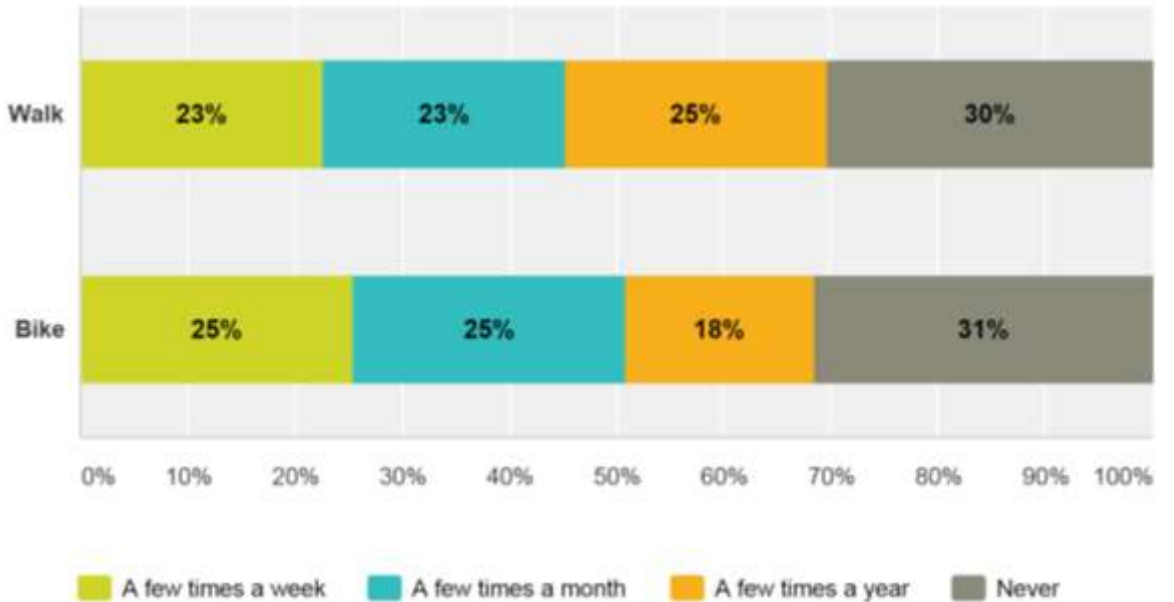
As the chart below shows, almost 60% of respondents walk, and almost 40% bike, for fun or exercise a few times a week. At the other end of the spectrum, about 5% never walk, and almost 20% never bike, for fun or exercise.



Q2 | Walking or biking for transportation

The following question asked, *How often do you walk or bike for transportation (to go to school, to work, to the store, etc.)?*, again with two rows of answer choices, one for walking and one for biking. 53 people responded regarding walking and 51 responded regarding biking.

As the chart to the right shows, 20–25% of respondents walk or bike for transportation a few times a week, while roughly one third never do so.



Q3 | Home

Question 3 asked people where they live. 59 people responded. As shown in the table below, almost half of respondents live in Visalia, the county’s largest city. Another 20% live in the unincorporated areas of the county, the majority of them in Ivanhoe.

| | <i>Count</i> | <i>Pct</i> |
|----------------------------|--------------|------------|
| Dinuba | 3 | 5% |
| Exeter | 0 | 0% |
| Farmersville | 0 | 0% |
| Lindsay | 3 | 5% |
| Porterville | 6 | 10% |
| Tulare (city) | 2 | 3% |
| Visalia | 27 | 46% |
| Woodlake | 5 | 8% |
| Elsewhere in Tulare County | 12 | 20% |
| Outside of Tulare County | 1 | 2% |
| | 59 | 100% |

Q4 | Age

Question 4 asked people how old they are. 60 people responded as follows:

| | <i>Count</i> | <i>Pct</i> |
|--------------|--------------|------------|
| Under 18 | 0 | 0% |
| 18-34 | 24 | 40% |
| 35-44 | 9 | 15% |
| 45-54 | 6 | 10% |
| 55-64 | 12 | 20% |
| 65 and older | 9 | 15% |
| | 60 | 100% |

Q5 | Student, parent/guardian or neither

Question 5 asked respondents if they are a student, a parent/guardian of a student or neither.

