

**Tulare County Complete Streets
Ducor
Final**

Prepared by:

**Tulare County Resource
Management Agency**



Tulare County Complete Streets – Ducor

Tulare County RMA

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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 greenhouse gas (GHG) emissions reductions efforts to reduce vehicle miles travelled (VMT) set forth under SB 375.

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

Complete Streets Definition

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

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

Complete Streets Attributes

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

Report Outcomes

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

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

These outcomes were achieved by the following:

- (a) *Included all users* namely, pedestrians, bicyclists, transit vehicles and users, and motorists. In drafting this report, all users were invited to comment on how the County could better serve the community. The implementation of complete streets directly shifts the emphasis to lower-carbon (using) modes of transportation. The shift from the gas using automobile to pedestrian and bicycle transport is achieved through the creation of sidewalks, improving sidewalks, and including bike lanes and/or bike routes for a wider range of people to use. The shift to transit is included in improving policies, programs and facilities in the operations of 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 three meetings, wherein the community provided final feedback on the preliminary designs.

Conclusions and Future Funding Opportunities

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

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

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

Implementation

Selection of Communities

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

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

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

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

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

Avenue 56 - Highway 65 to the Ducor Elementary School

As selected as the highest priority, Avenue 56 from Highway 65 to the Ducor Elementary School, the project proposes to install new curb, gutter, sidewalk, at designated intersections, pedestrian ramps, relocate utilities and drainage, and to tie into the existing school frontage plan and design. In the spirit of Safe Routes to School, land uses along this corridor include residential, highway commercial (mini-marts, service stations), with the school and children as the main focus of the safety improvements. **One of the main focuses from the community is installing a crosswalk in front of the school; there was also interest in improving the crosswalk and safety around the intersections of Rd 236 and Ave 56, Carlisle Rd and Ave 56 and on Mt Whitney and Parsons Ave.; there was also interest of installing school zone warning/flashing lights along Ave 56.** 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.

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)
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 is 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 Ducor. Another principle that is being applied is under SB 743, requiring a change to evaluating traffic using Vehicle Miles Traveled verses Level of Service under CEQA analysis, and under AB 32 in reducing Green House Gasses.

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

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

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

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

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

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

Caltrans and Complete Streets

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

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

TCAG in 2014 updated a Regional Bicycle Plan that does not include any bicycle facilities through the Community of Ducor. 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

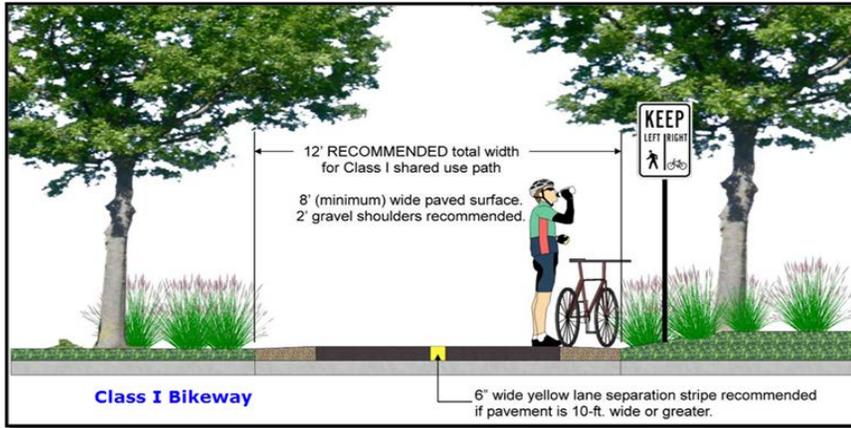
Bicycle facilities consist of Class I, Class II, and Class III facilities as defined below. In Tulare County, this General Plan and the Bicycle Transportation Plan envision a system of bicycle lanes on roadways that will connect the activity centers of the communities to the residents. County has identified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

The 2014 Regional Transportation Plan (adopted June 30, 2014) prepared by the Tulare County Association of Governments (TCAG) provides for a regional bicycle network intended to provide a safe alternative mode of travel. The 2014 RTP identified SR 65 as a proposed Class III Bike Project¹. In Tulare County, bicycle travel is not yet considered a major mode of transportation and bicycles are rarely seen outside of cities and towns. The current bicycle plan provides for connections between the major urban areas and recreation facilities in the County and is expected to be satisfactory for the foreseeable future. The only bike route within or near the community is State Route 65.

¹ TCAG Action Element, TCAG 2014 Regional Transportation Plan. Page 3-89.

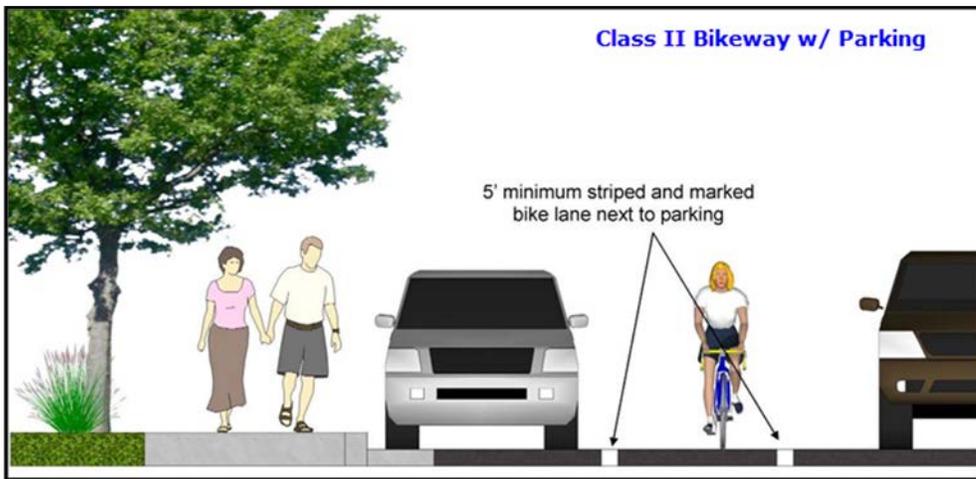
Class I

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). The County is proposing a Class I Facility to connect Ducor to Terra Bella as a "rails to trails" project.



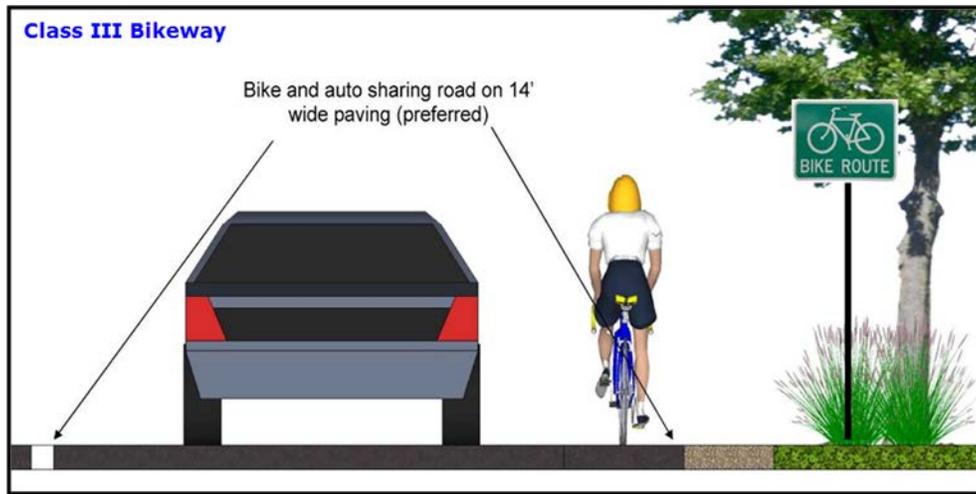
Class II

Bikeway that provides designated lanes for the use of bicycles through the use of striping on the roadway and signage designations for the facility. For the purposes of Complete Streets, the County is proposing Class II bicycle facilities on Ave 56.



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. Formal Class III facilities are not proposed. Although not signed on many local roads in Ducor, 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 (around schools). These designs have been coordinated with the schools application for frontage design improvements for the Ducor Elementary.

Multiuse Trails

Multiuse trails are facilities that can be used by bicycles, pedestrians, equestrians, and other recreational users. The proposed Class 1 Facility will connect Ducor to Terra Bella.

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 Ducor 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)

Public transit is not currently available in Ducor. The only publically accessible provider is a common carrier (Orange Belt Lines). The nearest public transit resources available is in the unincorporated community of Terra Bella (approximately 5 miles north of Ducor) with fixed-route stops at the Fire Station (Terra Bella Avenue at Road 236) and Middle School through Tulare County Transit Agency (TCAT).

The Tulare County Transit Agency (TCAT) operates fixed-route services that link communities with each other and with Visalia and Tulare's urban transit systems. Terra Bella is connected via TCAT Route 50 to Porterville and its transit center. TCAT Porterville-Terra Bella Route 50 provides service to Porterville twice per day, Monday through Friday. In Porterville, transfers can be made to connect to Visalia, Tulare, Lindsay and Strathmore via Route 40 Southeast County and the remainder of the TCAT public transit system. TCAT vehicles are wheelchair accessible and all full size buses include bike racks. As such, public transit is likely to remain a limited option due to fiscal constraints and the high cost of providing services to a community of less than one thousand residents. The low level of auto congestion in Ducor, now and in the future, suggests that driving will continue to be more convenient than transit for those with access to a private car.

Additionally, Tulare County has provided guidance for including transit within facilities. These guidelines should be applied when considering new development to ensure appropriate connectivity and design features to support bus service.

Paratransit Service

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

Park-and-Ride Lots

Park-and-ride lots provide places for people to meet up and carpool to areas outside of the Community. A Park and Ride facility could also provide a compressed natural gas refueling station. As the community's population grows and given the large number of commuters, a park-and-ride location would be best sited near the edges of the Community along Highway 99.

