

Tulare County Complete Streets Strathmore Final

Prepared by:

**Tulare County Resource
Management Agency**



Tulare County Complete Streets – Strathmore

Prepared for:

Tulare County RMA

5961 S. Mooney Boulevard

Visalia, CA 93277

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Introduction

Complete Streets Vision

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

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

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

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

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

Complete Streets Definition

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

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

Complete Streets Attributes

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

Report Outcomes

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

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

These outcomes are achieved by the following:

- (a) *Included all users* namely, pedestrians, bicyclists, transit vehicles and users, and motorists. In drafting this report, all users were invited to comment on how the County could better serve the community. The implementation of complete streets directly shifts the emphasis to lower-carbon (using) modes of transportation. The shift from the gas using automobile to pedestrian and bicycle transport is achieved through the creation of sidewalks, improving sidewalks, and including bike lanes and/or bike routes for a wider ranger of people to use. The shift to transit is included in improving policies, programs and facilities in the operations of County’s transit systems.
- (b) *Created a comprehensive integrated and connected network* that supports “livable communities” that promote a safe interwoven fabric are provide for by the Policies Section using the transportation goals in the 2030 General Plan Circulation Element and by further defining complete streets network (see Appendix C).
- (c) *Emphasized flexibility* recognizing that all streets with these communities are different, and thus, balancing user needs. No one standard was applied to all streets and the street designs were adjusted to existing conditions, differing jurisdictions and the desires of the community.

- (d) *Considered both new and retrofit projects*, including design, planning, maintenance, and operation, for the entire right-of-way within these communities. In addition to the various sections discussed below Appendix A – D include plans that show the plans, designs, and existing and proposed maintenance plans and operations of the Complete Streets Plan.
- (e) *Used the latest and best design standards*. By using newer design standards as represented in the preliminary design plans versus the County’s Roadway Standards the County is able to provide wider sidewalks and include such amenities as traffic calming measures (bulbouts).
- (f) *Conducted extensive public outreach* to ascertain the solutions that best fit within the context of these communities. This culminated in four meetings, wherein the School District and Representatives provided final feedback on the priority streets.

Conclusions and Future Funding Opportunities

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

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

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

Implementation

Selection of Communities

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

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

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

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

Given the information provided by the residents and business owners, conceptual layouts and designs based upon the citizens concerns were presented to collect input. Based upon the community planning process, the following sections identify proposed projects for the Strathmore Community.

Avenue 198 – Orange Belt Dr. to Road 238:

As selected as the highest priority, Avenue 198, between Orange Belt Dr. to Road 238. The project proposes to install new curb, gutter, sidewalk, at designated intersections, pedestrian ramps, relocate utilities and drainage. In the spirit of Safe Routes to School, land uses along this corridor include residential, highway commercial (mini-marts, service stations), the Elementary School and other Public and Quasi Public Land Uses, with the school and children as the main focus of the safety improvements. This project will include two travel lanes, a two-way turn lane, cross walks, parallel parking, street lights, improved/new bus stops, street signage and sidewalks with curb and gutter for drainage.

Avenue 196 and Orange Belt Drive

The Avenue 196 / Orange Belt Drive Corridor extends between Meredith Road to Road 238 near Strathmore High School (to the and Strathmore Elementary School). This project proposes to install new

curb, gutter, sidewalk, pedestrian ramps and drainage facilities along portions of the north and south sides of 196, where they are not present and along Orange Belt Drive. Land uses affected by this project include industrial, commercial, residential and quasi-public (school).

Project Phasing

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

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

Complete Street Policies

Complete Street Goals

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

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

Complete Streets Objectives

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

Complete Streets Policies

Tulare County General Plan Policies

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

Principle 1: County-wide Collaboration

Support countywide transportation plans that provide choices in travel modes.

Principle 2: Connectivity

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

Principle 3: Community Circulation

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

Principle 4: Pedestrian and Bicycle Facilities

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

These principles are expressed mainly in following policies including:

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

Complete Street Policy Design Criteria

1. Tulare County promotes the incorporation of Complete Streets concepts and design standards in all appropriate new and retrofit County public streets (except State highways and freeways).
2. Tulare County will seek every opportunity to provide funding for the planning, design, and implementation of Complete Streets.
3. New Class I Multi-use Paths should be a minimum of eight (8) feet wide.
4. New Class II Bike Lanes should be a minimum of five (5) feet wide.
5. New sidewalks should be a minimum of five (5) feet wide.
6. Bulb-outs should be considered in areas of higher speed (35 mph or greater) where sufficient turning radii for trucks is available or as determined by the County Engineer.
7. As determined by the County Engineer, installation of posted speed limit vehicle activated traffic calming signs (VATCS) are encouraged in instances of high speed to promote safety.
8. Transit shelters and benches are encouraged at all County transit stops if FTA grants are available.
9. Street lighting and cross walk are encouraged to promote safety if considered feasible by the County Engineer.
10. Design policies should be consistent with the Tulare County Improvement Standards; other references include existing design guides, such as those issued by Caltrans, AASHTO and the ADA Accessibility Guidelines.

11. Public streets excluded from this policy include those where:
 - Complete streets concepts are in conflict with existing laws, codes, or ordinances.
 - Compliance with this policy would conflict with goals or physical conditions related to the unique aspects of the location.
12. Exceptions from Complete Street Policies:
 - Accommodation is not necessary where non-motorized use is prohibited, such as freeways.
 - Cost of accommodation is excessively disproportionate to the need or probable use as determined by the County Engineer.
 - A documented absence of current or future need.

Complete Street Mobility Plan

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

The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasks the Governor’s Office of Planning and Research to release guidelines for compliance with this legislation by January 1, 2014. Implementation of complete streets principles should be tailored to the individual jurisdiction and the individual roadway. The Complete Streets Program for Tulare County focuses on a network-based approach that has been tailored to the needs of the Community of Strathmore. Another principle that is being applied is under SB 743, requiring a change to evaluating traffic using Vehicle Miles Traveled versus Level of Service under CEQA analysis, and under AB 32 in reducing Green House Gasses.

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

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

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

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

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

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

Caltrans and Complete Streets

Under Caltrans District Order 64-R1, Caltrans requires that a Complete Streets Implementation Action Plan be developed and implemented for Caltrans owned and maintained Streets. Their Implementation Action plan provides a background by which the Tulare County Completes Street Plan will be implemented.

TCAG, Tulare County Regional Bicycle Transportation Plan, Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS)

TCAG in 2014 updated a Regional Bicycle Plan that does not include any bicycle facilities through the Community of Strathmore. TCAG funded the grant for this Complete Streets Policy and in the RTP Action Element describe bicycle circulation patterns and Pedestrian policies focusing on the Americans with Disabilities Planning Strategies and Transportation Demand Management to increase pedestrian activity. In addition, rail and goods movement is part of the Sustainable Communities Strategy in lieu of utilizing diesel powered freight trucks.

Tulare County Climate Action Plan (CAP)

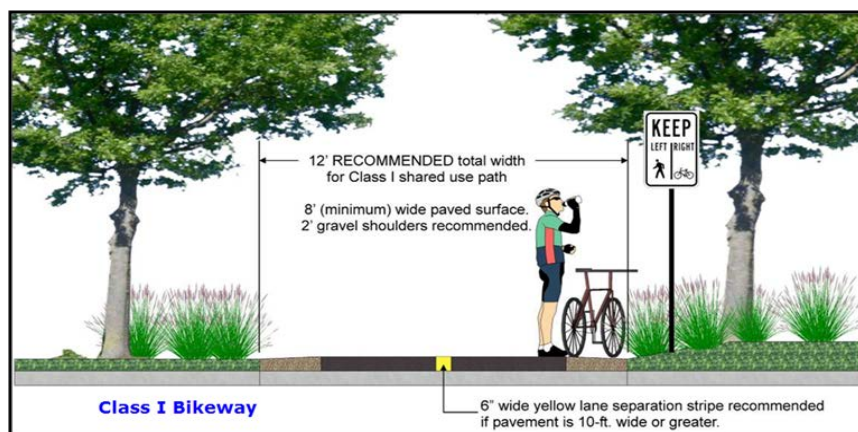
The Tulare County CAP calls for a reduction on a project (over 50 vehicles) by project basis of 6% through a mixture of measures that are spelled out in Appendix J of the CAP. Utilization of alternative means of transportation will reduce GHG emissions and will help projects and the region meet their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

Bicycle Facilities

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

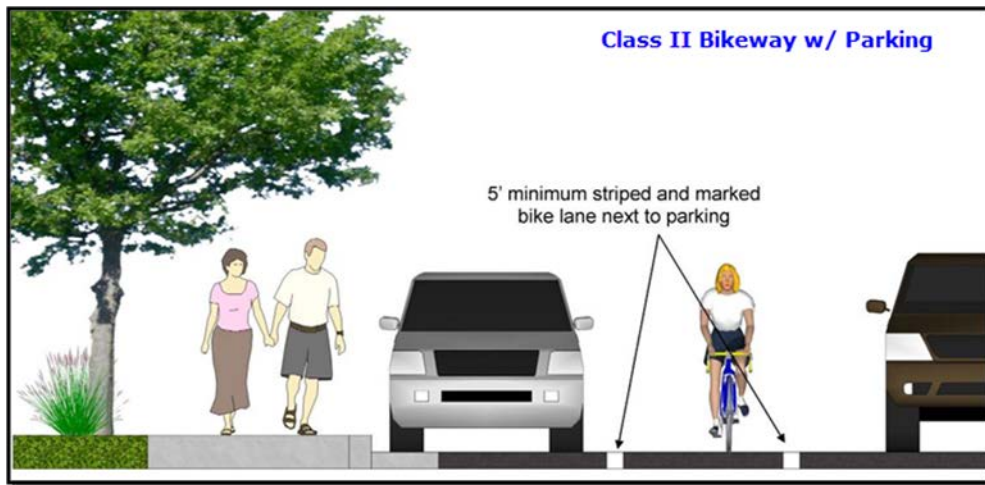
Class I

Bike path providing completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. In Tulare County, Class I facilities will primarily be implemented through TCAG. Future bicycle facilities have also been identified through the *Bicycle Transportation Plan* (TCAG - 2010). There is proposing a Class I bicycle facility along Orange Belt drive from Ave. 196 in Strathmore to Ave. 198.



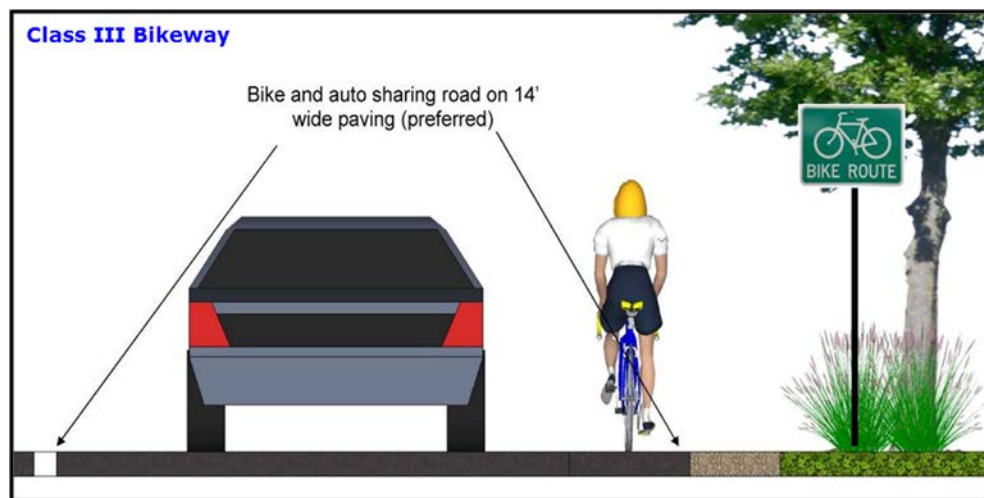
Class II

Bikeway that provides designated lanes for the use of bicycles through the use of striping on the roadway and signage designations for the facility. For the purposes of Complete Streets, the County is proposing no Class II bicycle facilities.



Class III

Bikeway that provides route designation by signage. Roadways are shared between bicyclists and motorists. Class III facilities in Tulare County are envisioned to be implemented along the major circulation segments of roadway that connect the overall County roadway network. Class III facilities are proposed on Ave. 196. Although not signed on many local roads in Strathmore, bicyclists are allowed use the side of the road or share the road on all County roadway facilities excluding freeways.



Pedestrian Facilities

Pedestrian Paths and Sidewalks

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

Multiuse Trails

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

Transit Facilities

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

Public transportation services and facilities in Tulare County consist of public bus service, paratransit service, and could also consider park-and-ride locations.

Public Bus Service

Public bus service is provided by Tulare County Area Transit (TCAT) in rural areas such as Strathmore and by local City transit agencies in transitioning areas, which enables commuters to travel within the communities and adjacent cities with minimal transfers. Existing transit routes and designated bus stops are shown in the following figures.

Tulare County Area Transit (TCAT)

Transit service is provided in Strathmore through the Tulare County Area Transit (TCAT). Additionally, Tulare County has provided guidance for including transit within facilities. These guidelines should be applied when considering new development to ensure appropriate connectivity and design features to support bus service.

Paratransit Service

Paratransit is an alternative mode of passenger transportation that does not follow fixed routes or schedules. Typically, vans or minibuses are used to provide paratransit service. Paratransit services vary considerably on the degree of flexibility they provide their customers. The most flexible systems offer on-demand, call-up, door to door service from any origin to any destination in a service area.

Park-and-Ride Lots

Park-and-ride lots provide places for people to meet up and carpool to areas outside of the Community. A Park and Ride facility could also provide a compressed natural gas refueling station. As the community's

population grows and given the large number of commuters, a park-and-ride location would be best sited near the edges of the Community along State Route 65.

Cost Benefits Analysis, Implementation, and Funding Mechanisms

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

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

Benefits of Complete Streets

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

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

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

Cost of a Fatality	\$4,400,000
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Cost of an Injury

Level A (Severe)	\$221,400
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Level B (Moderate)	\$56,500
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Level C (Minor)	\$26,900
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Cost of Property Damage	\$2,500
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Source: California Department of Transportation

Community Specific Complete Street Implementation Measures

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

1. Evaluating Roadways as potential Bike/Pedestrian travel routes,
2. Completing pedestrian infrastructure, as appropriate,
3. Providing safe and accessible pedestrian facilities in high use areas,
4. Designing and building sidewalks for safer routes to school,
5. Designating roadways for bicycle routes that are aligned with the Tulare County comprehensive bicycle network,
6. Coordination with County Transit.
7. Submitting the following list of project and cost to TCAG and Caltrans for consideration under further grant funding opportunities.

Measure R

Bike/Transit/Environmental Projects (14% of Measure R Funding)

On November 7, 2006, the voters of Tulare County approved Measure R, imposing a ½ cent sales tax for transportation within the incorporated and unincorporated area of Tulare County for the next 30 years. The transportation measure will generate slightly more than \$652 million over 30 years to Tulare County's transportation needs.

The Goals of Measure R include air quality improvement efforts that will be addressed in the Measure R Expenditure Plan through the Transit/Bike/Environmental Program, which includes funding for transit, bike, and pedestrian environmental projects. The goal of this program is to expand or enhance public transit programs that address the transit dependent population, improve mobility through the construction of bike lanes, and have a demonstrated ability to get people out of their cars and improve air quality and the environment.