- No respondents indicated that they are a student at an elementary, middle or high school.
- One third of respondents (20 out of 60) are the parent or guardian of a student at an elementary, middle or high school.
- Two thirds of respondents (40 out of 60) said they are neither.

Q6 | Challenges and obstacles to walking

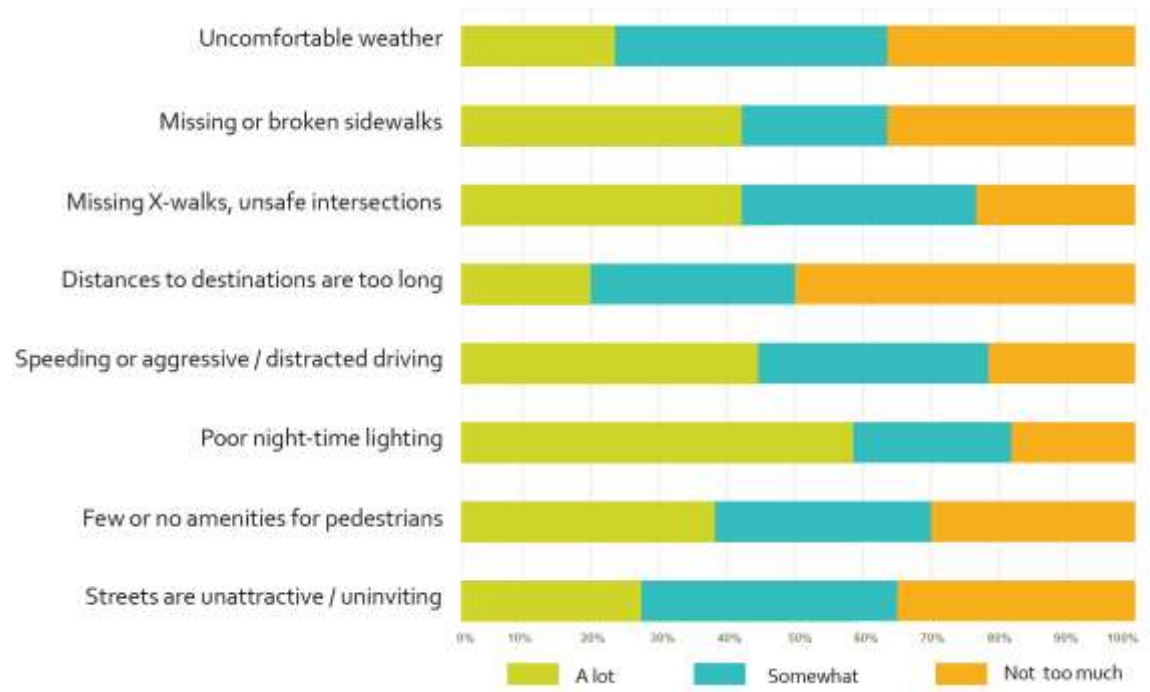
Question 6 listed eight potential challenges and obstacles to walking and asked respondents, *In your opinion, how much do they discourage you and others in your area from walking?* (The challenges were always listed in random order.) The answer choices were “a lot” (shown in the chart below as green) “somewhat” (blue) and “not too much” (orange). 57 people responded.

As the chart shows, three challenges are seen by more than 70% of respondents as discouraging people “a lot” or “somewhat” from walking in their area. These could be interpreted as the most important or significant obstacles to walking:

- Poor night-time lighting (81% of respondents).
- Speeding, or aggressive or distracted driving (79%).
- Missing crosswalks or unsafe intersections (77%).

This question allowed respondents to submit a comment in response to the following sub-question: *Have we forgotten any general challenges to walking? If so, list them here.* 15 comments were submitted, which appear in Appendix C-1. The most

common theme among these comments was real or perceived threats to personal security, namely from crime, stray or unleashed dogs, drunk people and homeless encampments.



Q7 | Places for walking

This open-ended question asked, *Where (if at all) do you walk for recreation or transportation? What do you most enjoy about walking there? What do you like least?* 46 responses were submitted, which are listed in Appendix C-2. The most common responses to the first part of the question are:

- St. John's River Trail (several other trails were also mentioned).
- The local parks.
- Downtown Visalia.
- Around one's neighborhood.



The things people most enjoy about walking in these places include being away from traffic, and being outside / in nature. What they like least is fast / heavy traffic, missing sidewalks, inadequate street lighting and stray or unleashed dogs.