Cost Benefits Analysis, Implementation, and Funding Mechanisms

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

- 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 greenhouse 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%.² 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
Cost of a Fatality	\$4,400,000

Cost of an Injury	
Level A (Severe)	\$221,400
Level B (Moderate)	\$56,500
Level C (Minor)	\$26,900
Cost of Property Damage	\$2,500

Source: California Department of Transportation

² http://www.dot.ca.gov/hq/tpp/offices/eab/benefit_cost/LCBCA-economic_parameters.html

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 of the 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 Ducor Elementary School located at 23761 Avenue 56 in Ducor.

Publicity for meeting times and locations generally consisted of local newsletter informational items, citizens distributing fliers, handing out bilingual fliers to school children to be given to the student's parents (or guardian), posting fliers at local community businesses, local school board meeting agendas, non-profit agency assistance, email and other forms of communication. Formal public meetings were held on the dates listed below. A summary of additional information – Tulare County Resource Management Agency Complete Streets and Community Plan Outreach (2015) – is contained in Appendix G.

Ducor Public Meetings

- January 26, 2015
- February 23, 2015
- July 16, 2015

Community feedback was gathered and incorporated into the design of the Complete Street Plans and the Community Plan Update. These designs were edited to include feasible improvements and cost estimates were assigned to the suggested projects within Ducor 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.

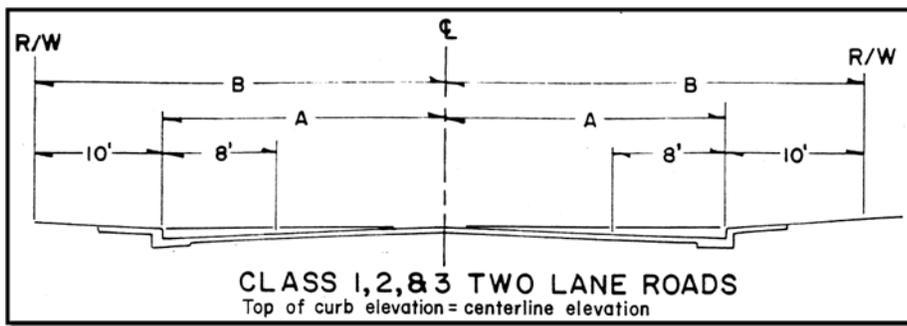


Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads

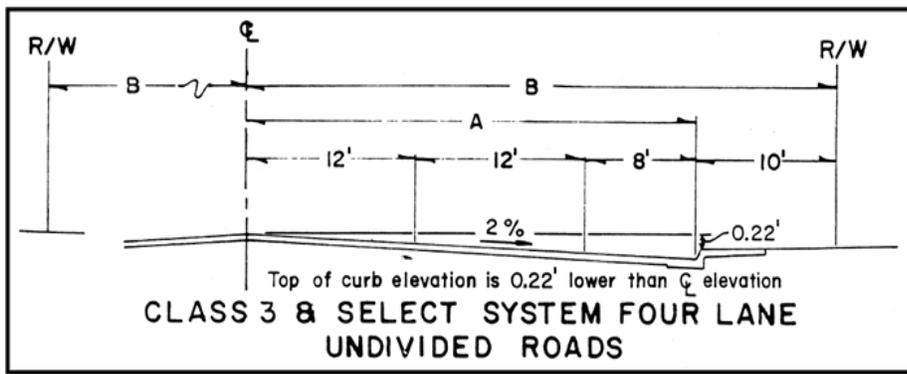


Figure 2 - Tulare County Class 3 Four Lane Road

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 Ducor 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 Ducor. One of these projects has been developed to a 30% design stage and the remaining three projects have been preliminarily scoped and budgetary estimates have been prepared. These five projects were developed to provide the County and various funding agencies with a list of projects to move toward funding, design, and ultimately construction.

Complete Streets Pedestrian Facilities

- (1) Avenue 56 – SR 65 and Connect to the Ducor Elementary Frontage Improvements
Sidewalk, Curb and Gutter (C&G), Drainage, Roadway, Class II bike lane
- (2) Road 236 – Ducor to Terra Bella
Class II bike lane
- (3) Parsons Avenue – Avenue 58 to Carlisle Road
Roadway, Sidewalk, C&G
- (4) Dennis Road – Avenue 55 to Parsons Avenue
Roadway, Sidewalk, C&G
- (5) Road 234 – Avenue 55 to Owen Avenue
New Roadway, Sidewalk, C&G

Complete Streets Funding Opportunities

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

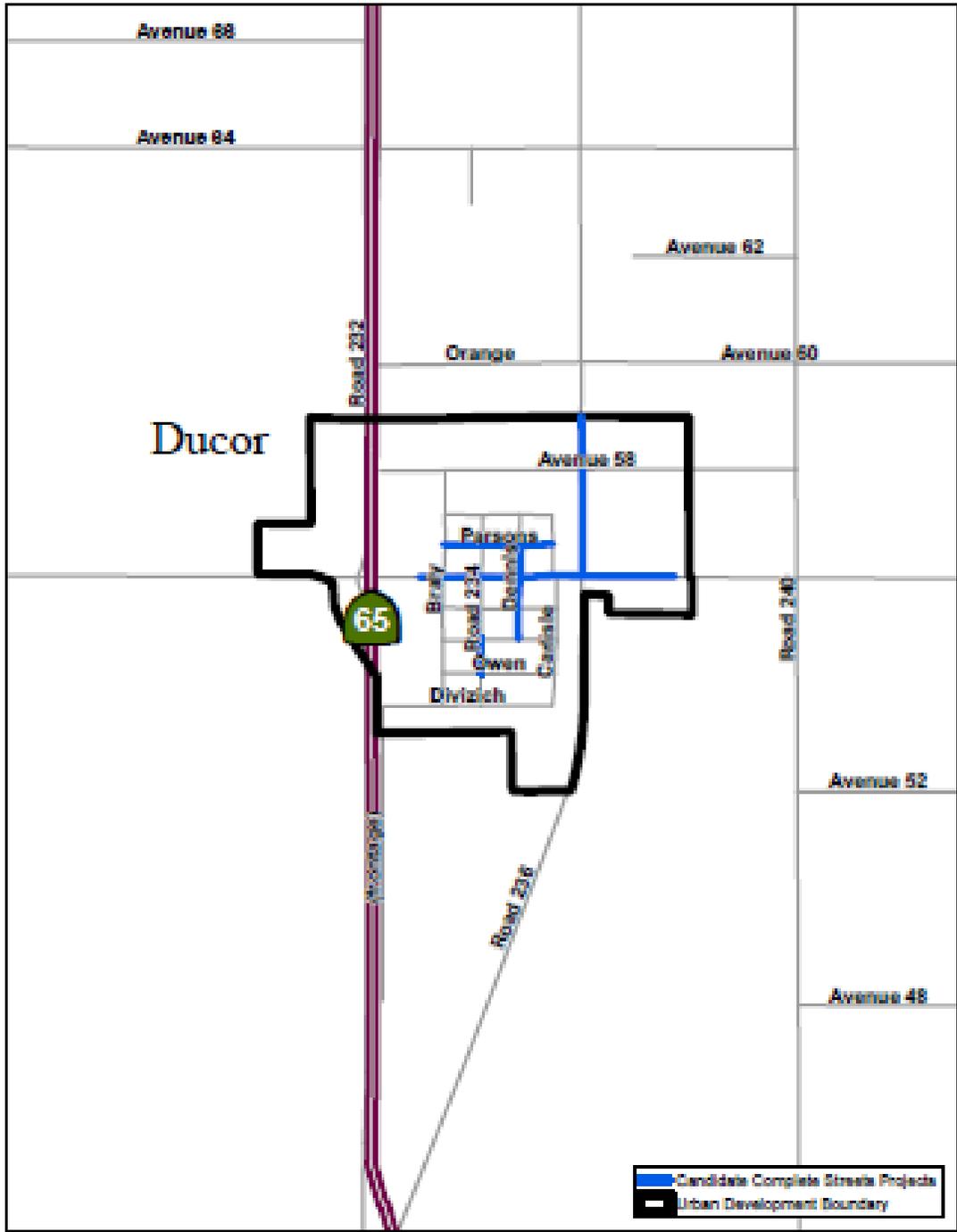
Detailed cost estimates are included in Appendix E.

Appendix A –

Proposed Complete Streets Projects

- (1) Avenue 56 – SR 65 and Connect into the Ducor Elementary School Frontage Improvements
Sidewalk, Curb and Gutter (C&G), Drainage, Roadway, Class II bike lane
- (2) Road 236 – Ducor to Terra Bella
Class II bike lane (proposed as Class I)
- (3) Parsons Avenue – Avenue 58 to Carlisle Road
Roadway, Sidewalk, C&G
- (4) Dennis Road – Avenue 55 to Parsons Avenue
Roadway, Sidewalk, C&G
- (5) Road 234 – Avenue 55 to Owen Avenue
New Roadway, Sidewalk, C&G