Active Transportation Program (ATP)

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation.

Citizen Feedback

Public Outreach Efforts

The purpose public workshops or community meetings is to engage in discussions with local residents and business owners regarding specific topics, e.g., transportation related improvements. Public outreach efforts were held in several formats including formally and informally. Formal community meetings were held at local schools, community service districts/public utility districts (CSDs/PUDs), town council forums and other well-known locations. Informal meetings were conducted with individual business or property owners associated to specific access concerns or other issues.

Publicity for meeting times and locations generally consisted of newspaper releases, local newsletter informational items, citizens distributing fliers, handing out bi-lingual fliers to school children to be given to the student's guardian, posting fliers at local community businesses, local school board meeting agendas, area congressional office and non-profit agency assistance, local senior centers and health clinics (if applicable), email and other forms of communication. Formal public meetings were held in the various communities shown below. A summary of additional information – Tulare County Resource Management Agency Complete Streets and Community Plan Outreach (2015) – is located in Appendix G.

Strathmore Public Meetings

- Complete Streets Meeting January 20, 2015
- Complete Streets Meeting February 9, 2015
- Complete Streets Meeting March 9, 2015
- Complete Streets Meeting April 13, 2015

Community feedback was gathered at the January and February meetings and incorporated into the design of the Complete Street Plans and further discussed in the March and April, 2015 meetings to receive further community feedback. These designs were edited to include feasible improvements and cost estimates were assigned to each project within the respective community for each study roadway segment.

Design Facilities

Improvement Standards

The purpose public workshops or community meetings is to engage in discussions with local residents and business owners regarding specific topics, e.g., transportation related improvements. Transportation related facilities for public use are built within existing right of way (R/W) owned by a public agency, e.g., county, city or state. Within this R/W is a standard cross section, which is a term that is used to define the configuration of existing or proposed roadways at right angles to the centerline (CL). Typical sections show the width, thickness and descriptions of the pavement section, as well as the geometrics of the graded roadbed, side improvements and side slopes.

In Tulare County, the two most common cross sections are shown for two or four lane roads, varying in width based upon the number of lanes, parking, sidewalks, shoulders, bike lanes, etc. Figure 1 shows the cross section for two lane roads and Figure 2 identifies a typical four lane cross section.

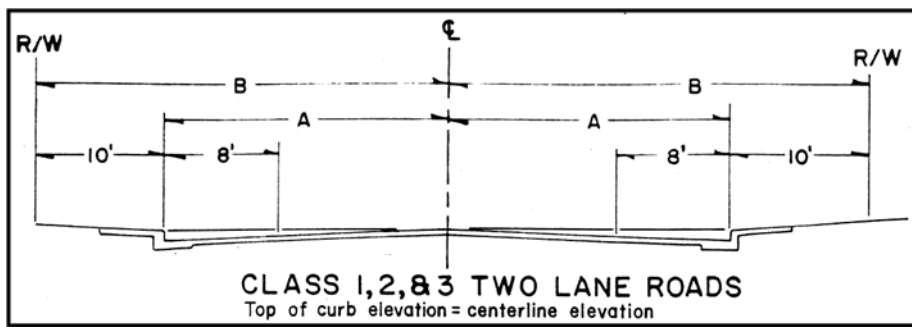


Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads

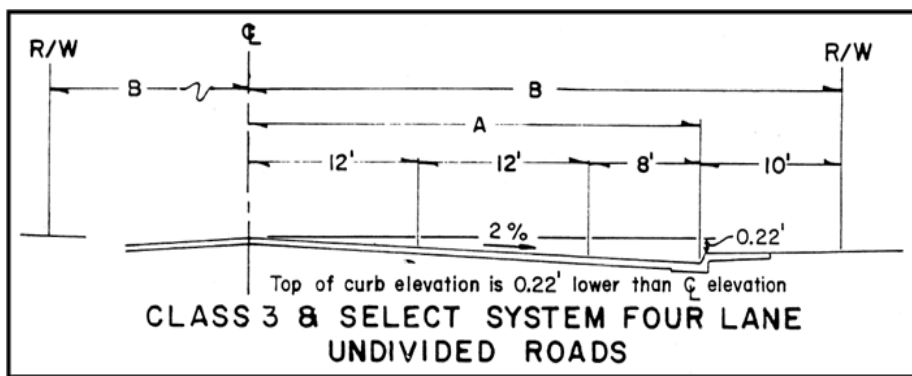


Figure 2 - Tulare County Class 3 Four Lane Road

Tulare County Pavement Management System

Pavement Management

Pavement management is the process of planning the maintenance and repair of a network of roadways or other paved facilities in order to optimize pavement conditions over the entire network. Pavement management incorporates life cycle costs into a more systematic approach to minor and major road maintenance and reconstruction projects. The needs of the entire network as well as budget projections are considered before projects are executed. Pavement management encompasses the many aspects and tasks needed to maintain a quality pavement inventory, and ensure that the overall condition of the road network can be sustained at desired levels.

Pavement Management System

The Tulare County Pavement Management System (PMS) is a planning tool used to aid pavement management decisions. PMS software programs model future pavement deterioration due to traffic and weather, and recommend maintenance and repairs to the road's pavement based on the type and age of the pavement and various measures of existing pavement quality. Measurements can be made by persons on the ground, visually from a moving vehicle, or using automated sensors mounted to a vehicle. PMS software assists RMA staff to create composite pavement quality rankings based on pavement quality measures on roads or road sections. Recommendations are usually biased towards preventive maintenance, rather than allowing a road to deteriorate until it needs more extensive reconstruction.

Typical tasks performed by Tulare County PMS include:

- Inventory pavement conditions, identifying good, fair and poor pavements;
- Assign importance ratings for road segments, based on traffic volumes, road functional class, and community demand;
- Schedule maintenance of good roads to keep them in good condition; and,
- Schedule repairs of poor and fair pavements as remaining available funding allows.

Research has shown that it is far less expensive to keep a road in good condition than it is to repair it once it has deteriorated. This is why pavement management systems place the priority on preventive maintenance of roads in good condition, rather than reconstructing roads in poor condition. In terms of lifetime cost and long term pavement conditions, this will result in better system performance.

The County is proposing a Road Maintenance Plan (see Appendix D) for the community of Strathmore that is a result of the PMS.

Projects

Complete Streets Project Plans

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

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

- 1) Avenue 198 from Orange Belt Drive to Road 230
 - a. Sidewalk
 - b. Curb and Gutter
 - c. Drainage
 - d. Lighting
 - e. To be place on Measure R Complete Streets
- 2) Orange Belt Drive from Avenue 196 to Avenue 198 to include:
 - a. Sidewalk
 - b. Curb and Gutter
 - c. Drainage
 - d. Lighting
 - e. To be placed on Measure R Complete Streets
- 3) Avenue 196 from Orange Belt Drive to Road 230 to include:
 - a. Sidewalk
 - b. Curb and Gutter
 - c. Drainage
 - d. Lighting
 - e. Bike Route (Class III facility)
 - f. To be placed on Measure R Complete Streets
- 4) Road 230 from Avenue 196 to Avenue 198 to include:
 - a. Sidewalk
 - b. Curb and Gutter
 - c. Drainage
 - d. Lighting
 - e. To be placed on Measure R Complete Streets
- 5) Meredith from Harper Ave. to Avenue 194 to include:
 - a. Sidewalk
 - b. Curb and Gutter
 - c. Drainage
 - d. Lighting
 - e. To be placed on Measure R Complete Streets

Complete Streets Funding Opportunities

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


Cost Estimates

Detailed cost estimates are included in the Appendix E.

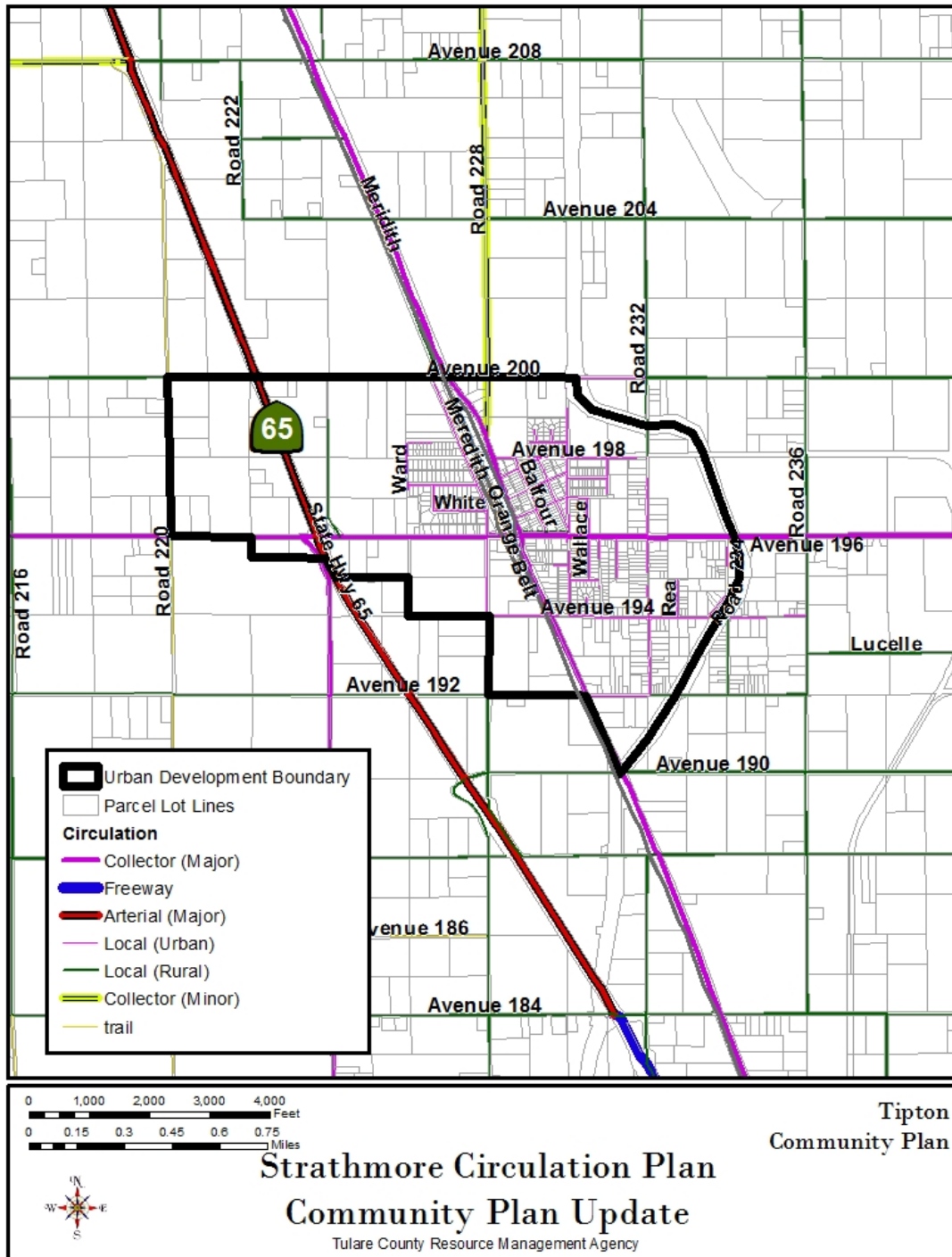


Appendix A –

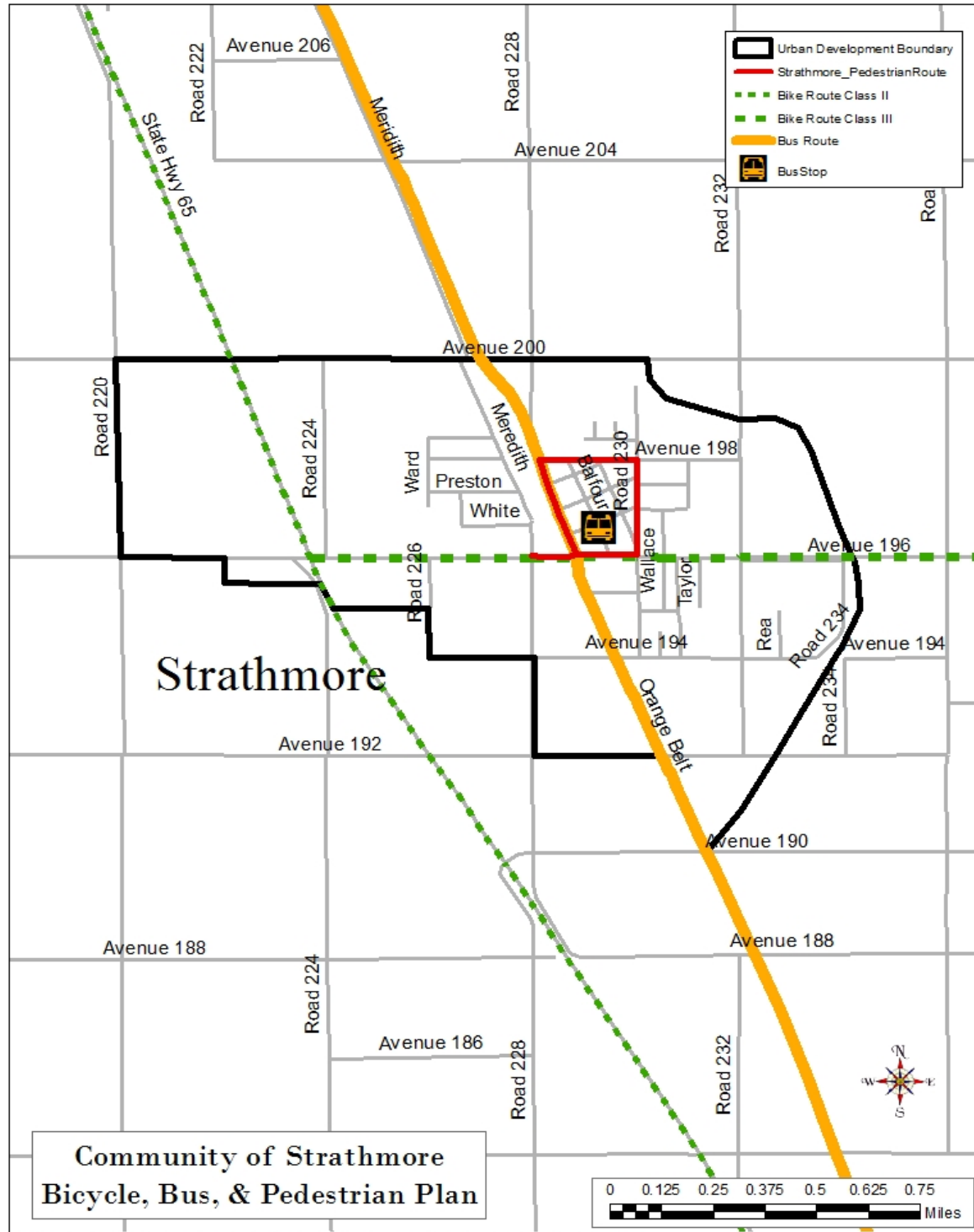
Proposed Complete Streets Projects

- 1) Avenue 198 from Orange Belt Drive to Road 230
 - a. Sidewalk
 - b. Curb and Gutter
 - c. Drainage
 - d. Lighting
 - e. To be place on Measure R Complete Streets
 - 2) Orange Belt Drive from Avenue 196 to Avenue 198 to include:
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 - e. To be placed on Measure R Complete Streets
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 - e. Bike Route (Class III facility)
 - f. To be placed on Measure R Complete Streets
 - 4) Road 230 from Avenue 196 to Avenue 198 to include:
 - a. Sidewalk
 - b. Curb and Gutter
 - c. Drainage
 - d. Lighting
 - e. To be placed on Measure R Complete Streets
 - 5) Meredith from Ward to Avenue 194 to include:
 - a. Sidewalk
 - b. Curb and Gutter
 - c. Drainage
 - d. Lighting
 - e. To be placed on Measure R Complete Streets
- 