Q8 | Suggestions for improving walking conditions

This open-ended question asked, *What is the one thing (or things) that you would do to improve walking in your area?* 44 responses were submitted, which are listed in Appendix C-3. The most common responses are:

- More and interconnected walking paths / trails (several locations or alignments were mentioned).
- More sidewalks (several streets or locations were mentioned)
- More street lighting.
- Enhanced police presence / enforcement of traffic laws.

Q9 | Challenges and obstacles to biking

Question 9 listed 11 potential challenges and obstacles to biking and asked respondents, *In your opinion, how much do they discourage you and others in your area from biking?* (The challenges were always listed in random order.) The answer choices were “a lot” (shown in the chart to the right as green) “somewhat” (blue) and “not too much” (orange). 56 people responded to this question.

As the chart shows, four challenges are seen by at least three quarters of respondents, approximately, as discouraging people “a lot” or “somewhat” from biking in their area. These could be interpreted as the most important or significant obstacles to biking:

- Few or no bike lanes, bike paths and bike routes (84% of respondents)
- Speeding, or aggressive or distracted driving (82%)
- Poor pavement quality (76%)
- Poor night-time lighting (74%)



This question allowed respondents to submit a comment in response to the following sub-question: *Have we forgotten any major challenges to biking? If so, list them here.* The following five comments were submitted:

- Crime and lighting at night.
- Loose dogs chasing bicyclists.
- Too many sticker weeds that get into tires and ruin them.
- Goatheads are very bad for biking in Visalia.
- Drivers (and admittedly many bikers) don't know the laws/rules for bicycle riding on the road. Some kind of public-relations campaign push, slogan contest or something to inform the public about how to ride in traffic and how to treat bicycle riders. Also, traffic signals are not bicycle friendly. I don't know what, if anything, can be done about that.

Q10 | Places for bicycling

This open-ended question asked, *Where (if at all) do you bike for recreation or transportation? What do you most enjoy about biking there? What do you like least?* 34 responses were submitted, which are listed in Appendix C-4. The responses are very similar to those under Question 7 regarding places for walking. The most common responses to the first part of the question are:

- St. John's River Trail.
- Santa Fe Trail.
- Downtown Visalia.
- Around one's neighborhood.
- Around Bravo Lake.

The things people most enjoy about biking in these places include being away from traffic, being outside / in nature, getting exercise and enjoying the city. What they like least is fast / heavy traffic and inadequate street lighting.



Q11 | Suggestions for improving biking conditions

This open-ended question asked, *What is the one thing (or things) that you would do to improve biking in your area?* 29 responses were submitted, which are listed in Appendix C-5. The responses are very similar to those under Question 8 regarding ways to improve walking conditions. The most common responses are:

- More bike paths / trails; several locations or alignments were mentioned.
- More bike lanes; several streets were mentioned.
- More street lighting.
- Bicycle-parking racks.
- Enhanced police presence / enforcement of traffic laws.

Q12 | Drawing for gift cards / sign-ups for updates and announcements

- 51 people indicated that they would like to be entered in the drawing for one of three \$50 gift cards for Amazon.com. The drawing was subsequently held using an online service for this purpose called Random.org, and three winners were picked at random. The winners were notified of having won and were emailed their gift card.
- 37 people indicated that they would like to receive future announcements and updates about Walk 'n Bike Tulare County.

Interactive map

In addition to the online survey, TCAG made available two versions of an interactive map—one with instructions in English and one in Spanish—on which people could pin markers with location-specific as well as general comments. The maps were open for comments for one month, during the same period as the online survey, from October 15 through December 13, 2015. The maps were administered using a web service called ZeeMaps.

Eight comments were posted on the English-version map and none on the Spanish map. Of the eight comments, four were posted for Visalia; the location of these comments is shown on the next page. An additional three comments were posted for Woodlake while one non-location-specific comment was posted for East Porterville. While the maps are now closed for comments, the English-version map and comments posted on it may still be viewed at <http://j.mp/1KgPYRM>.

The eight comments are listed on the next page (text in italics at the beginning of comments clarifies the location of comments where necessary; text in bold indicates titles or summaries given by commenters to their comments). Three of the comments were edited lightly to correct misspellings.