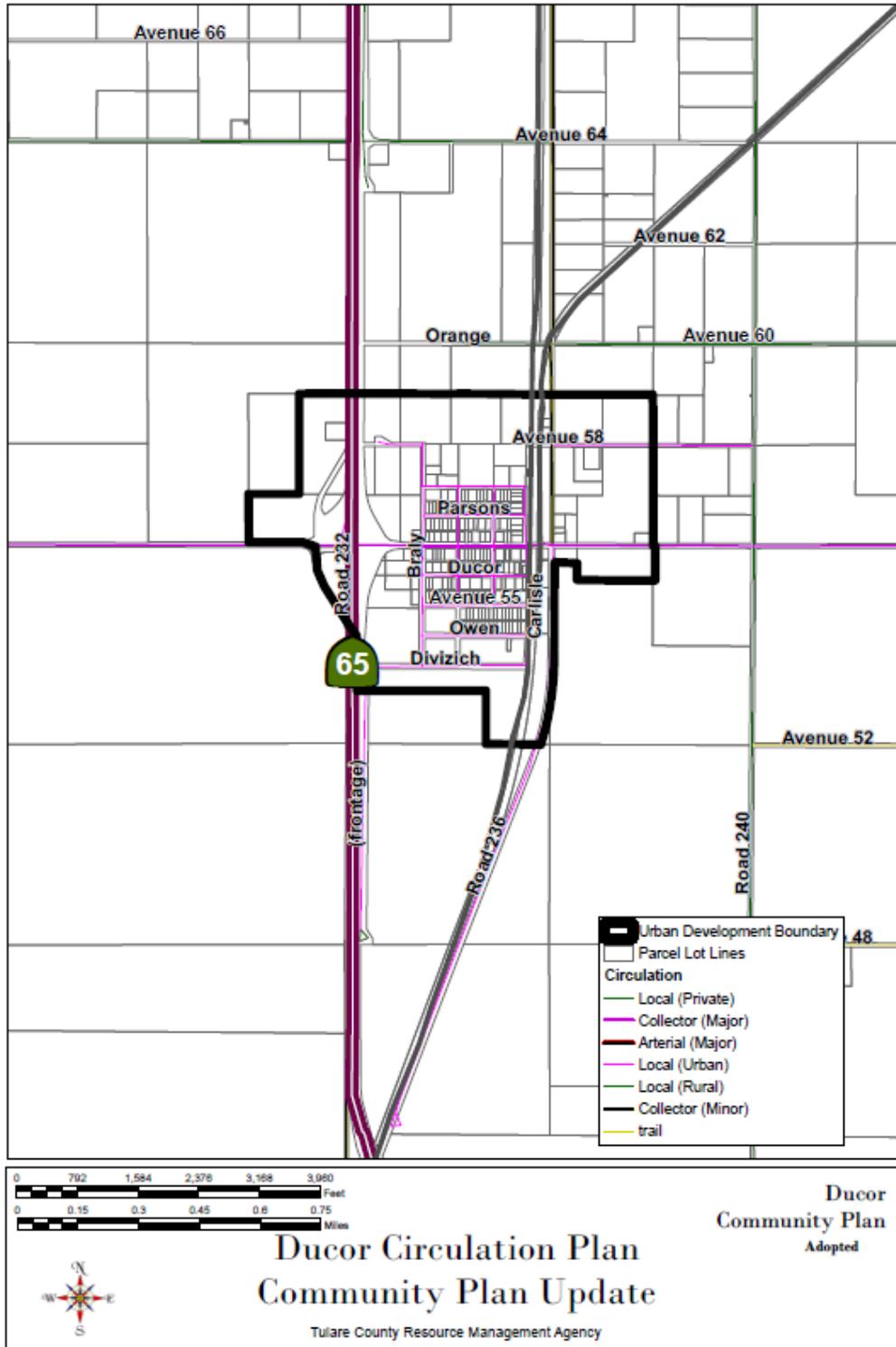
Ducor
Community Plan
Adopted

Ducor Candidate Complete Street Community Plan Update

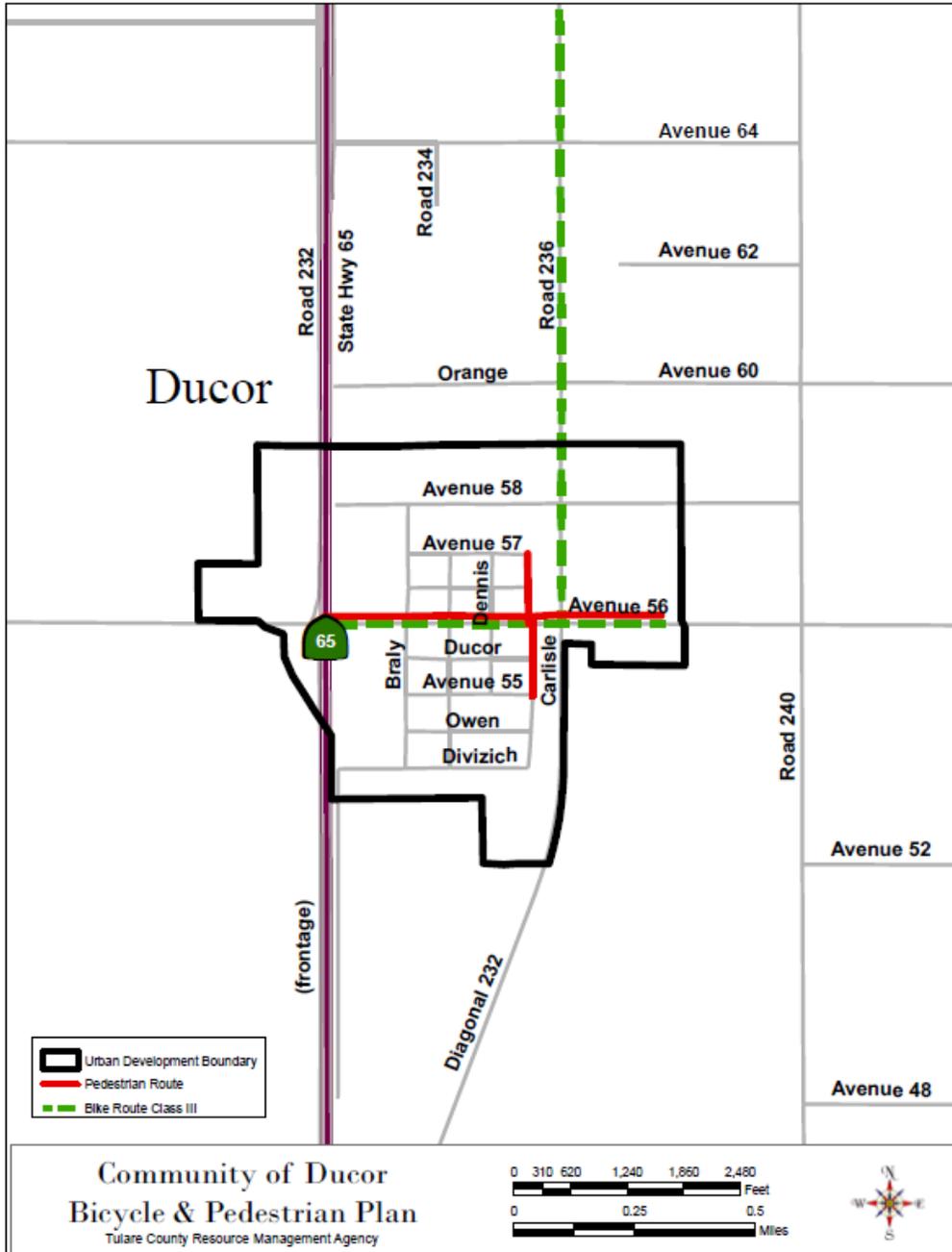
Tulare County Resource Management Agency