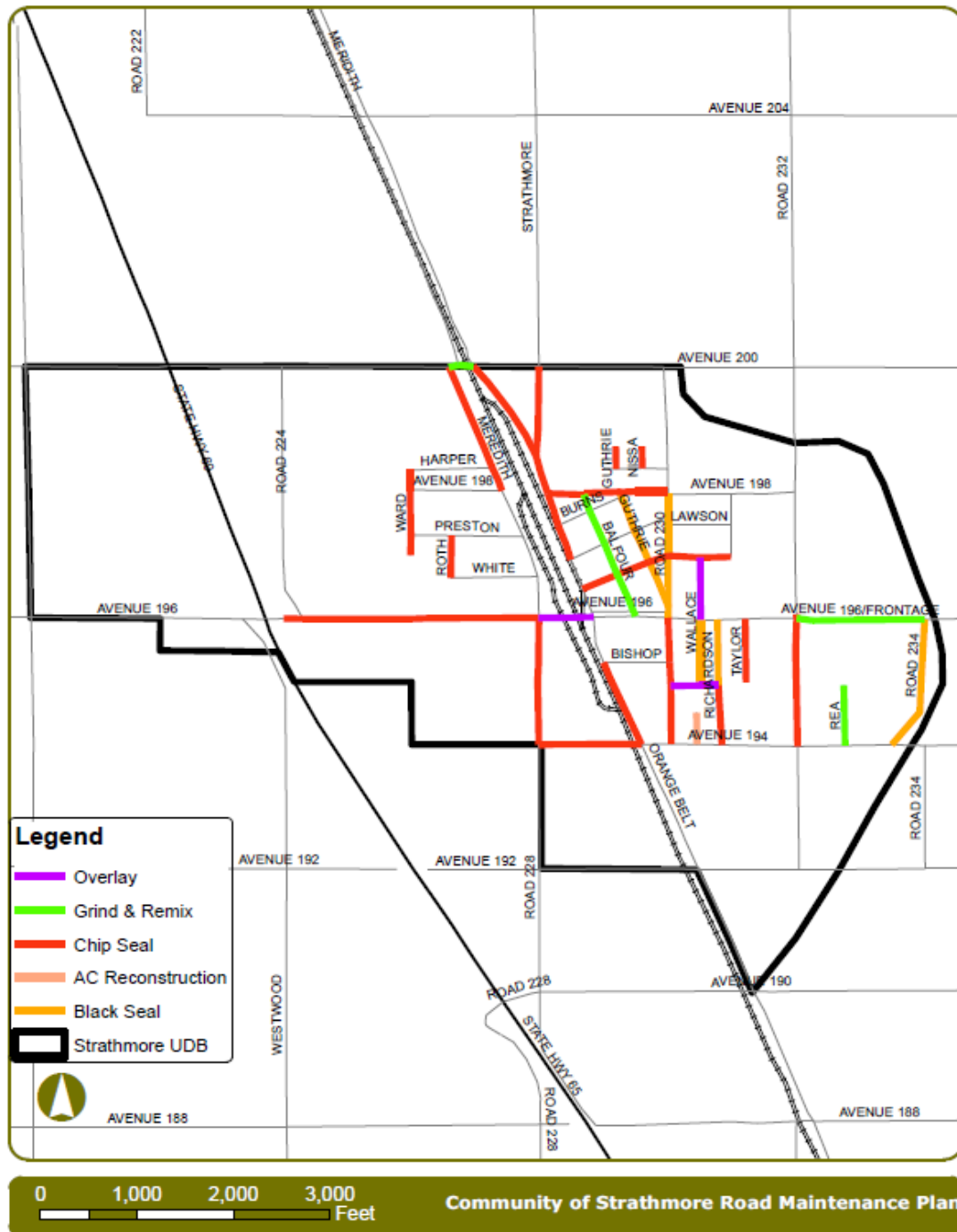
Appendix B – Circulation Plan



Appendix C – Bicycle, Bus, and Pedestrian Plan



Appendix D – Road Maintenance Plan



Appendix E

Cost Estimates for Strathmore

PRELIMINARY COST ESTIMATE (30-Percent)						
Strathmore Complete Street Improvements				Date:	10/21/2015	
County of Tulare						
Construction						
ITEM NO	(F)	ITEM DESCRIPTION	UNIT OF MEASURE	ESTIMATED QUANTITY	ITEM PRICE	TOTAL
1	-	MOBILIZATION	LS	1	\$ 55 000.00	\$ 55 000
2	-	JOB SITE MANAGEMENT	LS	1	\$ 8 000.00	\$ 8 000
3	-	WATER POLLUTION CONTROL PROGRAM	LS	1	\$ 4 500.00	\$ 4 500
4	-	CONSTRUCTION AREA SIGNS	LS	1	\$ 7 500.00	\$ 7 500
5	-	TRAFFIC CONTROL SYSTEM	LS	1	\$ 30 000.00	\$ 30 000
6	-	RELOCATE FENCE (CHAIN LINK)	LF	999	\$ 50.00	\$ 49 956
7	-	RELOCATE FENCE (IRON)	LF	242	\$ 90.00	\$ 21 759
8	-	RELOCATE FENCE (BRICK AND IRON)	LF	125	\$ 150.00	\$ 18 788
9	-	RELOCATE FIRE HYDRANT	EA	1	\$ 6 000.00	\$ 6 000
10	-	ADJUST MANHOLE TO GRADE	EA	1	\$ 1 200.00	\$ 1 200
11	-	ADJUST FIRE HYDRANT TO GRADE	EA	1	\$ 5 500.00	\$ 5 500
12	-	ADJUST WATER METER BOX TO GRADE	EA	2	\$ 3 500.00	\$ 7 000
13	-	REMOVE TREE	EA	2	\$ 800.00	\$ 1 600
14	-	REMOVE STORM DRAIN	LF	138	\$ 38.00	\$ 5 244
15	-	SIGN ASSEMBLY "A" AND "B" (NTS)	EA	1	\$ 20 000.00	\$ 20 000
16	-	CLEARING AND GRUBBING	LS	1	\$ 10 000.00	\$ 10 000
17	(F)	ROADWAY EXCAVATION	CY	1 114	\$ 80.00	\$ 88 839
18	(F)	CLASS 2 AGGREGATE BASE	CY	521	\$ 60.00	\$ 31 255
19	-	HOT MIX ASPHALT (TYPE A)	TON	377	\$ 110.00	\$ 41 441
20	-	18" REINFORCED CONCRETE PIPE	LF	88	\$ 110.00	\$ 9 719
21	-	48" MANHOLE	EA	1	\$ 6 000.00	\$ 6 000
22	-	MINOR CONCRETE (MINOR STRUCTURE - TYPE GO INLET)	EA	1	\$ 3 500.00	\$ 3 500
23	-	MINOR CONCRETE (CURB AND GUTTER)	LF	2 458	\$ 25.00	\$ 61 438
24	-	MINOR CONCRETE (VEE GUTTER)	SQFT	802	\$ 10.00	\$ 8 018
25	-	MINOR CONCRETE (SIDEWALK)	SQFT	8 540	\$ 7.00	\$ 59 778
26	-	MINOR CONCRETE (DRIVEWAYS AND CURB RAMPS)	SQFT	2 258	\$ 15.00	\$ 33 869
27	-	DETECTABLE WARNING SURFACE	SQFT	150	\$ 45.00	\$ 6 750
28	-	SIGNING & STRIPING	LS	1	\$ 15 000.00	\$ 15 000
29	-	EROSION CONTROL	LS	1	\$ 5 000.00	\$ 5 000
30	-	MISCELLANEOUS ITEMS	LS	1	\$ 135 200.00	\$ 135 200
Total - Construction Items 1-30						\$ 735 853
Contingency (25%)						\$ 183 963
Recommended Total Construction Budget						\$ 919 816
Non-Construction Related Costs						
ITEM NO	(F)	ITEM DESCRIPTION	UNIT OF MEASURE	ESTIMATED QUANTITY	ITEM PRICE	TOTAL
31	-	Environmental Clearance	% of CON	5%	\$ 735 852.78	\$ 36 793
32	-	Right of Way Acquisition (Capital)	SQFT	2 790	\$ 5.00	\$ 13 948
33	-	Right of Way Acquisition (Support)	PARCEL	3	\$ 5 000.00	\$ 15 000
34	-	Final Engineering Design	% of CON	15%	\$ 735 852.78	\$ 110 378
35	-	Construction Support	% of CON	2%	\$ 735 852.78	\$ 14 717
36	-	Construction Management	% of CON	15%	\$ 735 852.78	\$ 110 378
37	-	Utility Relocations	LS	1	\$ 75 000.00	\$ 75 000
Total - Non-Construction Items 31-37						\$ 376 214
Total Construction & Non-Construction Items						\$1 296 030



Preliminary Cost Estimate (30-Percent)

Orange Belt Dr, Strathmore
Tulare County Complete Streets

6/10/2016
55-7300-14/2144

Construction Costs:

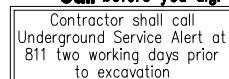
No.	Item Description	Units	Quantity	Unit Cost	Total
1	Job Site Management	LS	1	\$8,000.00	\$8,000.00
2	Construction Area Signs	LS	1	\$7,500.00	\$7,500.00
3	Traffic Control	LS	1	\$30,000.00	\$30,000.00
4	Water Pollution Control Program	LS	1	\$4,500.00	\$4,500.00
5	Remove Traffic Stripe	LF	4670	\$1.00	\$4,670.00
6	Remove Pavement Marking	SQFT	290	\$2.70	\$783.00
7	Remove Roadside Sign	EA	11	\$130.00	\$1,430.00
8	Remove Storm Drain	LF	75	\$230.00	\$17,250.00
9	Remove Culvert	EA	1	\$2,800.00	\$2,800.00
10	Reset Mailbox	EA	1	\$300.00	\$300.00
11	Relocate Fence (Chain Link)	LF	130	\$50.00	\$6,500.00
12	Adjust Inlet	EA	1	\$3,000.00	\$3,000.00
13	Bus Stop Shelter	EA	1	\$5,000.00	\$5,000.00
14	Adjust Fire Hydrant to Grade	EA	1	\$5,500.00	\$5,500.00
15	Relocate Fire Hydrant	EA	3	\$6,000.00	\$18,000.00
16	Adjust Water Valve Frame & Cover to Grade	EA	3	\$1,200.00	\$3,600.00
17	Adjust Water Meter Box to Grade	EA	9	\$800.00	\$7,200.00
18	Adjust Pullbox to Grade	EA	3	\$850.00	\$2,550.00
19	Remove Concete (Curb & Gutter)	LF	2240	\$15.00	\$33,600.00
20	Remove Concrete Sidewalk	SQYD	4810	\$4.50	\$21,645.00
21	Clearing and Grubbing	LS	1	\$10,000.00	\$10,000.00
22	Remove Tree & Planter Box	EA	4	\$1,600.00	\$6,400.00
23	Roadway Excavation (F)	CY	1100	\$60.00	\$66,000.00
24	Wood Mulch	CY	190	\$60.00	\$11,400.00
25	Erosion Control	LS	1	\$5,000.00	\$5,000.00
26	Class 2 Aggregate Base (F)	CY	670	\$60.00	\$40,200.00
27	Hot Mix Asphalt (Type B)	TON	490	\$110.00	\$53,900.00
28	Bus Pad per COV Std TR-5 *	CY	50	\$35,000.00	\$1,750,000.00
29	Roadside Sign - One Post	EA	14	\$250.00	\$3,500.00
30	Paint Curb (2-Coat) (Blue)	SQFT	20	\$20.00	\$400.00
31	18" Reinforced Concrete Pipe	LF	90	\$110.00	\$9,900.00
32	Minor Concrete (Gutter)	CY	10	\$700.00	\$7,000.00
33	Detectable Warning Surface	SQFT	105	\$45.00	\$4,725.00
34	Minor Concrete (Curb and Gutter)	LF	2840	\$25.00	\$71,000.00
35	Minor Concrete (Driveway & Curb Ramps)	SQFT	2040	\$15.00	\$30,600.00
36	Minor Concrete (Sidewalk)	SQFT	20260	\$7.00	\$141,820.00
37	County Drainage Inlet (Std A-27a)	EA	1	\$3,500.00	\$3,500.00
38	Thermoplastic Traffic Stripe	LF	6700	\$1.25	\$8,375.00
39	Thermoplastic Pavement Marking	SQFT	520	\$6.00	\$3,120.00
40	Mobilization	LS	1	\$233,400.00	\$233,400.00
41	Minor/ Supplemental Items	%	25%	\$2,410,668.00	\$602,667.00
	Subtotal (Construction Costs)				\$3,246,735.00
	Construction Contingency			25%	\$811,683.75
	Total Construction Costs				\$4,058,418.75
	Total Construction Budget (Rounded)				\$4,058,500.00

Non-Construction Related Costs:					
No.	Item Description	Units	Quantity	Unit Cost	Total
42	Environmental Clearance	% of CON	5%	\$3,246,800.00	\$162,340.00
43	Right of Way/TCE Acquisition (Capital)	SQFT	1300	\$20.00	\$26,000.00
44	Right of Way/TCE Acquisition (Support)	Parcel	3	\$5,000.00	\$15,000.00
45	Final Engineering Design	% of CON	15%	\$3,246,800.00	\$487,020.00
46	Construction Support	% of CON	2%	\$3,246,800.00	\$64,936.00
47	Construction Management	% of CON	15%	\$3,246,800.00	\$487,020.00
48	Utility Relocations	LS	1	\$50,000.00	\$50,000.00
	Total Non-Construction Related Costs				\$1,292,316.00
	Total Project Capital Cost				\$5,350,816.00
	Rounded				\$5,350,000.00

* See Note 9 in Response To Comments

<u>PAGE</u>	<u>SHEET NO.</u>	<u>DESCRIPTION</u>
1	T1	COVER
2	X1	TYPICAL SECTIONS
3-4	L1-L2	LAYOUT
5-6	C1-C2	CONSTRUCTION DETAILS
7-8	PD1-PD2	SIGNING AND STRIPING PLAN

**PROJECT PLANS FOR CONSTRUCTION OF
STRATHMORE-COMPLETE STREETS POLICY
IN STRATHMORE AND COUNTY OF TULARE
ORANGE BELT DRIVE (FROM NORTH OF AVENUE 196 TO AVENUE 198)**



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

APPROVED BY:		
JABED KHAN, P.E.	TULARE COUNTY RESOURCE MANAGEMENT AGENCY	DATE
APPROVED BY:		
MICHAEL J. WINTON P.E.	PROJECT MANAGER OMNI-MEANS LTD.	DATE

[illegible]

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



Omni•meads
ENGINEERS PLANNERS

With offices in:
SACRAMENTO
WALNUT CREEK
REDDING
SAN LEANDE

WSALA
200 E. Center Ave.
Suite A CA 92391
Visalia,
(559) 734-5895

ORANGE BELT DR—STRATHMORE
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

SCALE	N.T.S
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	NBC
DRAWN	NBC
CHECKED	SMH
FILE	2144T002.DWG
DATE	6-9-16
SHEET No.	