Visalia

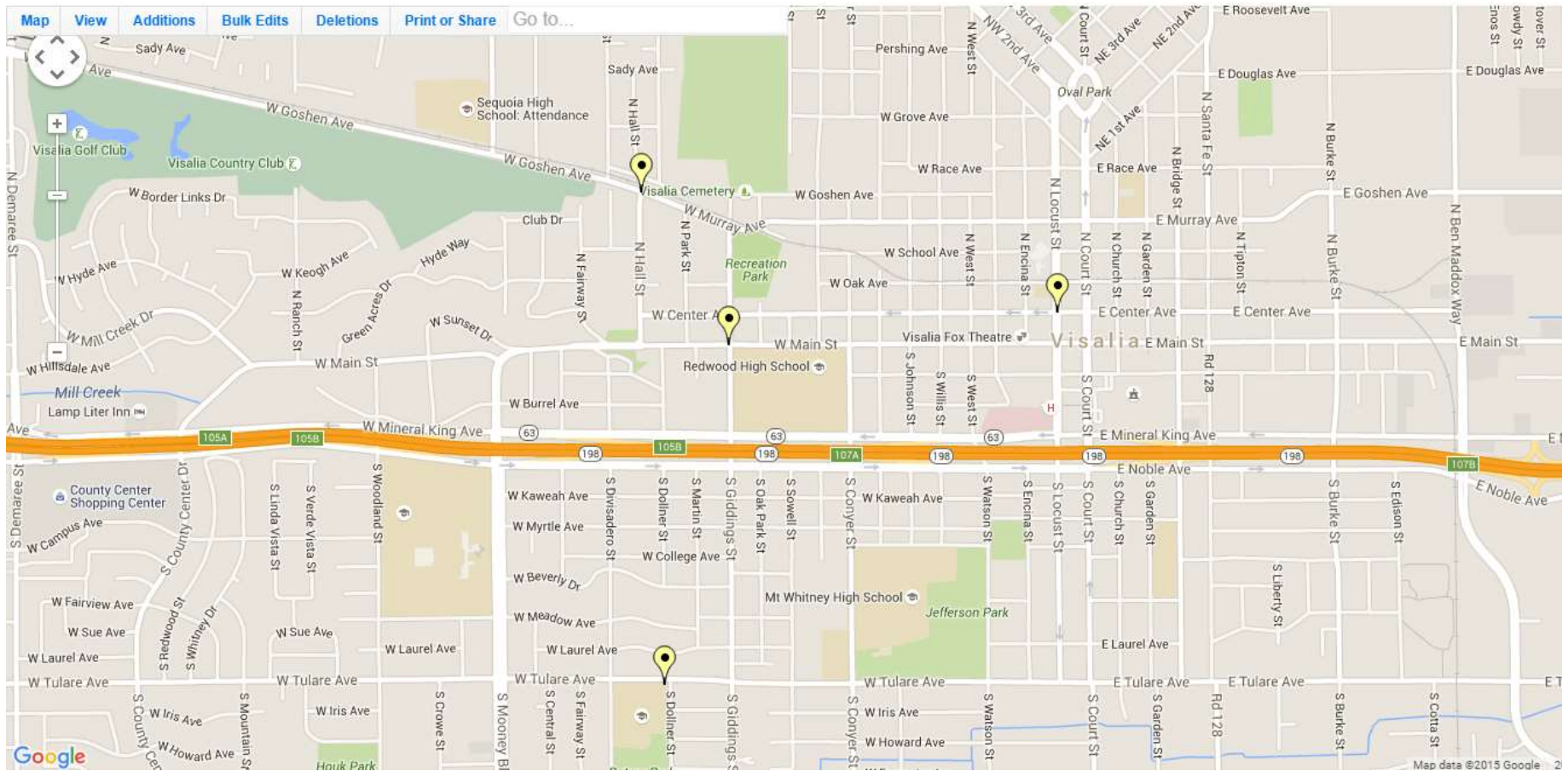
- *[At W Main St and S Giddings St]* **Very bad shoulder:** The shoulder here is full of tar-snakes, and there are actually a lot of people biking here due to the school and access to downtown.
- *[At W Murray Ave and N Hall St]* **Sidewalk ends:** The sidewalk ends abruptly here and the dirt is full of goatheads for walking and biking, and the telephone poll makes it hard to go around the corner, you have to ride bike into oncoming traffic to get around it.
- *[At E/W Center Ave and N Locust St]* **No “Walk on Green:”** Here and in many other downtown locations, there is no walk on green for the traffic signals. This is an impediment to walking because it makes pedestrians stand pointlessly at the light while it is green, waiting for an entire light cycle to go through until they get a walk symbol.
- *[At W Tulare Ave and S Dollner St]* **View Obstructed by Hedge:** There are bike lanes however, no cross walk, and a huge bush that obstructs cars from looking East. This is where all the kids cross to go home. A car must enter where a cross walk would be to view the east direction.