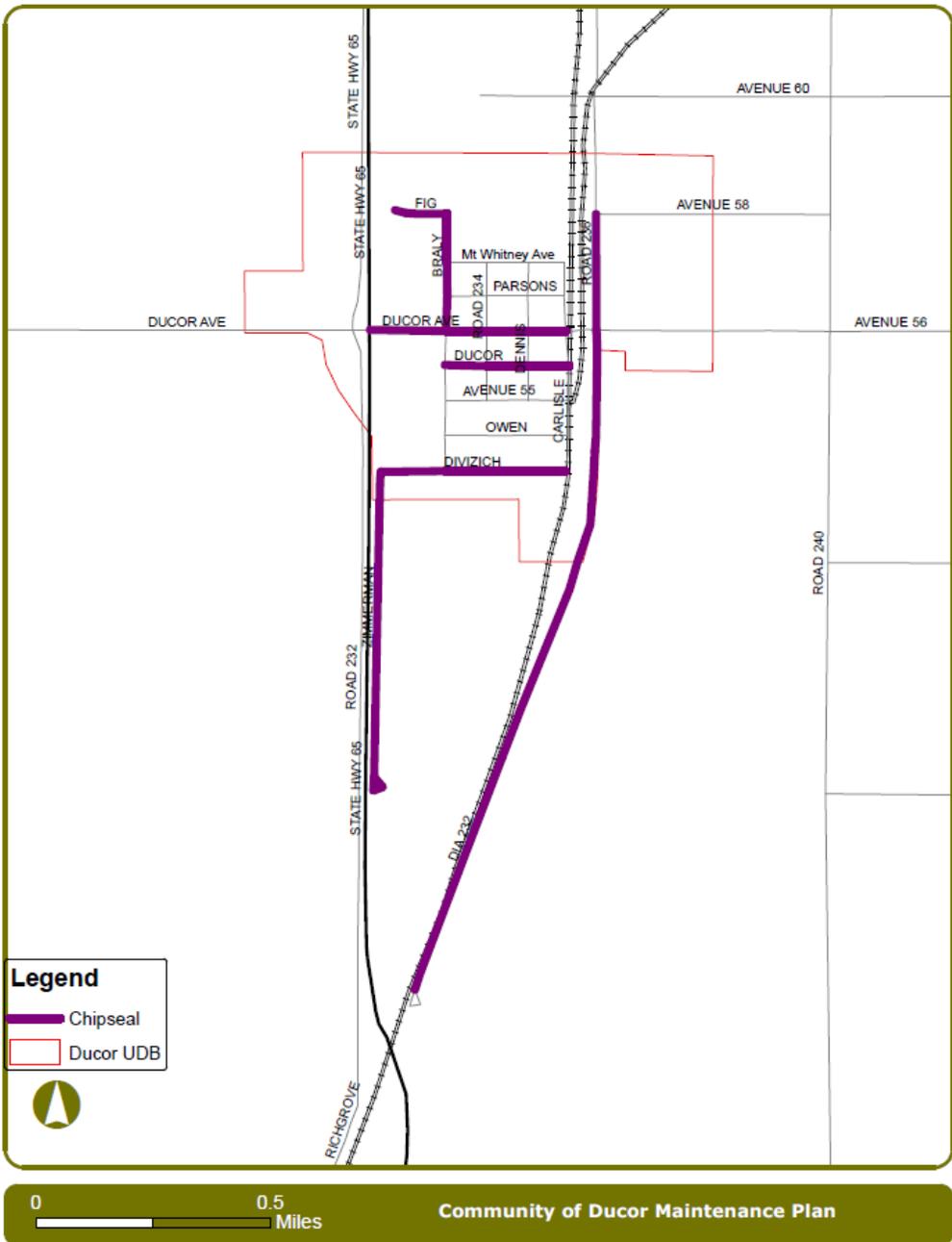
Appendix B – Circulation Plan



Appendix C – Bicycle, Bus, and Pedestrian Plan



Appendix D – Road Maintenance Plan



Appendix E

Cost Estimates for Ducor

PRELIMINARY COST ESTIMATE (30-Percent)						
Ducor Complete Street Improvements				Date:	9/29/2015	
County of Tulare						
Construction						
ITEM NO	(F)	ITEM DESCRIPTION	UNIT OF MEASURE	ESTIMATED QUANTITY	ITEM PRICE	TOTAL
1	-	MOBILIZATION	LS	1	\$ 60 000.00	\$ 60 000
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	200	\$ 50.00	\$ 10 000
7	-	REMOVE INLET	EA	4	\$ 1 500.00	\$ 6 000
8	-	REMOVE DRAINAGE STRUCTURE (HEADWALL)	EA	1	\$ 3 000.00	\$ 3 000
9	-	ABANDON CULVERT	LF	60	\$ 50.00	\$ 3 000
10	-	REMOVE TREE	EA	20	\$ 800.00	\$ 16 000
11	-	ADJUST WATER VALVE COVER TO GRADE	EA	5	\$ 800.00	\$ 4 000
12	-	RELOCATE WATER METER	EA	5	\$ 3 500.00	\$ 17 500
13	-	RELOCATE HYDRANT	EA	2	\$ 5 500.00	\$ 11 000
14	-	PEDESTRIAN BARRICADE	EA	1	\$ 800.00	\$ 800
15	-	CHAIN LINK FENCE (RETENTION BASIN)	LF	795	\$ 30.00	\$ 23 850
16	-	ROADSIDE DITCH	LF	1 160	\$ 10.00	\$ 11 600
17	-	CLEARING AND GRUBBING	LS	1	\$ 10 000.00	\$ 10 000
18	(F)	ROADWAY EXCAVATION	CY	980	\$ 60.00	\$ 57 600
19	(F)	BASIN EXCAVATION	CY	1 980	\$ 50.00	\$ 99 000
20	(F)	CLASS 2 AGGREGATE BASE	CY	640	\$ 60.00	\$ 38 400
21	-	HOT MIX ASPHALT (TYPE A)	TON	700	\$ 110.00	\$ 77 000
22	-	12" REINFORCED CONCRETE PIPE	LF	335	\$ 100.00	\$ 33 500
23	-	18" REINFORCED CONCRETE PIPE	LF	341	\$ 110.00	\$ 37 510
24	-	24" REINFORCED CONCRETE PIPE	LF	60	\$ 120.00	\$ 7 200
25	-	48" MANHOLE	EA	2	\$ 6 000.00	\$ 12 000
26	-	MINOR CONCRETE (MINOR STRUCTURE-TYPE GO INLET)	EA	7	\$ 3 500.00	\$ 24 500
27	-	MINOR CONCRETE (CURB AND GUTTER)	LF	2 702	\$ 25.00	\$ 67 550
28	-	MINOR CONCRETE (SIDEWALK)	SQFT	14 115	\$ 7.00	\$ 98 805
29	-	MINOR CONCRETE (DRIVEWAYS AND CURB RAMPS)	SQFT	1 325	\$ 15.00	\$ 19 875
30	-	DETECTABLE WARNING SURFACE	SQFT	105	\$ 45.00	\$ 4 725
31	-	SIGNING & STRIPING	LS	1	\$ 15 000.00	\$ 15 000
32	-	EROSION CONTROL	LS	1	\$ 5 000.00	\$ 5 000
33	-	MISCELLANEOUS ITEMS	LS	1	\$ 75 000.00	\$ 75 000
Total - Construction Items 1-33						\$ 899 415
Contingency (25%)						\$ 224 854
Recommended Total Construction Budget						\$1 124 269
Non-Construction Related Costs						
ITEM NO	(F)	ITEM DESCRIPTION	UNIT OF MEASURE	ESTIMATED QUANTITY	ITEM PRICE	TOTAL
34	-	Environmental Clearance	% of CON	5%	\$ 899 415.00	\$ 44 971
35	-	Right of Way Acquisition (Capital)	SQFT	17 700	\$ 5.00	\$ 88 500
36	-	Right of Way Acquisition (Support)	Parcel	4	\$ 5 000.00	\$ 20 000
37	-	Final Engineering Design	% of CON	15%	\$ 899 415.00	\$ 134 912
38	-	Construction Support	% of CON	2%	\$ 899 415.00	\$ 17 988
39	-	Construction Management	% of CON	15%	\$ 899 415.00	\$ 134 912
40	-	Utility Relocations	LS	1	\$ 75 000.00	\$ 75 000
41	-	Coordination with Railroad	LS	1	\$ 15 000.00	\$ 15 000
Total - Non-Construction Items 34-41						\$ 531 284
Total Construction & Non-Construction Items						\$1 655 552



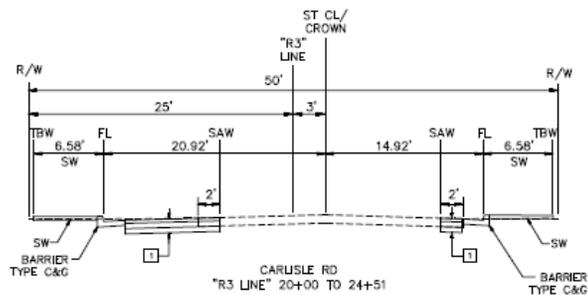
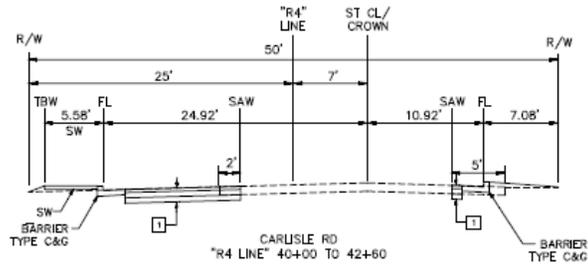
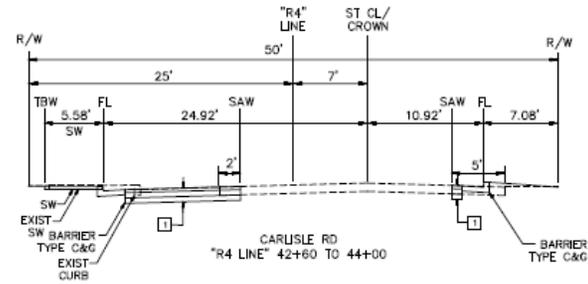
Preliminary Cost Estimate (30-Percent)

Ducor to Terra Bella: Class I Trail
Tulare County Complete Streets

6/9/2016
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	\$5,000.00	\$5,000.00
4	Water Pollution Control Program	LS	1	\$4,500.00	\$4,500.00
5	Relocate Roadside Sign	EA	3	\$220.00	\$660.00
6	Remove Culvert	EA	5	\$4,000.00	\$20,000.00
7	Remove Pipe and Headwall	EA	4	\$3,000.00	\$12,000.00
8	Remove Bollard	EA	3	\$100.00	\$300.00
9	Remove Wooden Post	EA	3	\$100.00	\$300.00
10	Remove Tree	EA	1	\$1,400.00	\$1,400.00
11	Relocate Bench	EA	1	\$200.00	\$200.00
12	Hazardous Waste Clean Up	LS	1	\$200,000.00	\$200,000.00
13	Clearing and Grubbing	LS	1	\$25,000.00	\$25,000.00
14	Roadside Swale	LS	1	\$33,000.00	\$33,000.00
15	Roadway Excavation (F)	CY	1220	\$50.00	\$61,000.00
16	Imported Borrow	CY	21080	\$20.00	\$421,600.00
17	Erosion Control (Hydoseed)	ACRE	80	\$2,400.00	\$192,000.00
18	Class 2 Aggregate Base (F)	CY	4150	\$60.00	\$249,000.00
19	Roadside Sign	EA	64	\$250.00	\$16,000.00
20	Hot Mix Asphalt (Type B)	TON	4620	\$110.00	\$508,200.00
21	48" Reinforced Concrete Pipe	LF	240	\$240.00	\$57,600.00
22	48" Corrugated Steel Pipe	LF	291	\$230.00	\$66,884.00
23	Painted Traffic Stripe	LF	25017	\$1.25	\$31,271.23
24	Painted Pavement Marking	SQFT	1064	\$6.00	\$6,381.48
25	Removeable Bollard	EA	30	\$500.00	\$15,000.00
26	Mobilization	LS	1	\$166,800.00	\$166,800.00
27	Minor/ Supplemental Items	%	25%	\$1,927,796.71	\$481,949.18
	Subtotal (Construction Costs)				\$ 2,576,045.88
	Construction Contingency			25%	\$ 644,011.47
	Total Construction Costs				\$ 3,220,057.35
	Total Construction Budget (Rounded)				\$ 3,220,100.00
Non-Construction Related Costs:					
No.	Item Description	Units	Quantity	Unit Cost	Total
28	Environmental Clearance	% of CON	5%	\$2,576,100.00	\$128,805.00
29	Right of Way Capital (Railroad R/W)	SQFT	2601154	\$1.00	\$2,601,154.00
30	Right of Way Capital (Private Owner)	SQFT	23630	\$5.00	\$118,150.00
31	Right of Way (Support)	Parcel	9	\$5,000.00	\$45,000.00
32	Final Engineering Design	% of CON	15%	\$2,576,100.00	\$386,415.00
33	Construction Support	% of CON	2%	\$2,576,100.00	\$51,522.00
34	Construction Management	% of CON	15%	\$2,576,100.00	\$386,415.00
35	Utility Relocations	Pole	1	\$25,000.00	\$25,000.00
	Total Non-Construction Related Costs				\$3,742,461.00
	Total Project Capital Cost				\$ 6,962,561.00
	Rounded				\$ 6,960,000.00