T1

1 OF 8

TYPICAL STRUCTURAL SECTIONS:

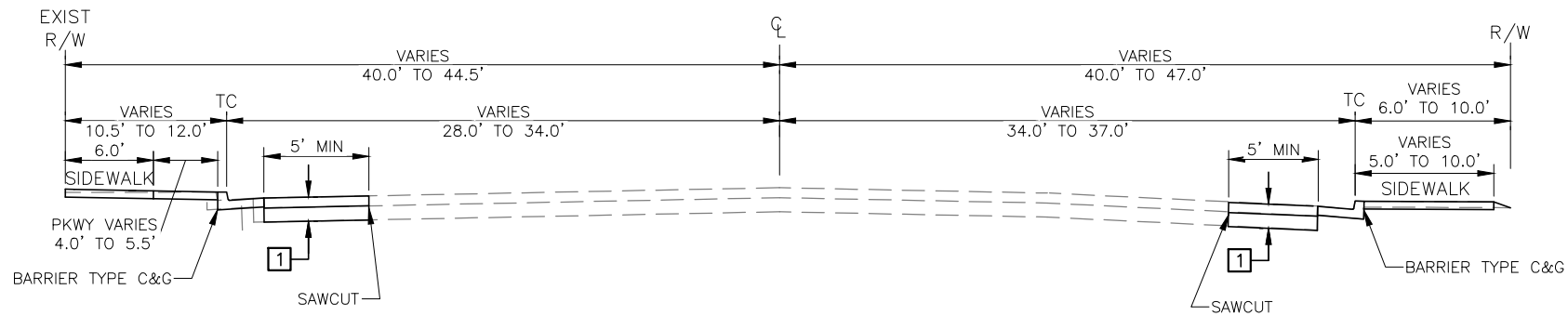
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- 20-YEAR DESIGN

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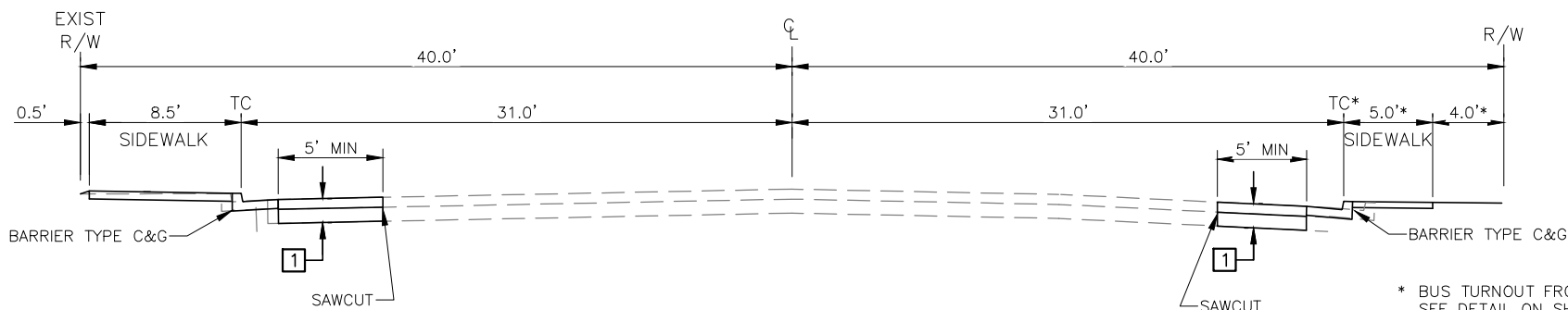
0.40' HMA (TYPE B)

1.15' AB (CLASS 2) (95% RC)

1.00' COMPACTED NATIVE (95% RC)



ORANGE BELT DRIVE
13+12.27 TO 15+16.45



ORANGE BELT DRIVE
3+00 TO 13+12.27

* BUS TURNOUT FROM 7+79.92 TO 9+49.92
SEE DETAIL ON SHEET C2.



REVISIONS		DATE	BY
No.	DESCRIPTION		

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RESOURCE MANAGEMENT
AGENCY

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USALIA
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Suite A
Visalia, CA 93291
(559) 734-5685

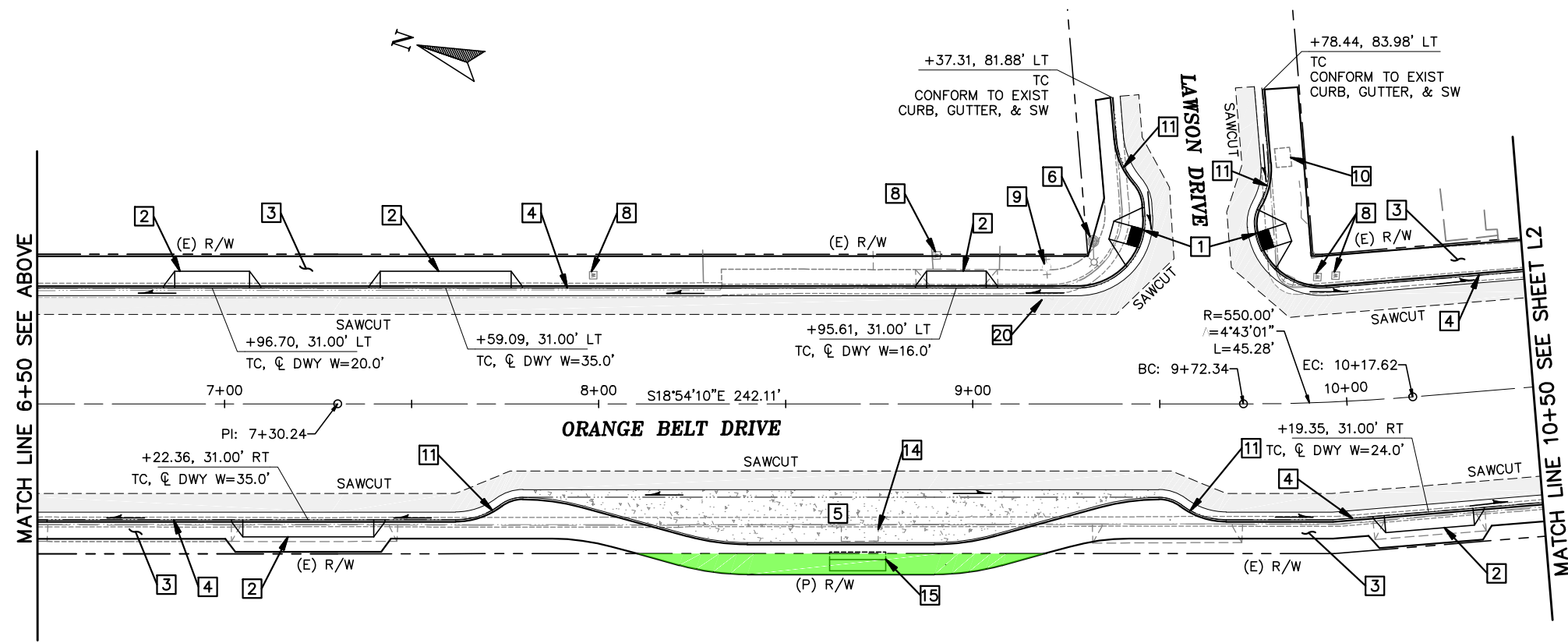
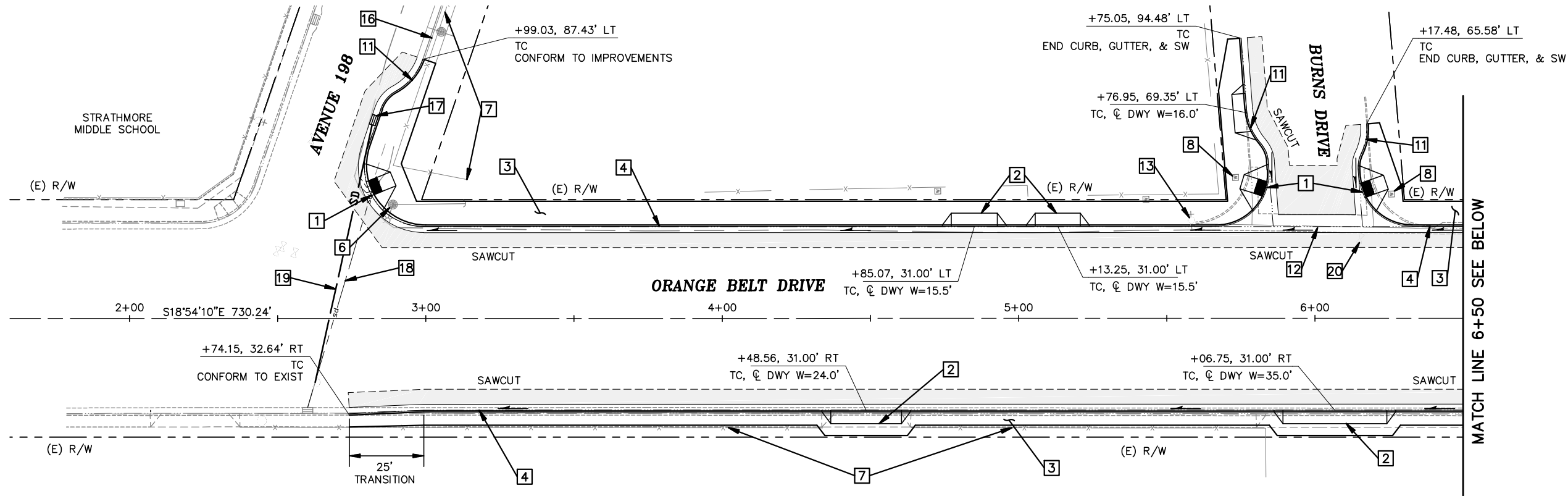
With offices in:
SACRAMENTO
WALNUT CREEK
REDDING
SAN LUIS OBISPO

TYPICAL SECTIONS
ORANGE BELT DR-STRATHMORE
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

SCALE	1"=5'
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	NBC
DRAWN	NBC
CHECKED	SMH
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DATE	6-9-16
SHEET No.	

X1
2 OF 8

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CONSTRUCTION NOTES (THIS SHEET ONLY):

- 1 MODIFIED CASE A CURB RAMP. SEE SHEET C1.
- 2 TULARE COUNTY URBAN DRIVEWAY. SEE SHEET C1.
- 3 SIDEWALK.
- 4 TULARE COUNTY BARRIER TYPE CURB AND GUTTER PER PLATE NO. A-19. SEE SHEET C1.
- 5 BUS TURNOUT PER DETAIL ON SHEET C2.
- 6 RELOCATE UTILITY POLE. (BY OTHERS)
- 7 RELOCATE FENCE (CHAIN LINK) BEHIND SIDEWALK.
- 8 ADJUST WATER METER BOX TO GRADE.
- 9 RELOCATE FIRE HYDRANT.
- 10 REMOVE TREE AND PLANTER BOX.
- 11 CURB EXTENSION. SEE DETAIL ON SHEET C1.
- 12 CONTINUOUS GUTTER CURB RETURN PER DETAIL ON SHEET C1.
- 13 ADJUST FIRE HYDRANT TO GRADE.
- 14 REMOVE BENCH.
- 15 INSTALL BUS SHELTER.
- 16 CONFORM TO COMPLETE STREETS IMPROVEMENT PROJECT - AVE. 198 (BY OTHERS).
- 17 INSTALL DRAIN INLET.
- 18 REMOVE STORM DRAIN & EXIST CULVERT.
- 19 INSTALL 18" REINFORCED CONCRETE PIPE.
- 20 ADJUST WATER VALVE FRAME & COVER TO GRADE.

GENERAL NOTES (ALL L-SHEETS):

1. SEE SIGNING AND STRIPING PLAN FOR EXISTING SIGNS TO BE REMOVED OR RELOCATED

LEGEND:

- ROADWAY CONSTRUCTION
- PROPOSED R/W
- SLOPE ARROW, INDICATES DIRECTION OF FLOW



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

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION



REVISIONS	DATE	BY
No.		

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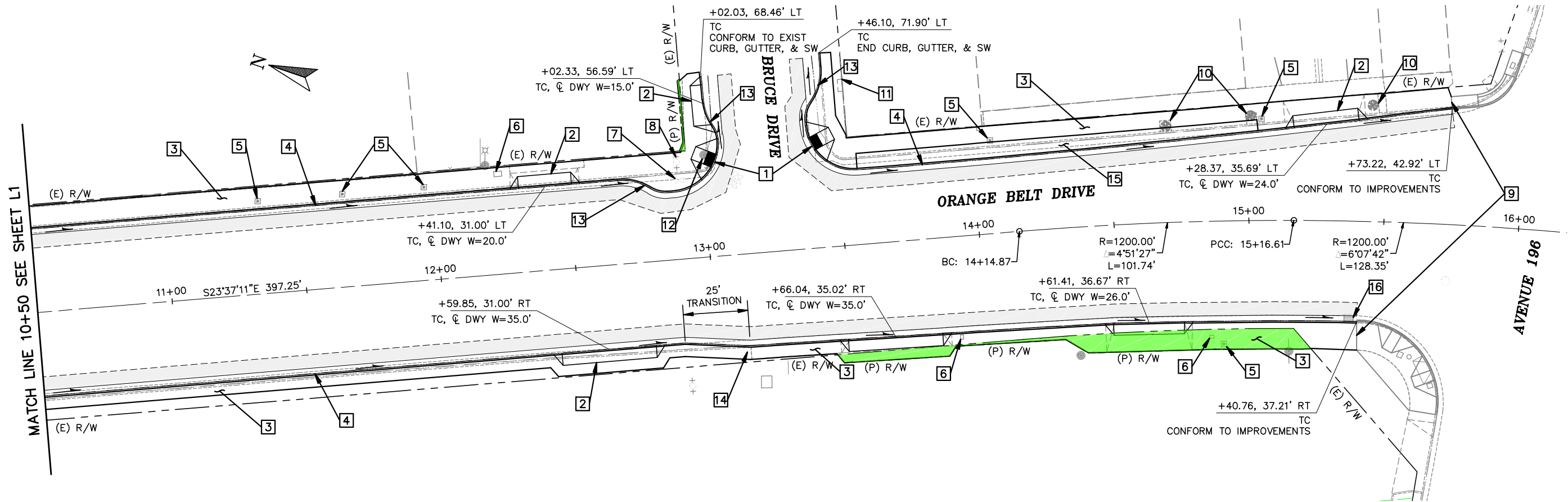


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ENGINEERS PLANNERS
VISALIA
200 E. Center Ave.
Suite A
Visalia, CA 93291
(559) 734-3685

LAYOUT
ORANGE BELT DR-STRATHMORE
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

SCALE	1"=20'
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	NBC
DRAWN	NBC
CHECKED	SMH
FILE	2144L002.DWG
DATE	6-9-16
SHEET No.	