Location of Visalia comments



Walk 'n Bike Tulare County -- The map is now closed for comments

BASIC DIRECTIONS FOR DESKTOP (directions for mobile vary slightly): (1) Under the "Additions" tab, click on "Add Marker - Simple." (2) Under "Location," enter an address, street, landmark or city-- or use the "Click on the map location" button to pin a comment (to zoom, use the + / - slider on the far left). (3) Enter your comment in the "Description" field. (You may also upload a photo.) (4) Use the "Type of comment" pull-down menu to categorize your comment. (5) Click "Submit."



Woodlake

- *[At Bravo Lake near the corner of S Valencia Blvd and Hermosa Ave]*
Continue the unpaved walk trail all the way around lake: An unpaved walking trail was added to the west side of the lake but then stops at this point. The rest of the lake bed has no more unpaved trail. There also needs to be more lighting and security at night.
- **More street lighting:** My children all participate in after school sports at the Woodlake Middle School and Woodlake High School. Most of W. Whitney Ave is very dark at night and I have seen many children walk home through there after sports practices. I've walked through there myself at night and I can barely see in front of me!
- **Extremely high sidewalk wheelchair ramp:** The wheelchair ramp on the northwest corner of N Palm and W Whitney is extremely high from the street level. The incline is steep. I have seen a person on a motorized chair try to go down this ramp in their chair and almost flipped their chair forward!



East Porterville

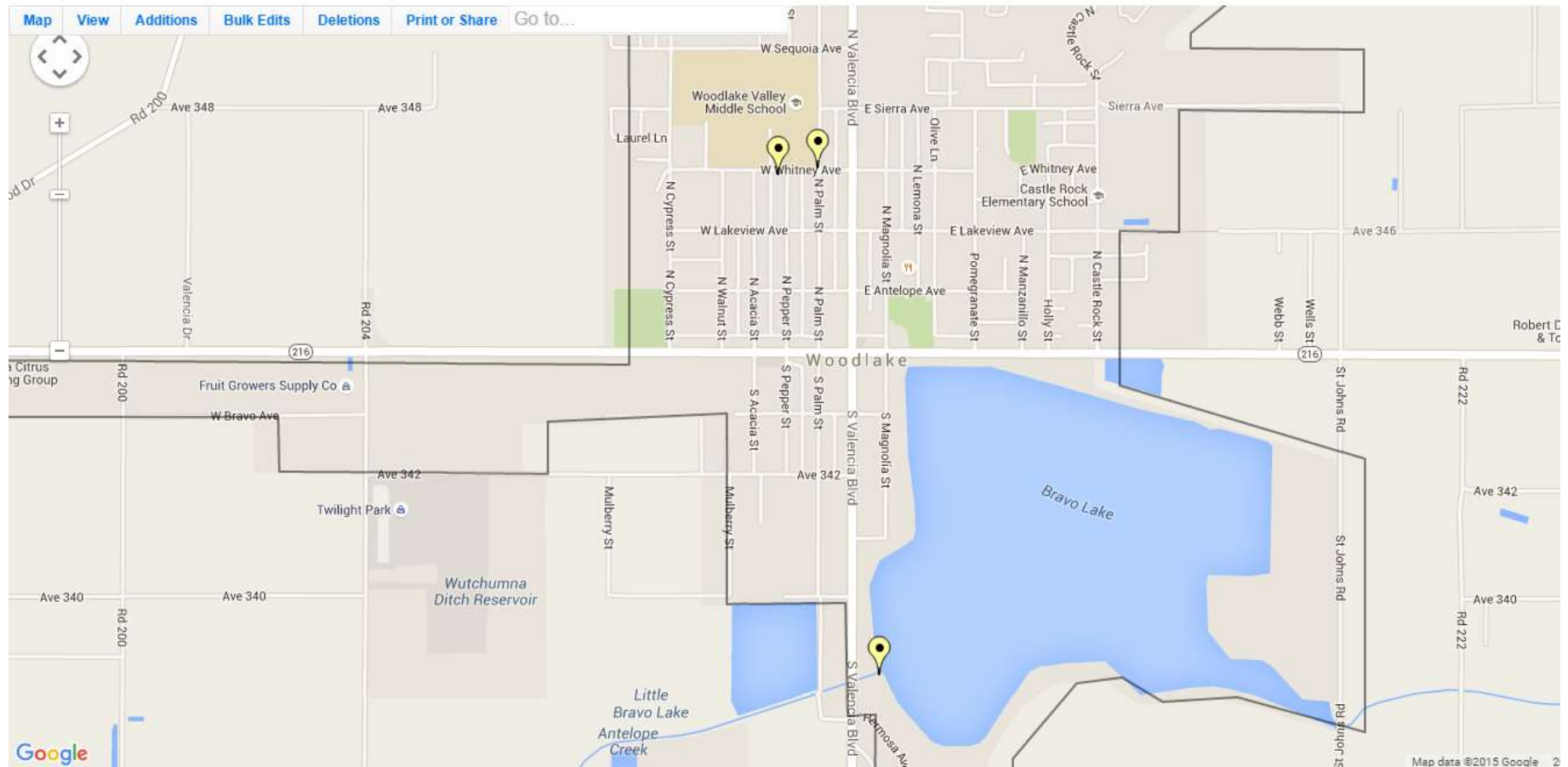
- [No title/summary] Eliminate the loose dog problem in East Porterville. It is dangerous to walkers and bikers, not to mention the loose dogs that could be killed by vehicles.