TYPICAL STRUCTURAL SECTIONS:

- 20-YEAR DESIGN
- T=5, R=20
- 0.30' HMA (TYPE A)
- 0.60' AS (CLASS 2)
- 0.50' COMPACTED NATIVE

REVISIONS

NO.	DATE	DESCRIPTION

PREPARED
 CHECKED
 DESIGNED
 DRAWN
 IN CHARGE
 APPROVED

omni ENGINEERS PLANNERS ARCHITECTS
 2025 S. GATE AV.
 SUITE 100
 SAN ANTONIO, TX 78207
 (214) 343-8887

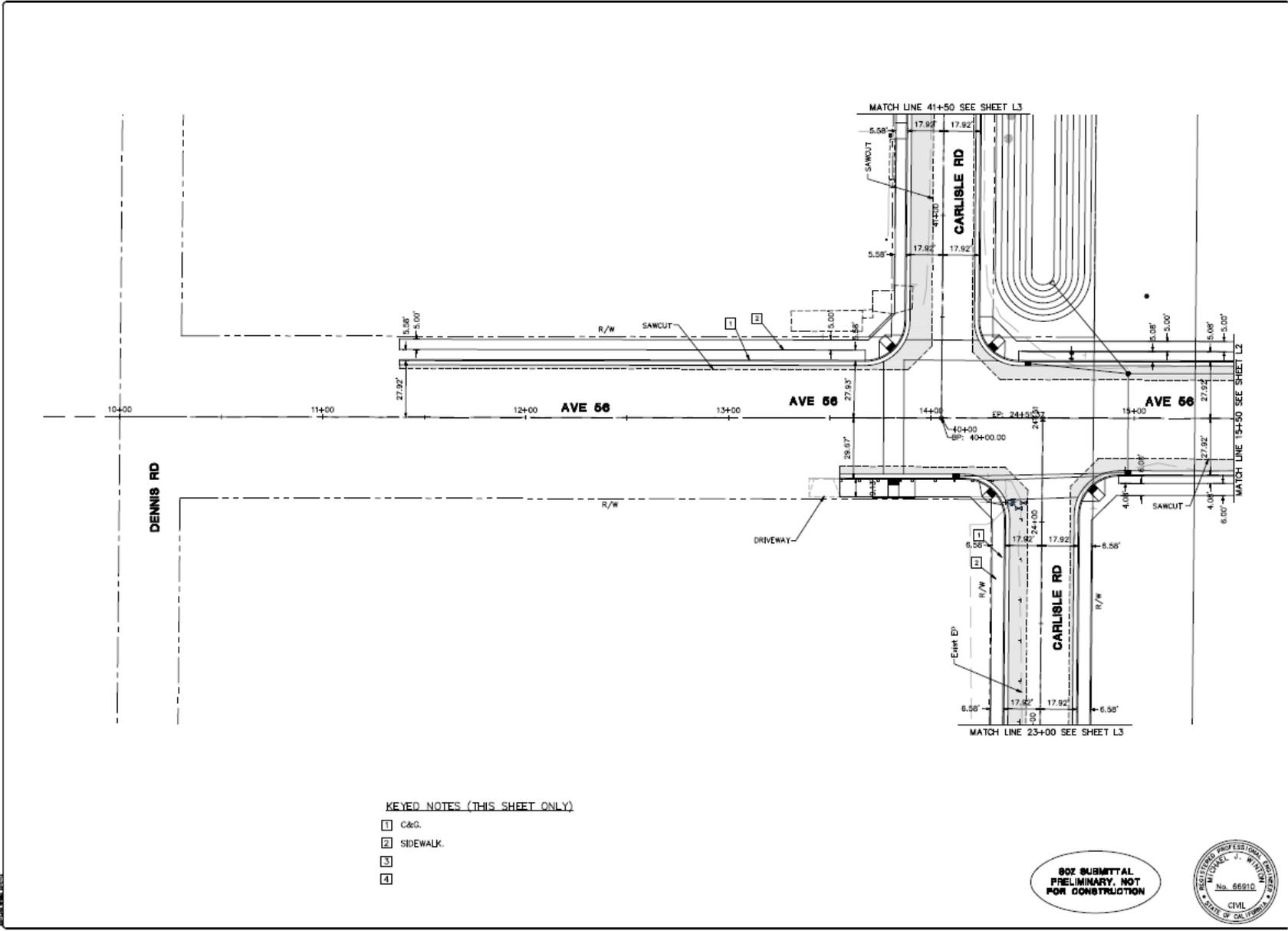
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 COMPLETE STREETS IMPROVEMENTS
 DUCOR, CALIFORNIA

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JOB NO.	20-2200-12
DESIGN	AW
DRAWN	FB
CHEK	AW/MS/MSW
INCHG	AW
DATE	12-1-12

302 SUBMITTAL
 PRELIMINARY, NOT
 FOR CONSTRUCTION



SHEET NO. **X3**
 4 OF 7



KEYED NOTES (THIS SHEET ONLY)