L1
3 OF 8



CONSTRUCTION NOTES (THIS SHEET ONLY):

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- 2 TULARE COUNTY URBAN DRIVEWAY. SEE SHEET C1.
- 3 SIDEWALK.
- 4 TULARE COUNTY BARRIER TYPE CURB AND GUTTER PER PLATE NO. A-19. SEE SHEET C1.
- 5 ADJUST WATER METER BOX TO GRADE.
- 6 ADJUST PULLBOX TO GRADE.
- 7 ADJUST WATER VALVE FRAME & COVER TO GRADE.
- 8 RELOCATE FIRE HYDRANT.
- 9 SIGNAL MODIFICATION IMPROVEMENTS. (BY OTHERS)
- 10 REMOVE TREE AND PLANTER BOX.
- 11 PROTECT IN PLACE BUILDING BASEMENT GRATE.
- 12 RELOCATE UTILITY POLE. (BY OTHERS)
- 13 CURB EXTENSION. SEE SHEET C1.
- 14 RESET MAILBOX.
- 15 PARKWAY.
- 16 ADJUST INLET.

LEGEND:

- ROADWAY CONSTRUCTION
- PROPOSED R/W
- SLOPE ARROW, INDICATES DIRECTION OF FLOW



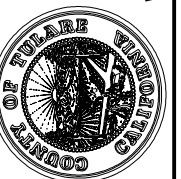
Contractor shall call
Underground Service Alert at
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30% SUBMITTAL
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REVISIONS		DATE	BY
No.	DESCRIPTION		

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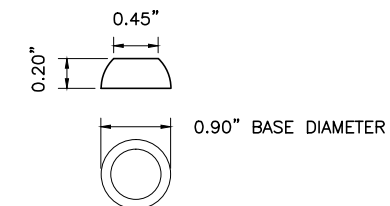
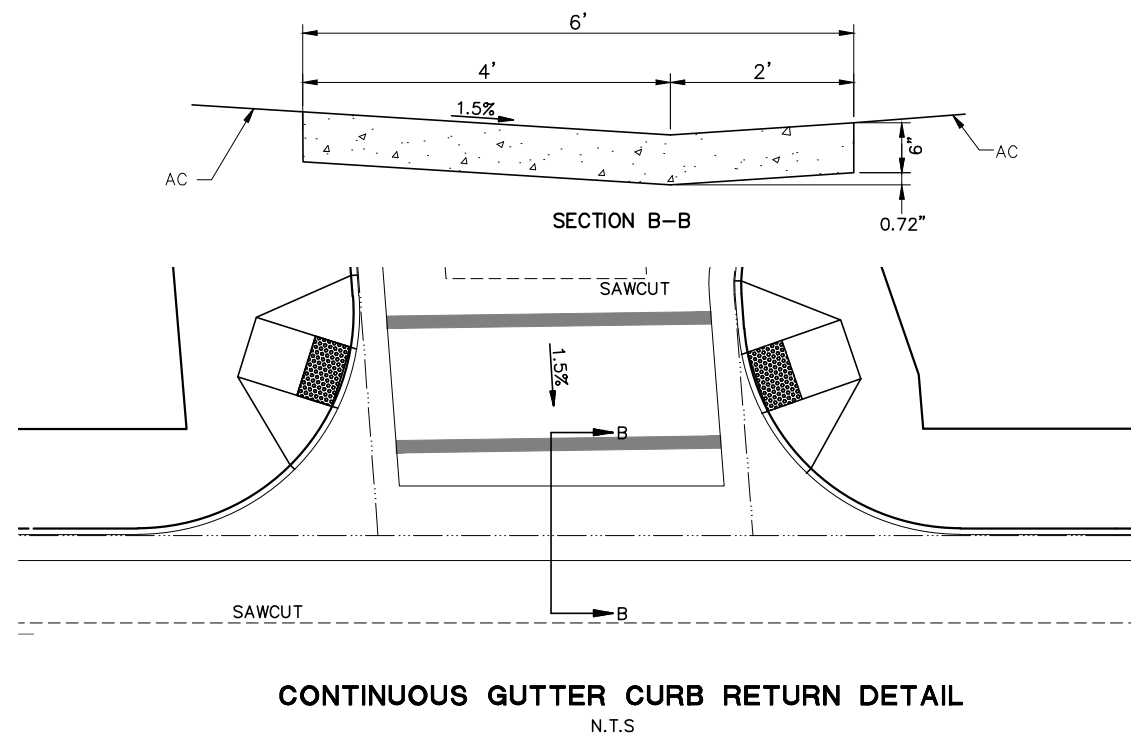
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LAYOUT
ORANGE BELT DR-STRATHMORE
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

SCALE	1"=20'
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DATE	6-9-16
SHEET No.	

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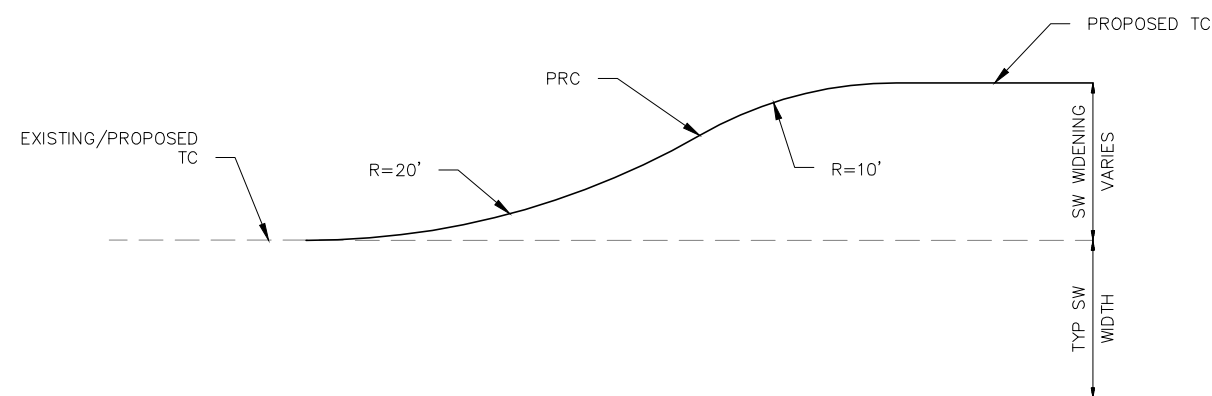
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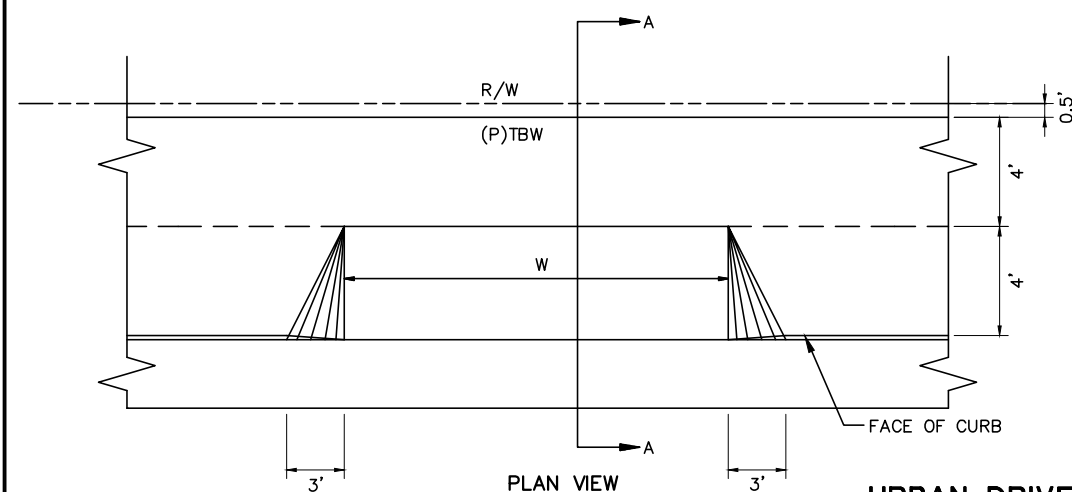
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DETECTABLE WARNING SURFACE DETAIL
N.T.S

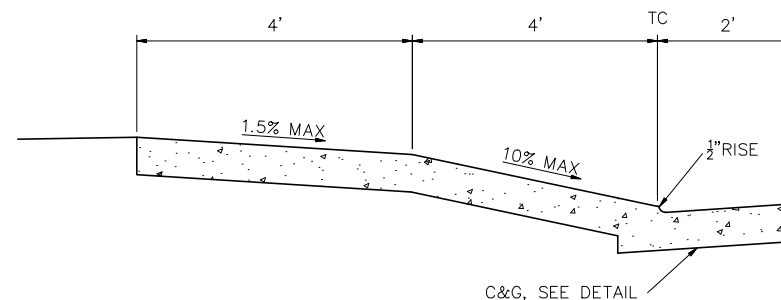
- NOTES:
1. SHALL BE INSTALLED AT THE BOTTOM OF ALL CURB RAMPS.
 2. SHALL BE THE FULL WIDTH OF RAMP AND SHALL BE A MIN. OF 36" IN DEPTH
 3. SHALL BE PREMIXED FEDERAL YELLOW COLORED POLYMER CONCRETE MATERIAL.
 4. ALL DETECTABLE WARNING PANELS INSTALLED WITH NEW IMPROVEMENTS SHALL BE WET SET TYPE/CAST IN PLACE TYPE PANELS.
 5. A 4'-0" WIDE DETECTABLE WARNING SURFACE MAY BE USED ON A 4'-2" WIDE CURB RAMP.
 6. DETECTABLE WARNING SURFACES SHALL CONFORM TO THE REQUIREMENTS IN THE STANDARDS SPECIFICATIONS.



CURB EXTENSION DETAIL
N.T.S



URBAN DRIVEWAY DETAIL
N.T.S



SECTION A-A

- NOTES:
1. ALL CONCRETE SHALL BE MINOR CONCRETE.
 2. BARRIER TYPE CURB AND GUTTER SHALL HAVE A MINIMUM OF 0.15 FEET PER 100 FEET.
 3. AREA BETWEEN BACK OF CURB AND AND PROPERTY LINE SHALL BE BACK FILLED AND SLOPED TO DRAIN TO GUTTER.

BARRIER TYPE CURB & GUTTER DETAIL

SCALE: 1"=1'-0"

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

[illegible]

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



omni • means
ENGINEERS PLANNERS

With offices in:
SACRAMENTO
WALNUT CREEK
REDDING
SAN LOUIS OBISPO

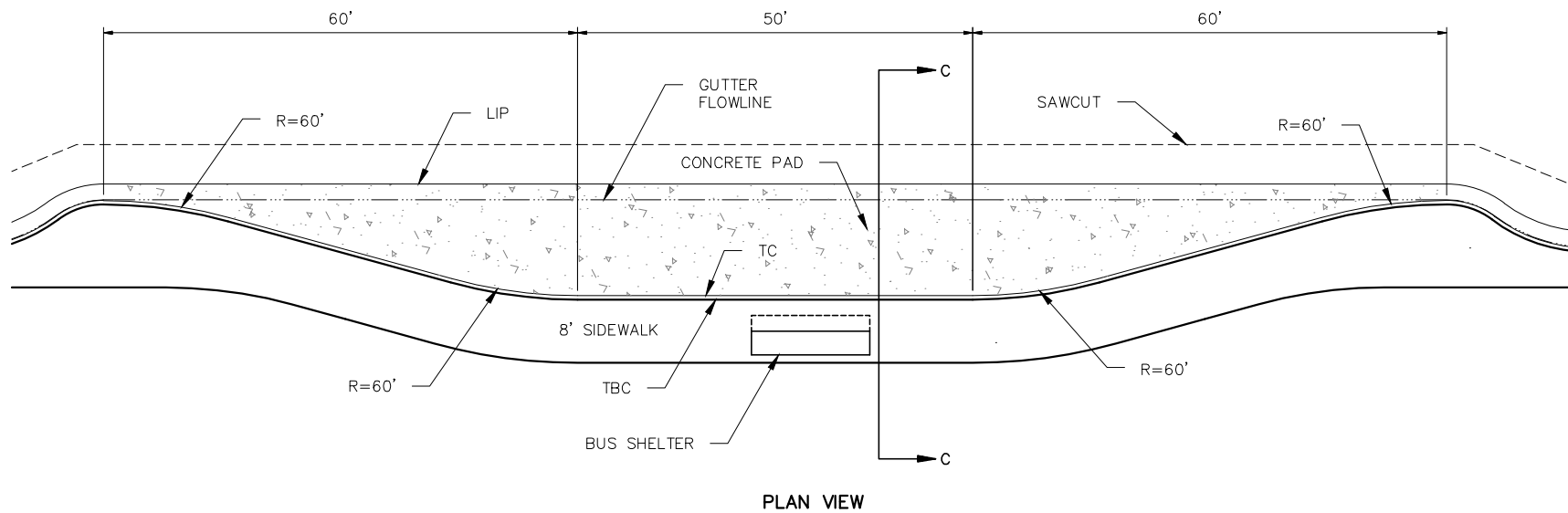
200 E. Center Ave.
Suite A
Visalia, CA 93291
(559) 734-3895

CONSTRUCTION DETAILS
ORANGE BELT DR - STRATHMORE
**TULARE COUNTY
COMPLETE STREETS**
TULARE COUNTY, CA

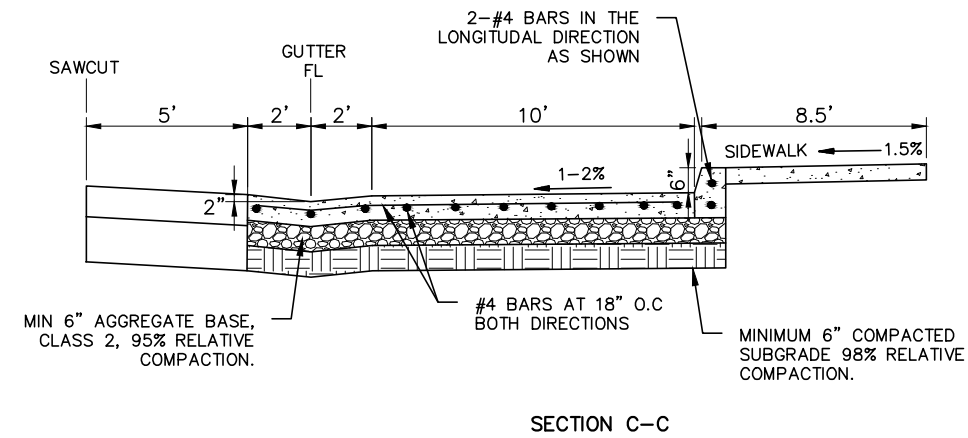
SCALE	AS SHOWN
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	NBC
DRAWN	NBC
CHECKED	SMH
FILE	2144C002.DWG
DATE	6-9-16
SHEET No.	