Location of Woodlake comments



Walk 'n Bike Tulare County -- The map is now closed for comments

BASIC DIRECTIONS FOR DESKTOP (directions for mobile vary slightly): (1) Under the "Additions" tab, click on "Add Marker - Simple." (2) Under "Location," enter an address, street, landmark or city-- or use the "Click on the map location" button to pin a comment (to zoom, use the + / - slider on the far left). (3) Enter your comment in the "Description" field. (You may also upload a photo.) (4) Use the "Type of comment" pull-down menu to categorize your comment. (5) Click "Submit."



Paper survey at the 2015 County Fair

At the 2015 Tulare County Fair, held in September, TCAG staff set up a booth and distributed information about the agency's projects. Staff handed out a flyer that had information about the Walk 'n Bike Plan in the upper half and a brief survey in the lower half (see screenshot at right). One side of the handout was in English, the other in Spanish. The survey asked only the following questions:

- What do you think are the biggest challenges or obstacles to walking or biking in Tulare County? Are there any specific problem areas?
- What is the one thing (or things) that you do to make walking and biking in Tulare County safer and easier?

240 filled-out surveys were turned in. Below is a summary of the main themes from the responses. These themes are generally consistent with those that emerged from the online survey.

- It feels generally unsafe to walk, particularly at night. People expressed concerns about "sketchy" individuals, sexual predators and catcalling/street harassment, among other issues.
- Related to the above, there is insufficient or inadequate night-time lighting on streets and at bus stops.
- Uncomfortable weather and lack of trees/shade on streets is another impediment to walking.
- Many streets/places are missing sidewalks; many specific locations were mentioned.
- Need more bike lanes; many specific streets were mentioned. Also, need more bike paths and better connections among them.

- Drivers are not aware of cyclists or are hostile towards them.
- Also on the issue of traffic behavior, need more enforcement against jaywalking and against cyclists who do not follow the rules of the road.



Paper survey at community organizing events

TCAG often partners with community organizations in the county to disseminate information about its projects and to solicit input and feedback from the public. For the Walk 'n Bike Plan, TCAG enlisted the help of three organizations to distribute an informational flyer/survey at various community meetings throughout the county—but primarily in Ivanhoe and the Matheny Tract—in November and early December. These organizations were:

- Leadership Counsel for Justice and Accountability.
- Community Water Center.
- El Quinto Sol.

The handout was very similar to the one described in the previous section. One side of the handout was in English and the other in Spanish, with information about the Walk 'n Bike Plan in the upper half and a brief survey in the lower half (see screenshot of the Spanish version at right). The survey asked the following questions:

- What part of the county do you live in? What are the biggest challenges or obstacles to walking or biking in your area?
- What is the one thing (or things) that you would do to make walking and biking in your community safer and easier?