- 1 C&G.
- 2 SIDEWALK.
- 3
- 4

80% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION



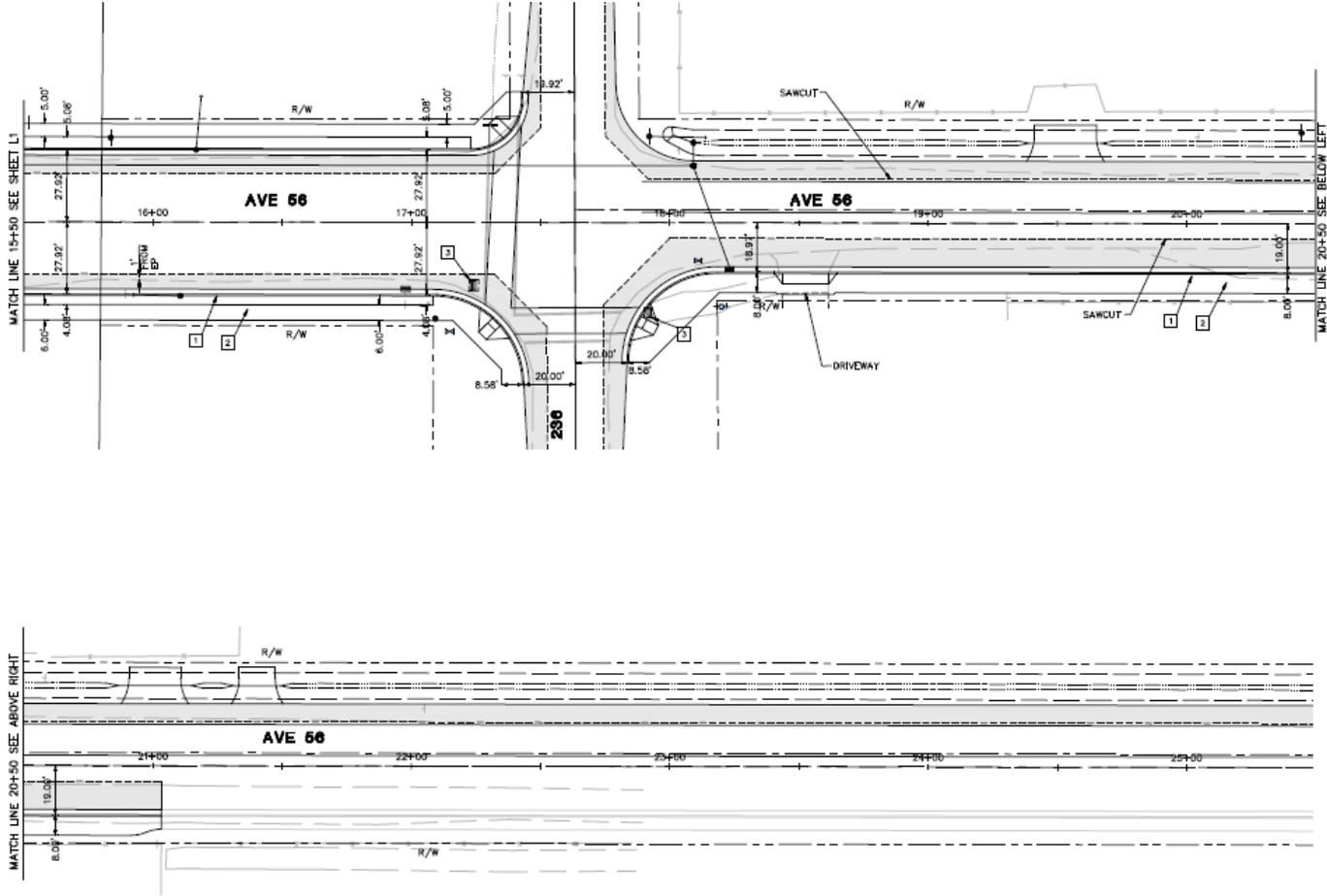
NO.	REVISIONS	DATE

Omni • **INCORPORATED**
 CIVIL ENGINEERING
 1000 S. GATEWAY AVENUE
 SUITE 100
 DUCOR, CALIFORNIA 92521
 (951) 251-2500

LAYOUT
COMPLETE STREETS IMPROVEMENTS
 DUCOR, CALIFORNIA

SCALE	1"=50'
JOB NO.	DC-2000-12
DESIGNED	BLW
DRAWN	FAZ
CHECKED	BLW
DATE	12/2/10

SHEET No. **L1**
5 of **7**



MATCH LINE 15+50 SEE SHEET L1

MATCH LINE 20+50 SEE BELOW LEFT

NOT SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION



REVISIONS

NO.	DATE	DESCRIPTION

- PREPARED
- CHECKED
- DESIGNED
- DRAWN
- IN CHARGE

omni **INCORPORATED**
 10000 WILSON AVENUE, SUITE 100
 DUCOR, CALIFORNIA 94568
 (925) 321-2000

LAYOUT
COMPLETE STREETS IMPROVEMENTS
DUCOR, CALIFORNIA

SCALE	1"=50'
DATE	08-20-12
DESIGNED	AW
DRAWN	FJR
CHECKED	AW
DATE	12-20-12

SHEET NO.
L2
 6 of 7

STATE OF CALIFORNIA
COUNTY OF TULARE

PROJECT PLANS FOR CONSTRUCTION OF
DUCOR-COMPLETE STREETS POLICY

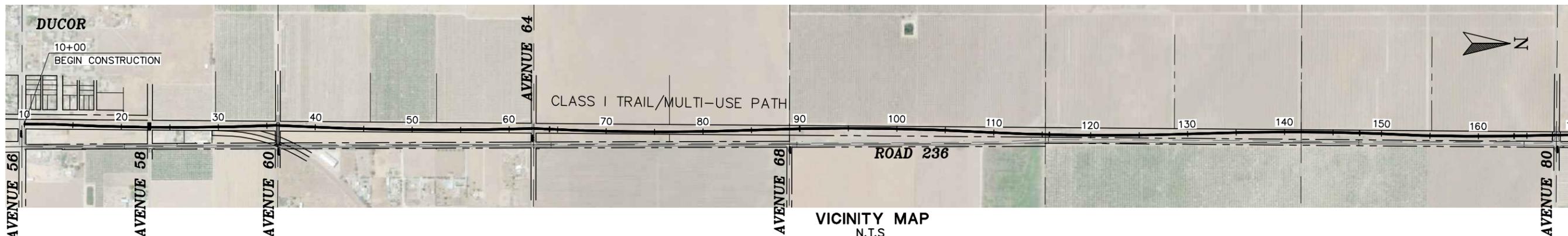
IN DUCOR AND COUNTY OF TULARE
INSTALL A CLASS I BIKE TRAIL/MUTLI-USE PATH
WITHIN THE 100' ABANDON RAILROAD LINE RIGHT OF WAY
FROM DUCOR TO TERRA BELLA (PARALLEL TO ROAD 236)

INDEX OF SHEETS

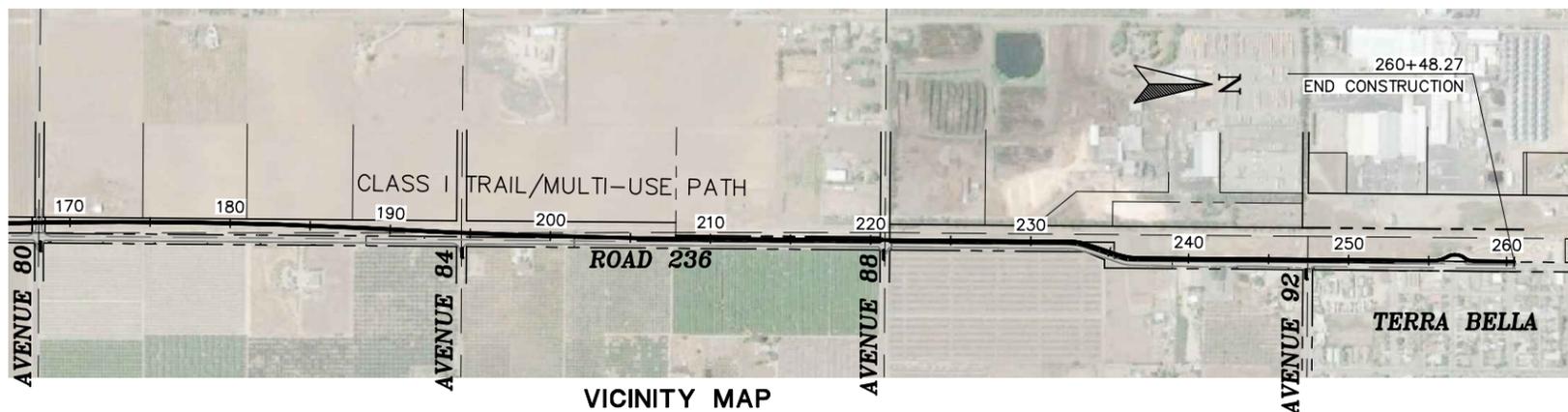
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1	T1	COVER
2	X1	TYPICAL SECTIONS
3-14	L1-L12	LAYOUT



LOCATION MAP
N.T.S



VICINITY MAP
N.T.S



VICINITY MAP
N.T.S



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

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



NO.	REVISIONS	DATE	BY

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



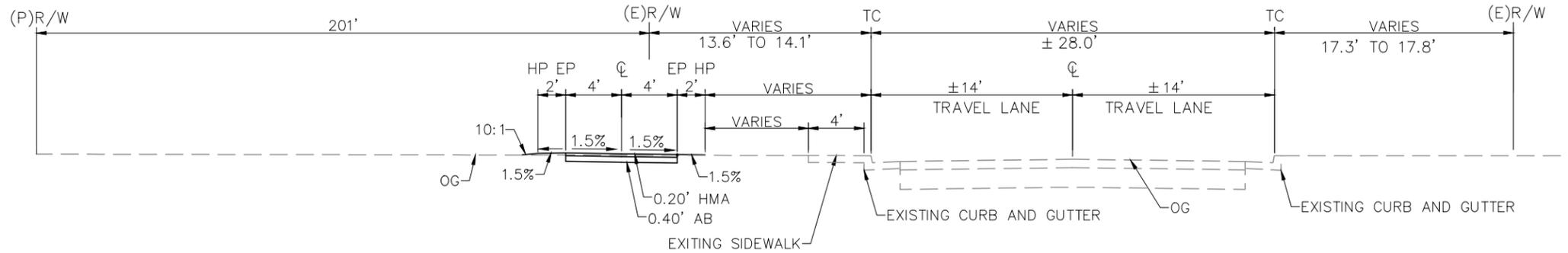
omni-means
ENGINEERS PLANNERS
With offices in:
VISALIA SACRAMENTO
WALNUT CREEK
REDDING
SAN LUIS OBISPO
200 E. Center Ave.
Visalia, CA 93291
(559) 734-5886

COVER
CLASS I TRAIL - DUCOR
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

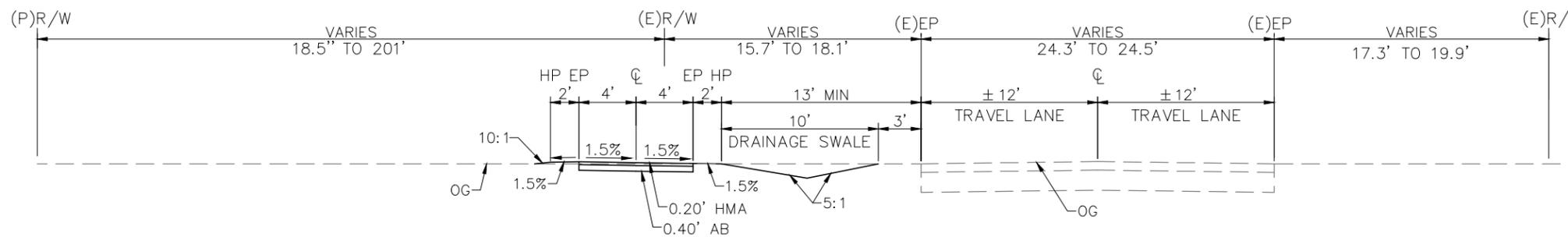
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DATE	6-9-16

SHEET No.
T1
1 of 14

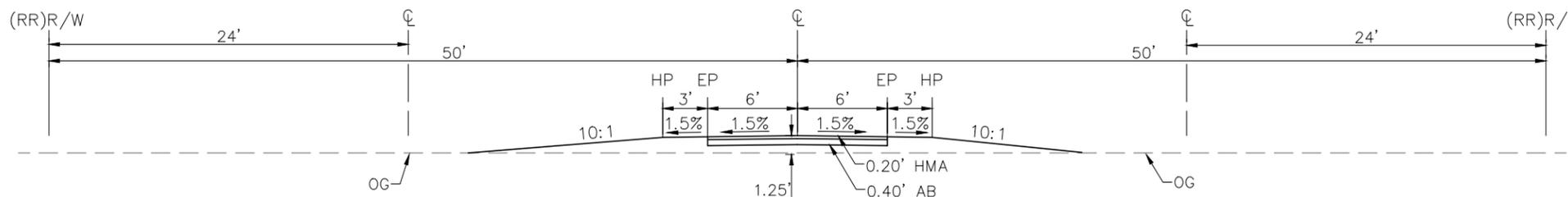
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CLASS I TRAIL - ROAD 236
 TRAIL ADJACENT TO SIDEWALK/ROAD
 252+85.28 TO 260+5.67



CLASS I TRAIL - ROAD 236
 TRAIL ADJACENT TO ROAD
 205+42.32 TO 252+85.28



CLASS I TRAIL
 WITHIN RAILROAD R/W
 10+00 TO 205+42.32
 TRAIL MEANDERS APPROXIMATELY 24' FROM CL TO (RR)R/W.

30% SUBMITTAL
 PRELIMINARY, NOT
 FOR CONSTRUCTION



REVISIONS	DESCRIPTION	DATE	BY
No.			