C1

5 OF 8



BUS TURNOUT DETAIL
N.T.S



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REVISIONS		DATE	BY
No.	DESCRIPTION		

**TULARE COUNTY
RESOURCE MANAGEMENT
AGENCY**

5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
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COUNTY OF TULARE
CALIFORNIA

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ENGINEERS PLANNERS

USALIA
200 E. Center Ave.
Visalia, CA 93291
(559) 734-5685

With offices in:
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WALNUT CREEK
REDDING
SAN LUIS OBISPO

CONSTRUCTION DETAILS
ORANGE BELT DR-STRATHMORE
**TULARE COUNTY
COMPLETE STREETS**
TULARE COUNTY, CA

SCALE	AS SHOWN
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	NBC
DRAWN	NBC
CHECKED	SMH
FILE	2144C002.DWG
DATE	6-9-16
SHEET No.	C2

6 OF 8

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LEGEND (ALL PD-SHEETS)

- #

STRIPING DETAIL NUMBER PER STATE STD PLANS
- CW

THERMOPLASTIC CROSSWALK (CW) PER STATE STD PLANS; 10' WIDE FROM INSIDE TO INSIDE OF MARKINGS
- THERMOPLASTIC TYPE IV (L) MARKING PER STATE STD PLANS
- THERMOPLASTIC TYPE III (L) MARKING PER STATE STD PLANS
- BIKE LANE LEGEND WITH BIKE LANE ARROW MARKINGS PER STATE STD PLANS
- STOP

STOP LEGEND MARKING PER STATE STD PLANS
- SIGNAL

SIGNAL LEGEND MARKING PER STATE STD PLANS
- AHEAD

AHEAD LEGEND MARKING PER STATE STD PLANS
- SCHOOL

SCHOOL LEGEND MARKING PER STATE STD PLANS
- INTERNATIONAL SYMBOL OF ACCESSIBILITY (ISA) MARKING PER STATE STD PLANS

NOTES: (ALL PD-SHEETS)

1.

REMOVE ALL EXISTING STRIPING AND MARKINGS CONFLICTING WITH NEW PAVEMENT DELINEATION.
2.

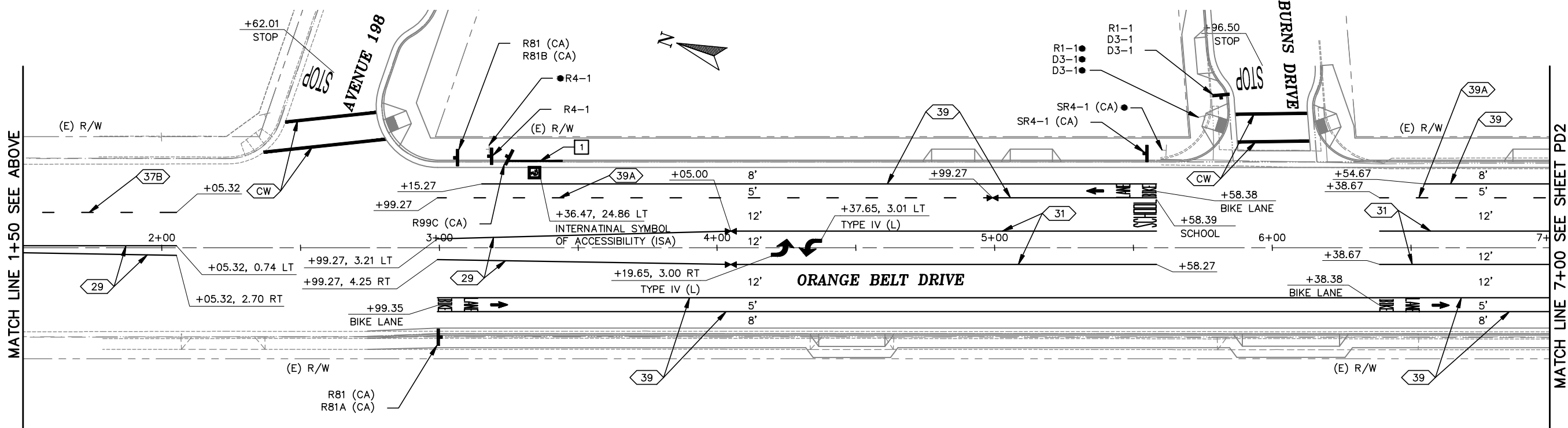
LANE WIDTHS ARE MEASURED TO TOP FACE OF CURB OR STRIPE, WHICH EVER COMES FIRST.
3.

ALL CROSSWALKS SHALL BE 10' WIDE MEASURED FROM INSIDE TO INSIDE OF MARKING.
- LIMIT OF STRIPING PATTERN
- ANGLE POINT
- TANGENT POINT
- EXISTING ONE POST ROADSIDE SIGN
- PROPOSED ONE POST ROADSIDE SIGN
- EXISTING SIGN TO REMAIN
- REMOVE SIGN
- CALIFORNIA SIGN CODE

CONSTRUCTION NOTES (THIS SHEET ONLY):

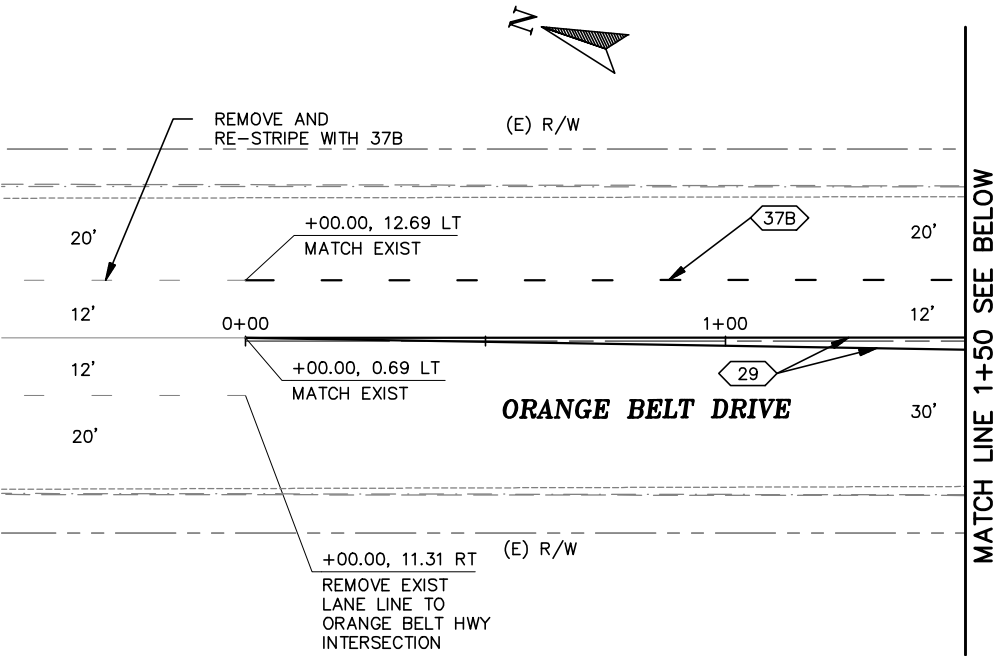
- 1

CURB TO BE PAINTED BLUE FOR 20'



MATCH LINE 1+50 SEE ABOVE

MATCH LINE 7+00 SEE SHEET PD2



MATCH LINE 1+50 SEE BELOW

30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION



REVISIONS

No.	DESCRIPTION	DATE	BY

TULARE COUNTY
RESOURCE MANAGEMENT
AGENCY

5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559) 824-7000
WWW.TULARECOUNTY.CA.GOV/RMA

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ENGINEERS PLANNERS

With offices in:
VISALIA
200 E. Center Ave.
Suite A
Visalia, CA 93291
(559) 734-5885

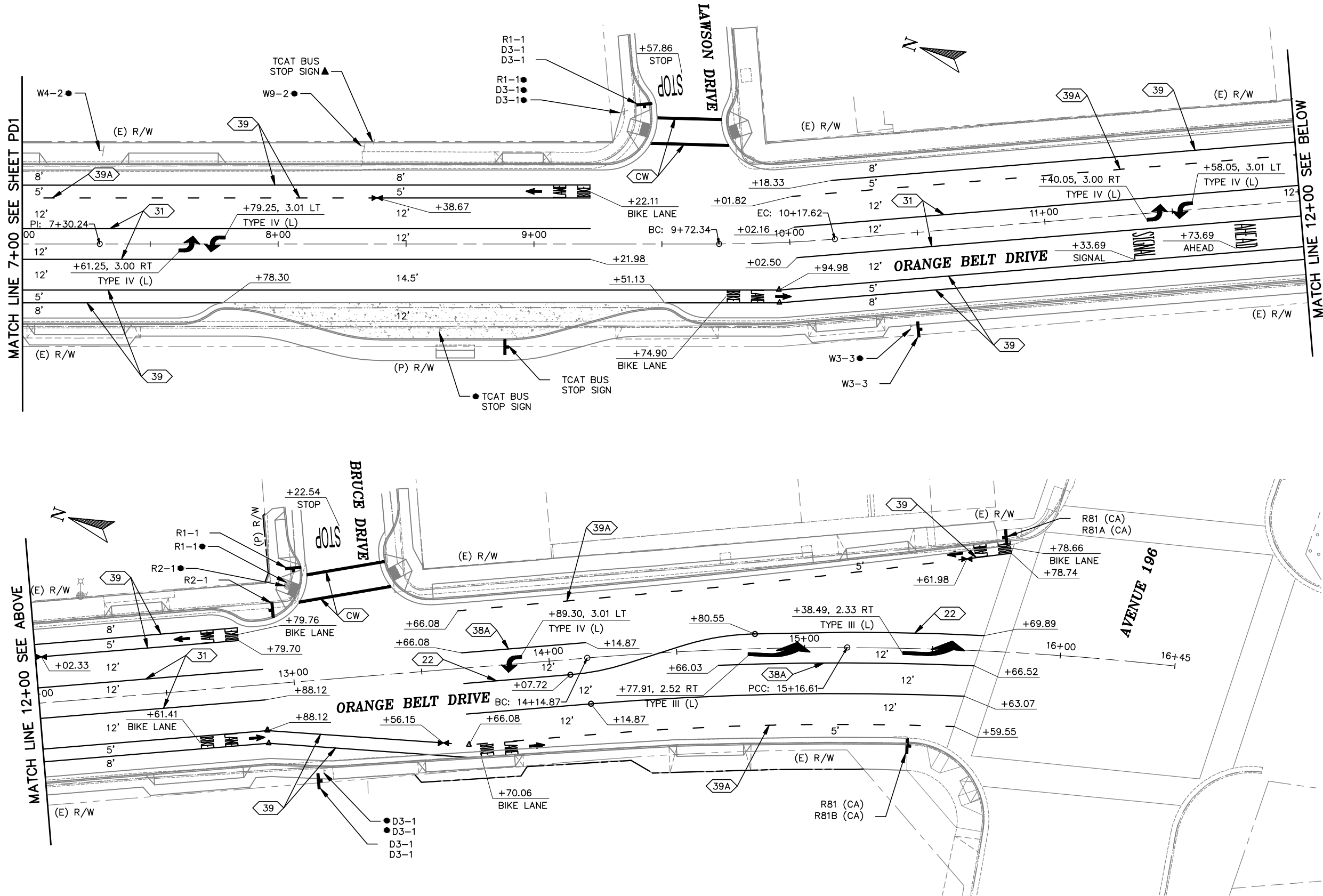
SIGNING AND STRIPING PLAN
ORANGE BELT DR-STRATHMORE
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

SCALE 1"=20'
DIVISION RMA
JOB NO. 55-7300-14
DESIGNED NBC
DRAWN NBC
CHECKED SMH
FILE 2144PD002.DWG
DATE 6-9-16
SHEET No.

PD1

7 OF 8

L:\P\2144\2144PD002.dwg 6/9/2016 10:50:30 AM



MATCH LINE 7+00 SEE SHEET PD1

MATCH LINE 12+00 SEE BELOW

MATCH LINE 12+00 SEE ABOVE

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FOR CONSTRUCTION



REVISIONS	
No.	DESCRIPTION

**TULARE COUNTY
RESOURCE MANAGEMENT
AGENCY**

5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559) 824-7000
WWW.TULARECOUNTY.CA.GOV/RMA

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ENGINEERS PLANNERS

With offices in:
VISALIA
SACRAMENTO
WALNUT CREEK
REDDING
SAN LUIS OBISPO

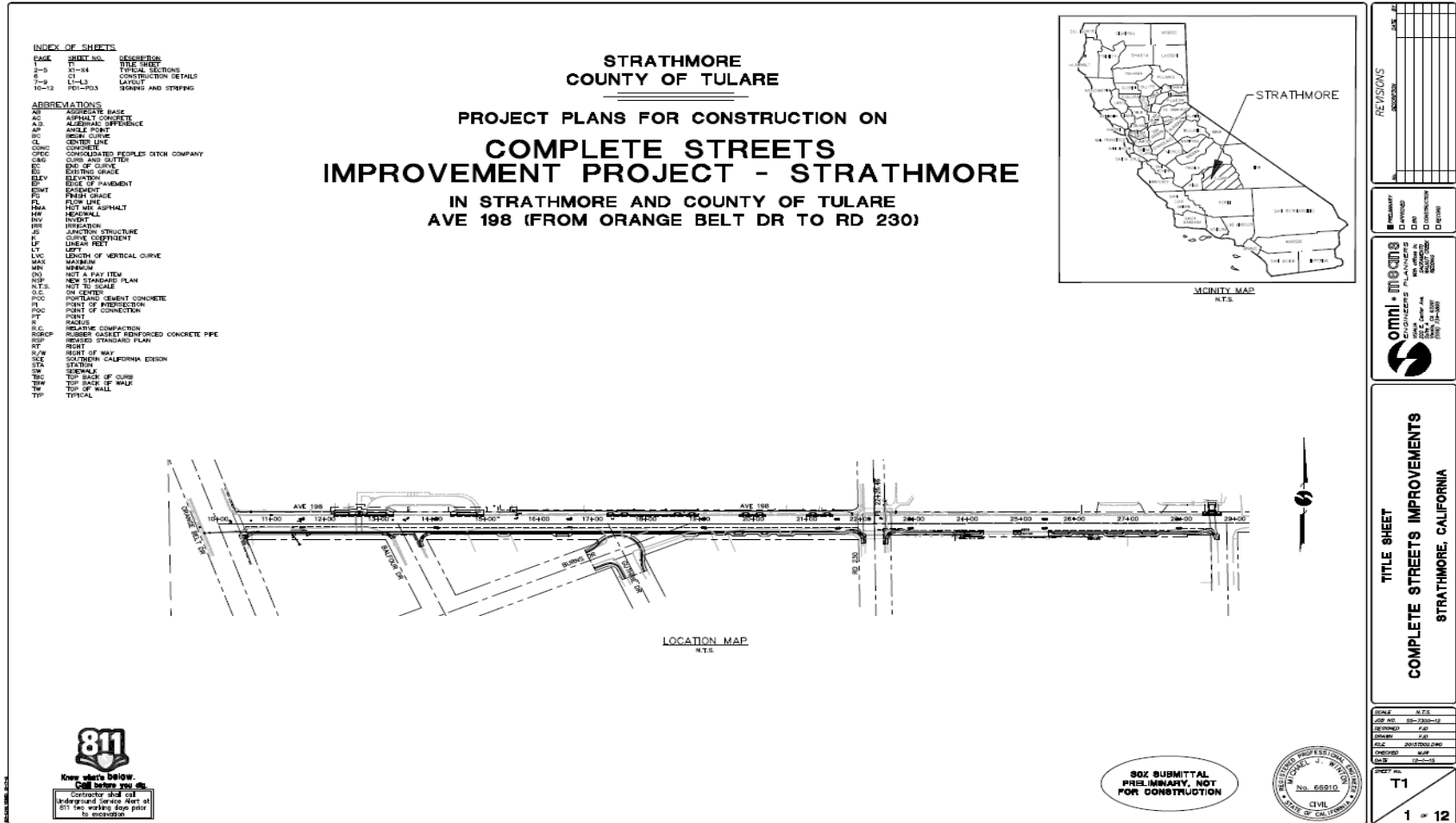
200 E. Center Ave.
Visalia, CA 93291
(559) 734-3685

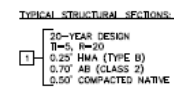
SIGNING AND STRIPING PLAN
ORANGE BELT DR-STRATHMORE
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

SCALE	1"=20'
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	NBC
DRAWN	NBC
CHECKED	SMH
FILE	2144PD002.DWG
DATE	6-9-16
SHEET No.	