Appendices C6–C8 list all the comments received through this version of the paper survey. The comments have been edited lightly for clarity and to remove personal-identification information. Comments in italics were submitted in Spanish and

have been translated. Non-responsive comments were not included.

WALK 'N BIKE TULARE COUNTY

Para que sea más fácil ir a pie o en bicicleta por tu ciudad o vecindario
noviembre 2015

¡Dinos lo que opinas!

La Asociación de gobiernos del condado de Tulare (su sigla es TCAG, en inglés) está desarrollando un plan para hacer que sea más seguro y más fácil ir a pie y en bicicleta por el condado de Tulare (Tulare County). El plan identificará los proyectos más importantes para el peatonismo y el ciclismo en el condado y sus ocho ciudades: Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia y Woodlake.

TCAG te invita a compartir con nosotros tus opiniones, ideas y sugerencias acerca del peatonismo y el ciclismo en tu comunidad. Puedes decirnos lo que opinas en estas varias maneras:

- Utiliza la parte inferior de este volante.
- Rellena la encuesta a <https://es.surveymonkey.com/r/PieBiciTulare>. Toda persona que complete la encuesta podrá ganar uno de tres certificados de regalo a valor de \$50 de Amazon.com.
- Usa el mapa interactivo a <http://j.mp/2O7NsBV> para fijar comentarios en sitios y lugares específicos.
- Llama a Niko Letunic (hispanohablante) al (415) 216-9413 o escríbele a niko@eisenletunic.com.

TCAG
Tulare County Association of Governments

Comparte tus opiniones y tus ideas acerca del peatonismo y el ciclismo en tu comunidad

1. ¿En qué parte del condado vives? ¿Cuáles son los mayores desafíos u obstáculos para ir a pie o en bicicleta por tu vecindario o ciudad?

2. ¿Qué cierta(s) cosa(s) harías para que sea más seguro y más fácil ir a pie o en bicicleta por tu vecindario o ciudad?

Appendix C-6 includes the comments under the 26 survey responses from residents of the unincorporated community of Ivanhoe. Below are the main issues, needs or concerns expressed through these comments (see screenshots of sample responses at right).

- Walking is difficult; there are no sidewalks, so water creates puddles and mud. Need sidewalks and also marked crosswalks.
- The streets are very dark. Street lighting would help residents feel safe walking.
- The streets need to be fixed up; there are many potholes.
- Need a police station.
- The streets need bike lanes.

Similarly, Appendix C-7 includes the comments under the 36 survey responses from residents of the Matheny Tract, an unincorporated area just outside the city of Tulare, to the southeast. The issues, needs and concerns expressed through these comments were very similar to those listed above, namely the need for more street lights, sidewalks, street maintenance, bike lanes and policing. In addition, there were many comments about loose dogs (not leashed), which discourage people from walking and biking.

Lastly, Appendix C-8 includes the comments under the 16 survey responses from residents of other communities in Tulare County.

Comparte tus opiniones y tus ideas acerca del peatonismo y el ciclismo en tu comunidad

| | |
|---|---|
| <p>1 ¿En qué parte del condado vives? ¿Cuáles son los mayores desafíos u obstáculos para ir a pie o en bicicleta por tu vecindario o ciudad?</p> <p><u>Vivo en Ivanhoe con mi familia.</u> <u>Tengo dificultades caminando para la escuela llevo a mis hijos para la escuela y no hay banquetas. Tengo que caminar por la calle a veces.</u></p> | <p>2 ¿Qué cierta(s) cosa(s) harías para que sea más seguro y más fácil ir a pie o en bicicleta por tu vecindario o ciudad?</p> <p><u>Yo pondría banquetas por la ciudad para que la gente no camine por la calle.</u></p> |
|---|---|

Use this space to share your concerns and your ideas about walking and biking in your area

| | |
|--|---|
| <p>1 What part of the county do you live in? What are the biggest challenges or obstacles to walking or biking in your area?</p> <p><u>Im a resident of Ivanhoe. There are hardly no sidewalks and the roads are full of potholes.</u></p> | <p>2 What is the one thing (or things) that you would do to make walking and biking in your community safer and easier?</p> <p><u>Put sidewalks, fix the potholes and more lighting for the safety of the children.</u></p> |
|--|---|