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 LUIS OBISPO
 VISALIA
 200 E. Center Ave.
 Visalia, CA 93291
 (559) 734-5886

TYPICAL SECTIONS
 CLASS I TRAIL - DUCOR
 TULARE COUNTY
 COMPLETE STREETS
 TULARE COUNTY, CA

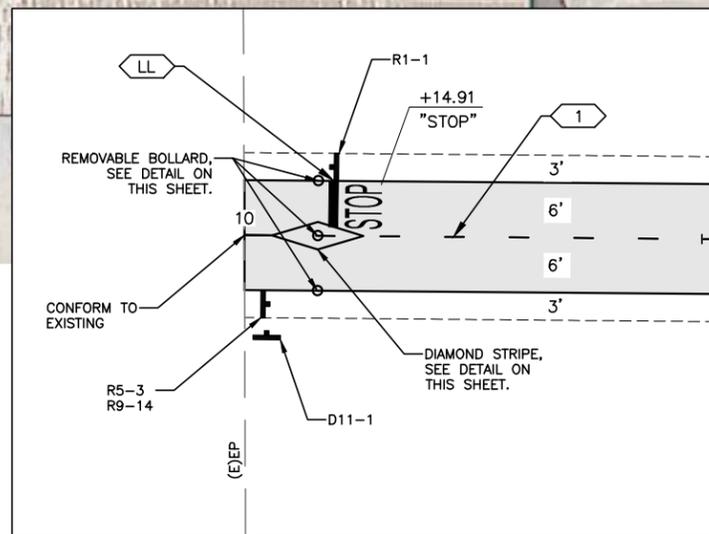
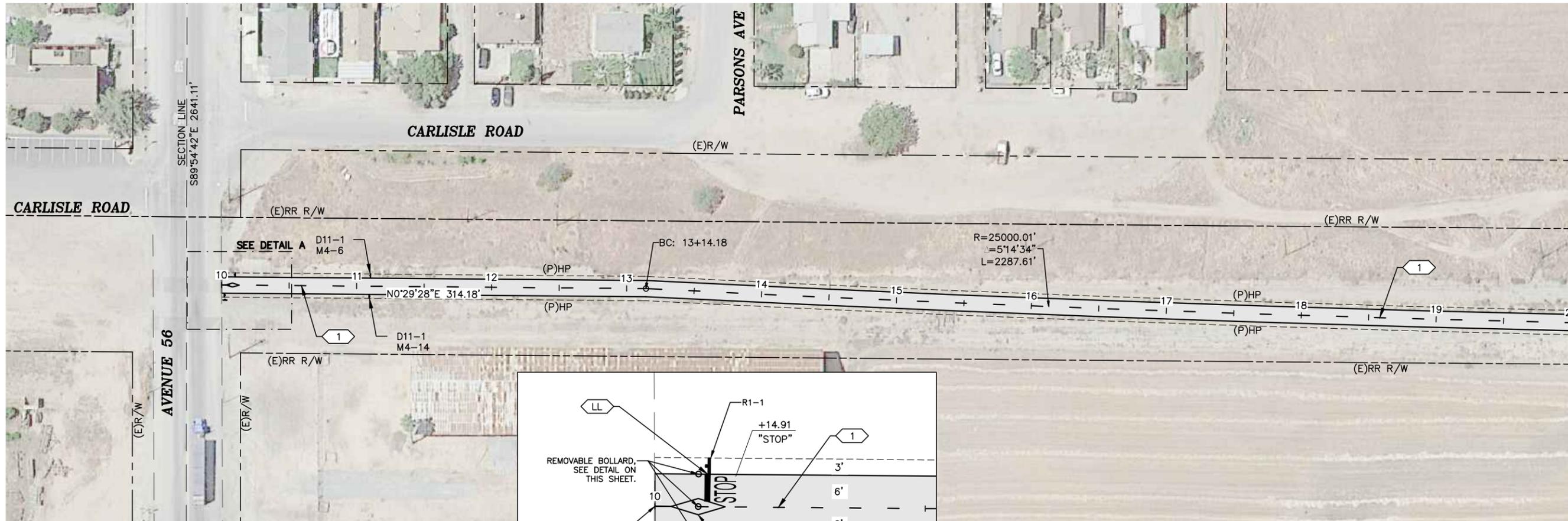
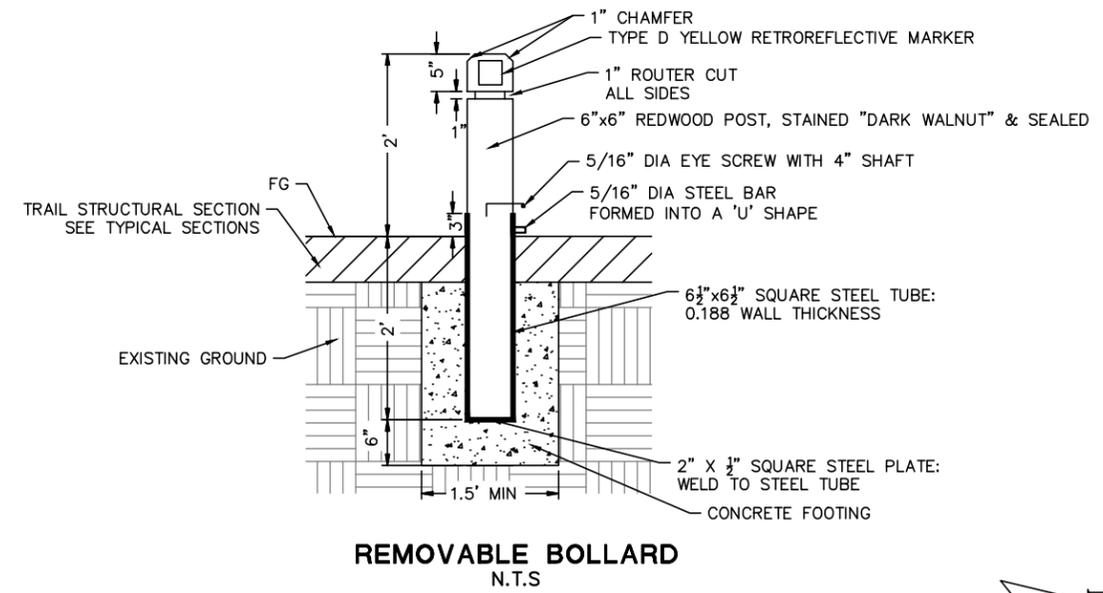
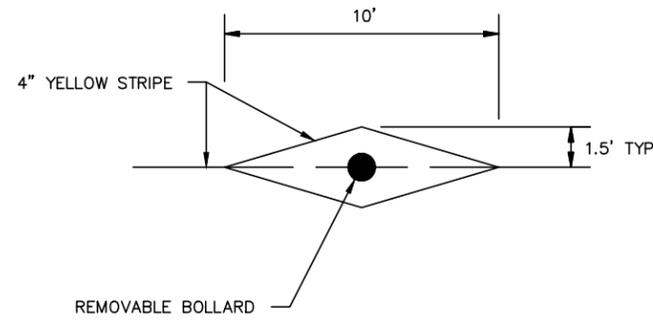
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DESIGNED	JLR
DRAWN	JLR
CHECKED	SMH
FILE	2144X001.DWG
DATE	6-9-16

SHEET No.
X1
 2 OF 14

LEGEND

	STRIPING DETAIL NUMBER PER STATE STD PLANS
	THERMOPLASTIC CROSSWALK (CW) PER STATE STD PLANS
	THERMOPLASTIC LIMIT LINE (LL)
	STOP LEGEND MARKING PER STATE STD PLANS
	EXISTING ONE POST ROADSIDE SIGN
	PROPOSED ONE POST ROADSIDE SIGN
	RELOCATE SIGN

- NOTES:**
1. REMOVE ALL STRIPING AND MARKINGS CONFLICTING WITH NEW PAVEMENT DELINEATION.
 2. LANE WIDTHS ARE MEASURED TO EDGE OF PAVEMENT OR STRIPE, WHICH EVER COMES FIRST.



LEGEND:

CLASS I TRAIL CONSTRUCTION.



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

No.	DESCRIPTION	DATE	BY

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



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ENGINEERS PLANNERS
With offices in:
SACRAMENTO
WALNUT CREEK
REDDING
SAN LUIS OBISPO

VISALIA
200 E. Center Ave.
Suite A
Visalia, CA 93291
(559) 734-5886

LAYOUT - DUCOR
CLASS I TRAIL
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

SCALE 1"=40'