Appendix F

Strathmore 30% Submittal Plan Set



[illegible]

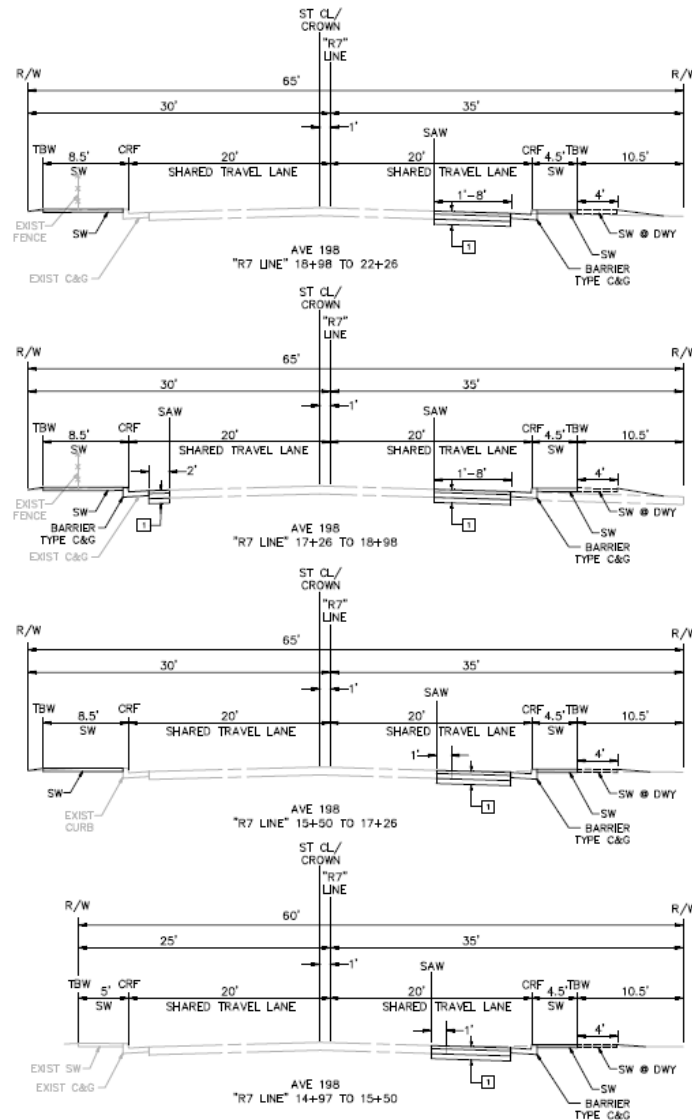
☒ FINAL JUDGMENT
☐ APPROVED
☐ DENIED
☐ CROSS MOTION
☐ RECORD



TYPICAL SECTIONS
COMPLETE STREETS IMPROVEMENTS
STRATHMORE, CALIFORNIA

SCALE	1" = 3'
JOB NO.	SS-7300-12
DESIGNED	FJD
DRAWN	FJD
FILE	20130000.DWG
CHECKED	WAW
DATE	12-1-08

X1
2 of 12



TYPICAL STRUCTURAL SECTIONS:

1 20-YEAR DESIGN
T=5, R=20
0.25' HMA (TYPE B)
0.70' AB (CLASS 2)
0.50' COMPACTED NATIVE

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FOR CONSTRUCTION



REVISIONS	DATE	BY	CHKD

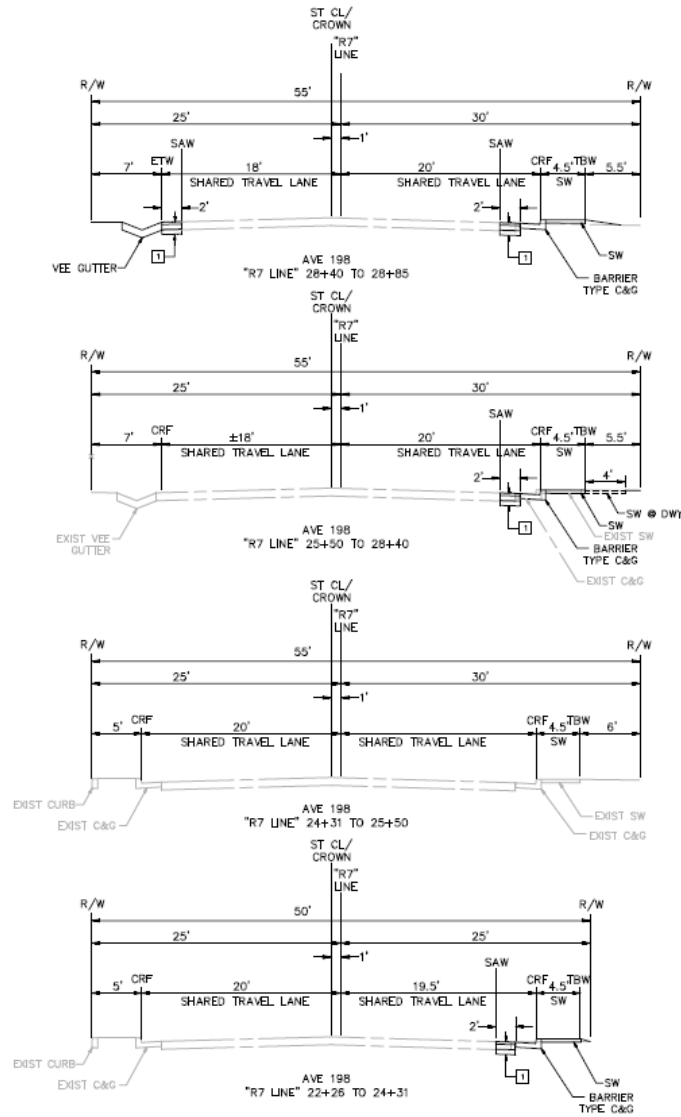
DESIGNED	
CHECKED	
CONSTRUCTED	
DATE	



TYPICAL SECTIONS
COMPLETE STREETS IMPROVEMENTS
STRATHMORE, CALIFORNIA

SCALE	1" = 8'
JOB NO.	20-0000-10
DESIGNED	
CHECKED	
DATE	2020/00/00
DATE	

3 of 12



TYPICAL STRUCTURAL SECTIONS:

25-YEAR DESIGN
T_W=20
0.25' HMA (TYPE B)
0.70' AB (CLASS 2)
0.50' COMPACTED NATIVE

REVISIONS	DATE	BY

omni • engineering

1000 S. GATEWAY AVENUE
SUITE 100
SAN ANTONIO, TEXAS 78205
TEL: 214.591.1000
FAX: 214.591.1001
WWW.OMNI-ENGINEERING.COM

TYPICAL SECTIONS

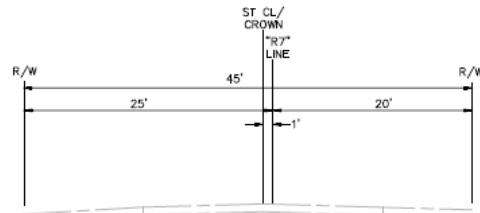
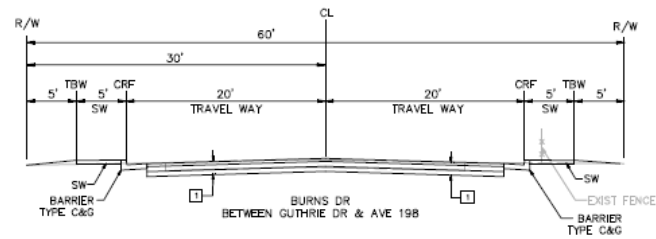
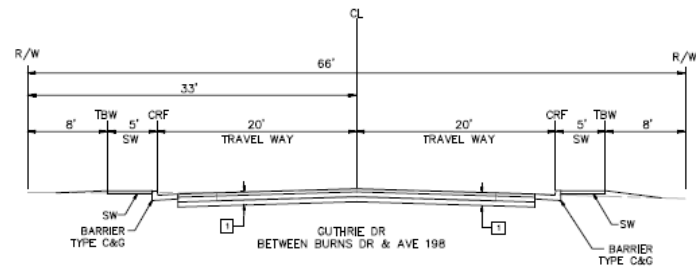
COMPLETE STREETS IMPROVEMENTS

STRATHMORE, CALIFORNIA

DESIGN	1" = 1'
DATE	06-20-2006
DESIGNED	FAB
DRAWN	FAB
CHECKED	SWM
DATE	12-01-06
DRAWN	SWM
DATE	12-01-06
PROJECT NO.	X3
SHEET NO.	4 OF 12

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FOR CONSTRUCTION





AVE 198
"R7 LINE" 28+85 TO 35+42

TYPICAL STRUCTURAL SECTIONS:
 1. 20-YEAR DESIGN
 11-5, R=20
 0.25" HMA (TYPE B)
 0.70" AB (CLASS 2)
 6.50" COMPACTED NATIVE

REVISIONS	DATE



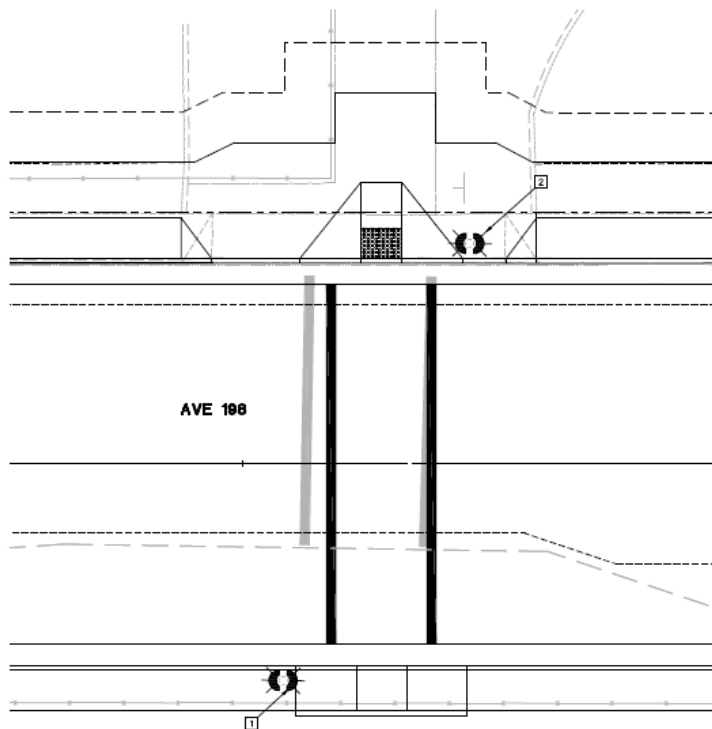
TYPICAL SECTIONS COMPLETE STREETS IMPROVEMENTS STRATHMORE, CALIFORNIA

SCALE	1" = 3'
JOB NO.	20-1000-10
DESIGNED	
DRAWN	
CHECKED	
DATE	10-10-10

SHEET NO.	X4
5 OF 12	

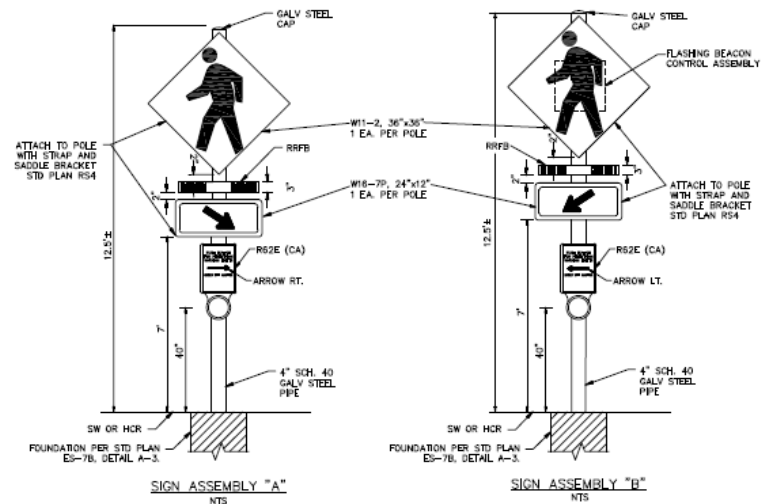
80% SUBMITTAL
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- 1 SIGN ASSEMBLY "A"
2 SIGN ASSEMBLY "B"

RRFB DETAIL
SCALE: 1"=5'



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REVISIONS	
NO.	DESCRIPTION

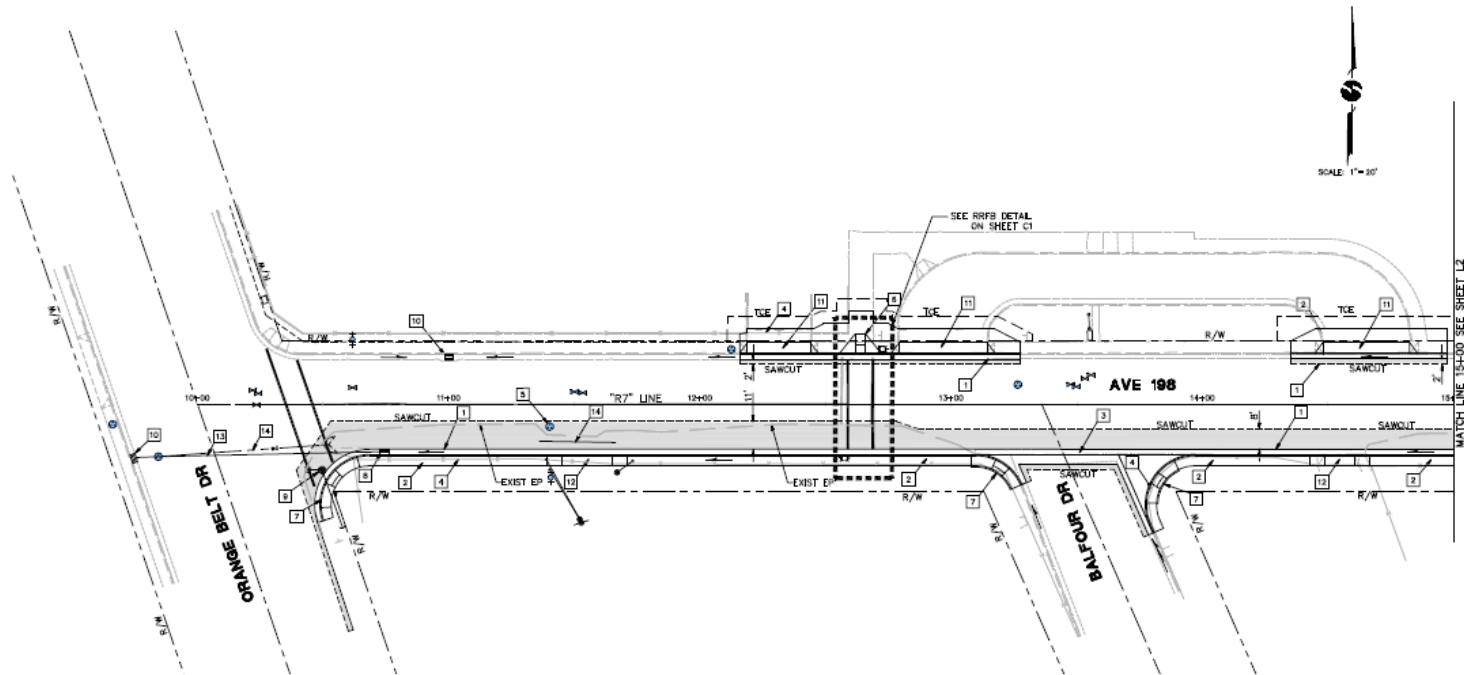
DESIGNED	
CHECKED	
IN CHARGE	
DATE	



CONSTRUCTION DETAILS - RRFB
COMPLETE STREETS IMPROVEMENTS
STRATHMORE, CALIFORNIA

SCALE	1" = 5'
DATE	04-20-2017
DESIGNED	AW
DRAWN	KLB
CHECKED	AW
DATE	02-20-17

PROJECT NO.
C1
6 OF 12



KEYED NOTES (THIS SHEET ONLY)

- | | |
|--------------------------------|----------------------------------|
| 1 C&G. | 8 DRAIN INLET. |
| 2 SIDEWALK. | 9 RELOCATE UTILITY POLE. |
| 3 VALLEY GUTTER. | 10 EXIST DRAIN INLET TO REMAIN. |
| 4 RELOCATE FENCE (CHAIN LINK). | 11 DRIVEWAY. |
| 5 ADJUST MANHOLE TO GRADE. | 12 DEPRESSED DRIVEWAY. |
| 6 CASE A CURB RAMP. | 13 18" REINFORCED CONCRETE PIPE. |
| 7 CASE C CURB RAMP. | 14 REMOVE STORM DRAIN. |

LEGEND

- ROADWAY CONST. SEE TYP CROSS SECTIONS.
 GRADE ARROW, INDICATES DIRECTION OF FLOW.

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REVISIONS	
NO.	DESCRIPTION

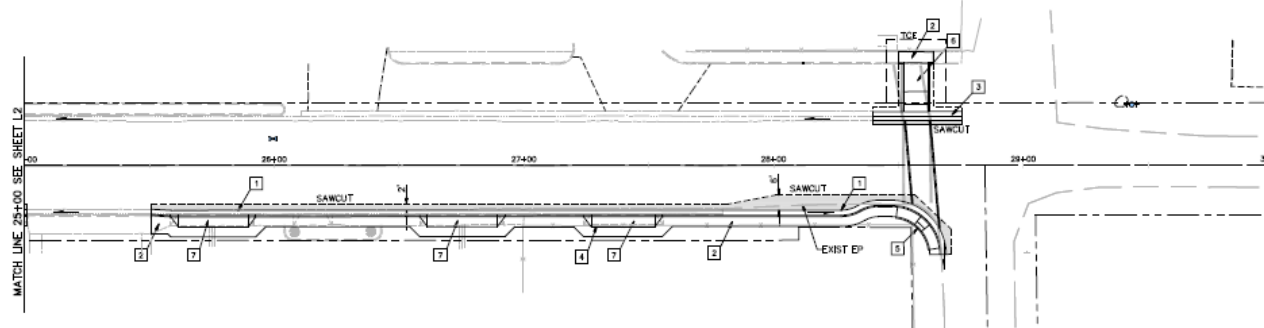
PREPARED BY	DESIGNED BY	CHECKED BY	DATE



LAYOUT
COMPLETE STREETS IMPROVEMENTS
STRATHMORE, CALIFORNIA

SCALE	1"=30'
DATE	08-20-19
DESIGNED	
CHECKED	
DATE	08-20-19

L1
7 of 12



MATCH LINE 29+00 SEE SHEET L2



KEYED NOTES (THIS SHEET ONLY)

- 1 C&G.
- 2 SIDEWALK.
- 3 VEE GUTTER.
- 4 RELOCATE FENCE (CHAIN LINK).
- 5 CASE C CURB RAMP.
- 6 MODIFIED CASE F CURB RAMP.
- 7 DRIVEWAY.

LEGEND

- ROADWAY CONST. SEE TYPE CROSS SECTIONS.
- GRADE ARROW, INDICATES DIRECTION OF FLOW.

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REVISIONS	
NO.	DESCRIPTION

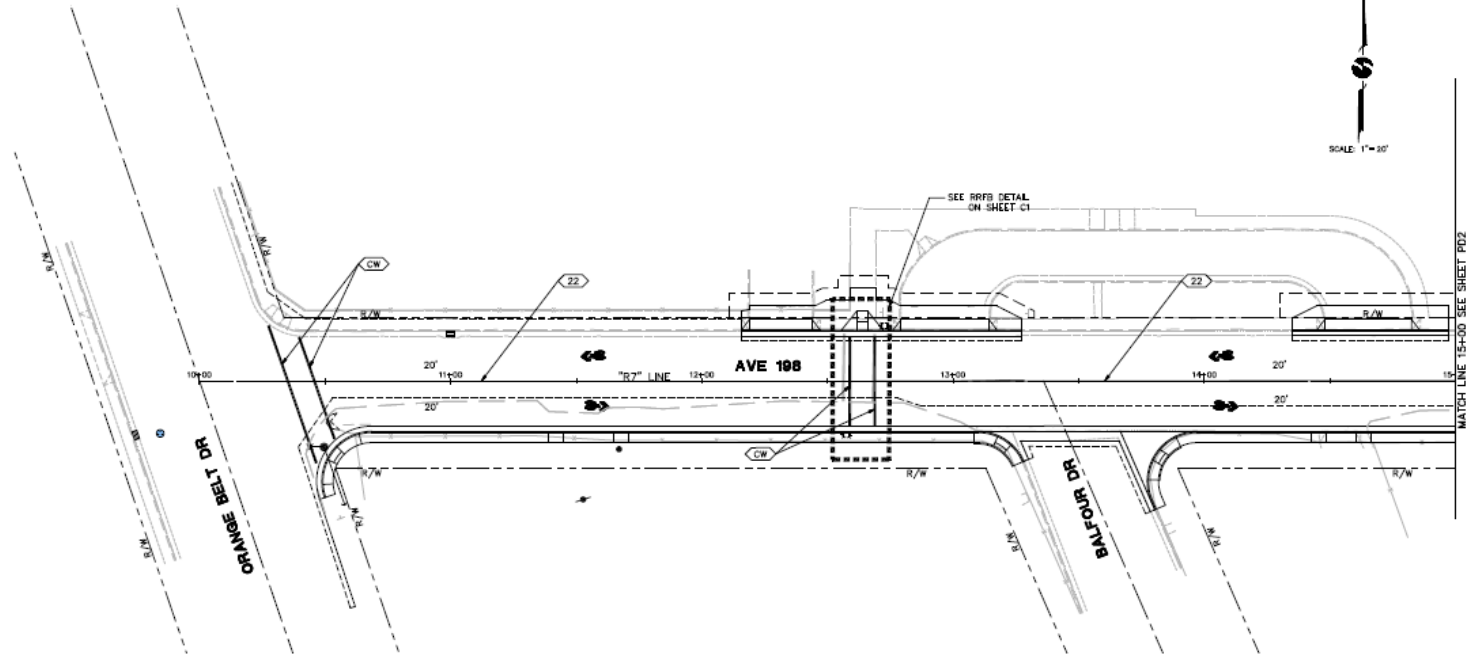
DESIGNED	BY	DATE
CHECKED	BY	DATE
APPROVED	BY	DATE



LAYOUT
COMPLETE STREETS IMPROVEMENTS
STRATHMORE, CALIFORNIA

DATE	12-1-12
JOB NO.	20-1000-12
DESIGNED	FJP
CHECKED	FJP
BY	JOHN WILSON
DATE	12-1-12

SHEET NO.
L3
9 of 12



LEGEND (SHEETS PD1-PD3):

- TRAFFIC STRIPE DETAIL NUMBER
- LIMIT LINE
- EXISTING "STOP" PAVEMENT MARKING
- "STOP" PAVEMENT MARKING PER CALTRANS STD PLAN A240
- EXISTING ROADSIDE SIGN
- ROADSIDE SIGN - ONE POST
- EXISTING SIGN TO REMAIN
- RELOCATE ROADSIDE SIGN
- CALIFORNIA SIGN CODE
- SHARED ROADWAY BICYCLE MARKING PER CALTRANS STD PLAN A24C

GENERAL NOTES:

(FOR SHEETS PD1 THROUGH PD3 ONLY)

1. WORK SHALL BE DONE IN ACCORDANCE WITH THE 2010 EDITION OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD PLANS AND SPECIFICATIONS, THE 2014 EDITION OF THE CALIFORNIA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) AND SIGN SPECIFICATION SHEETS, THE LATEST EDITIONS OF THE TULANE COUNTY STANDARD PLANS AND SPECIFICATIONS, AND THE SPECIAL PROVISIONS.
2. THESE PLANS ARE ACCURATE FOR SIGNING AND STRIPING ONLY.
3. ALL CROSSWALKS SHALL BE 10 FEET WIDE, OUTSIDE EDGE TO OUTSIDE EDGE.

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FOR CONSTRUCTION



REVISIONS	
NO.	DESCRIPTION

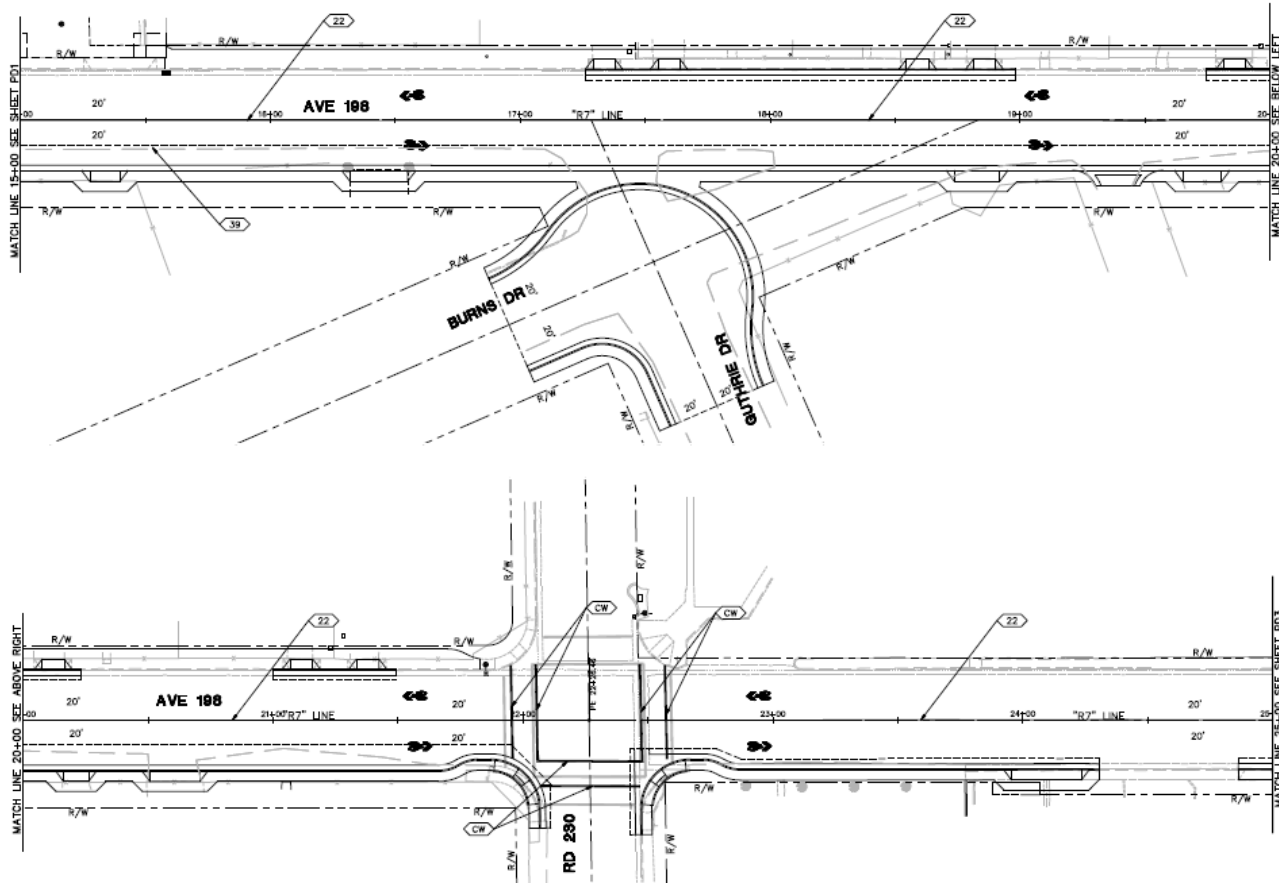
DESIGNED BY	
CHECKED BY	
IN CHARGE	
DATE	



SIGNING AND STRIPING COMPLETE STREETS IMPROVEMENTS STRATHMORE, CALIFORNIA

SCALE	1"=20'
DESIGNED BY	MR. MICHAEL J. RINALDI
CHECKED BY	
IN CHARGE	
DATE	09/28/2016

SHEET NO.
PD1
10 of 12



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REVISIONS

NO.	DATE	BY	REVISION
1	10/1/12	AW	ISSUED FOR PERMIT

DESIGNED	AW
CHECKED	AW
IN CHARGE	AW



SIGNING AND STRIPING
COMPLETE STREETS IMPROVEMENTS
STRATHMORE, CALIFORNIA

SCALE	1" = 20'
JOB NO.	20-2200-12
DESIGNED	AW
DRAWN	AW
IN CHARGE	AW
CHECKED	AW
DATE	10/1/12

SHEET NO.
PD2
11 OF 12



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1994 OFFICE IN
SAN ANTONIO
1212207
1212208

☒ NO ADULTERY

☐ APPROVED

☐ AND

☐ CONSTRUCTION

☐ APPROVED

[illegible]

SCALE 1:200
JOB NO. 55-7355-12
SHEET NO. 43
DATE REV. 4/0
FILE 2010P0002.DWG
DRAWN BY ALP
DATE 10-27-10

Sheet No.
PD3
12 OF **-**



Appendix G –

Complete Streets Outreach

Example of Agenda's for Planning Meeting

Summary **Regular Agenda**

January, 2014, 6:30 p.m.

Strathmore Memorial Building

577 E. Spencer Avenue, Strathmore, CA 93272

**Strathmore Community Council Meeting in conjunction with the Resource Management
Agency**

**Complete Streets Meeting/ Community Plan Kick off Meeting
Strathmore, CA**

**Monday, February 2, 2015
Strathmore Memorial Building
577 E. Spencer Avenue
Strathmore, CA 93272**

Strathmore Community Council

Regular Agenda

March, 2014, 6:30 p.m.

Strathmore Memorial Building

577 E. Spencer Avenue, Strathmore, CA 93272

- I. Call to Order
- II. Invocation
- III. Pledge of Allegiance
- IV. Roll Call



V. Reading and Approval of the Minutes

VI. Treasurer's Report

Bills

Income Receipts

Closing of the Strathmore branch: **Representative from Valley Business Bank**

VII. Introduction of Visitors in Attendance:

VIII. Guest Speakers: Representatives of RMA

Strathmore Community Council

Regular Agenda

April 13, 2014, 6:30 p.m.

Strathmore Memorial Building

577 E. Spencer Avenue, Strathmore, CA 93272