DIVISION RMA

JOB NO. 55-7300-14

DESIGNED JAV

DRAWN JAV

CHECKED SMH

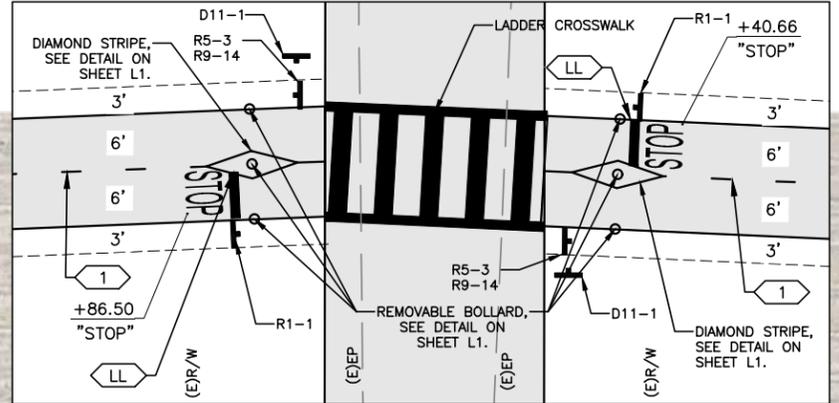
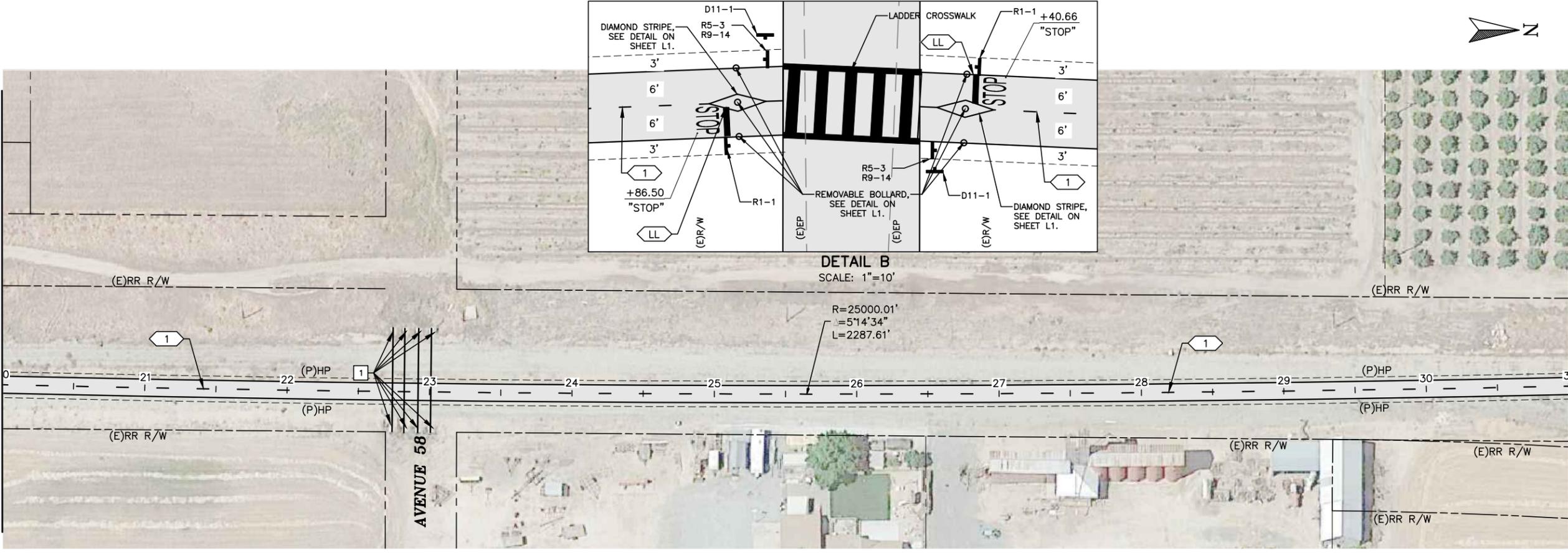
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DATE 6-9-18

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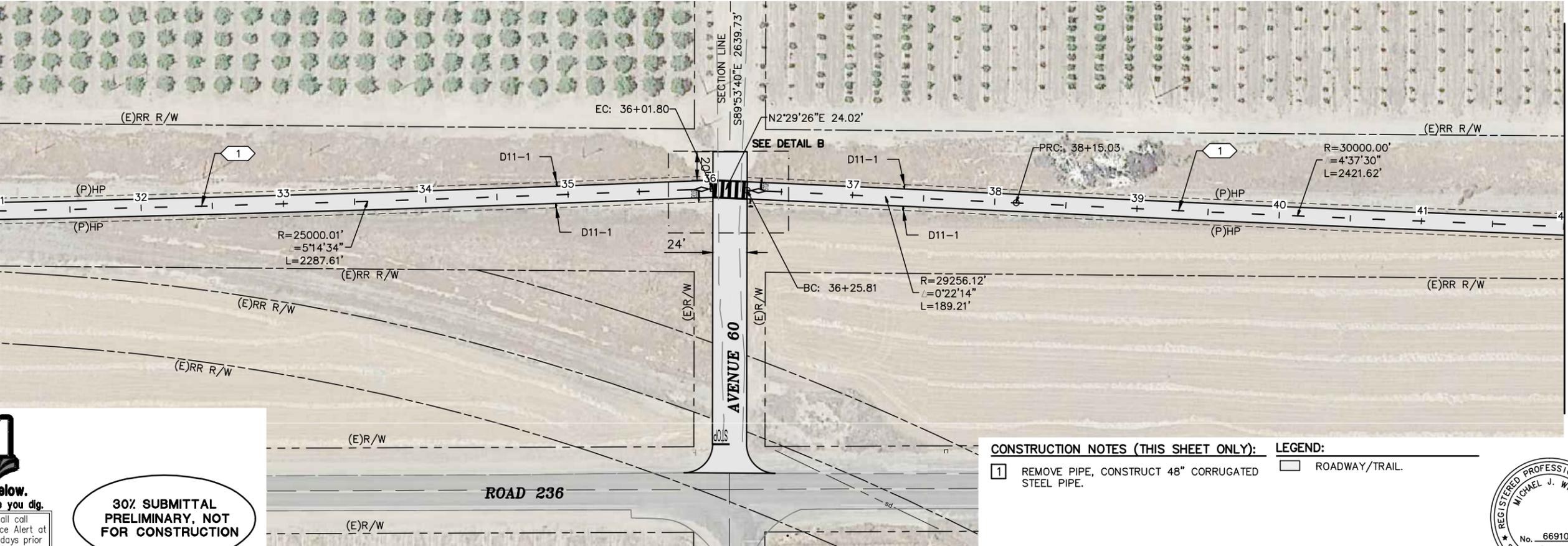
L1
3 OF 14

MATCH LINE 20+00 SEE SHEET L1



MATCH LINE 31+00 SEE BELOW

MATCH LINE 31+00 SEE ABOVE



MATCH LINE 42+00 SEE SHEET L3

- CONSTRUCTION NOTES (THIS SHEET ONLY):**
- 1 REMOVE PIPE, CONSTRUCT 48" CORRUGATED STEEL PIPE.
- LEGEND:**
- ROADWAY/TRAIL.

811
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**



NO.	REVISIONS	DATE	BY

**TULARE COUNTY
RESOURCE MANAGEMENT
AGENCY**
5961 SOUTH MOONEY BLVD.
VISALIA, CA 93277
(559) 824-7000
WWW.TULARECOUNTY.CA.GOV/RMA



omni means
ENGINEERS PLANNERS
With offices in:
SACRAMENTO
WALNUT CREEK
REDDING
SAN LUIS OBISPO

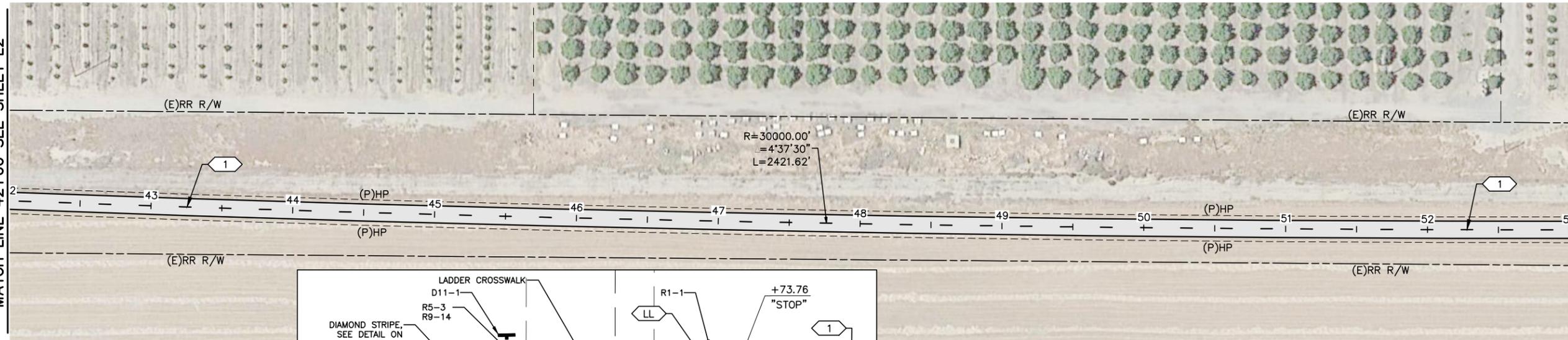
200 E. Center Ave.
Visalia, CA 93291
(559) 734-5886

LAYOUT
CLASS I TRAIL - DUCOR
**TULARE COUNTY
COMPLETE STREETS**
TULARE COUNTY, CA

SCALE	1"=40'
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	JAV
DRAWN	JAV
CHECKED	SMH
FILE	2144L001.DWG
DATE	6-9-18
SHEET No.	L2

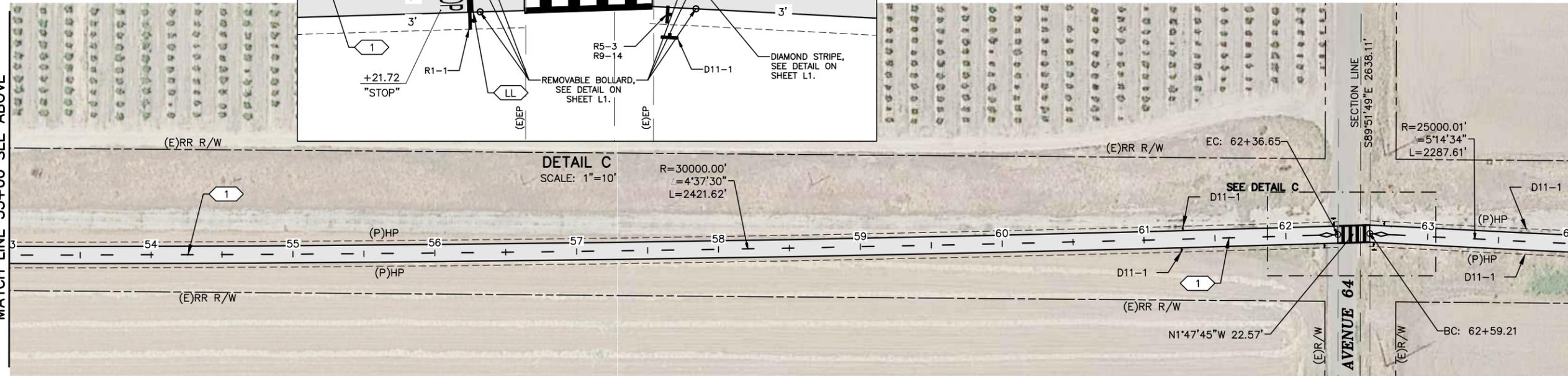


MATCH LINE 42+00 SEE SHEET L2

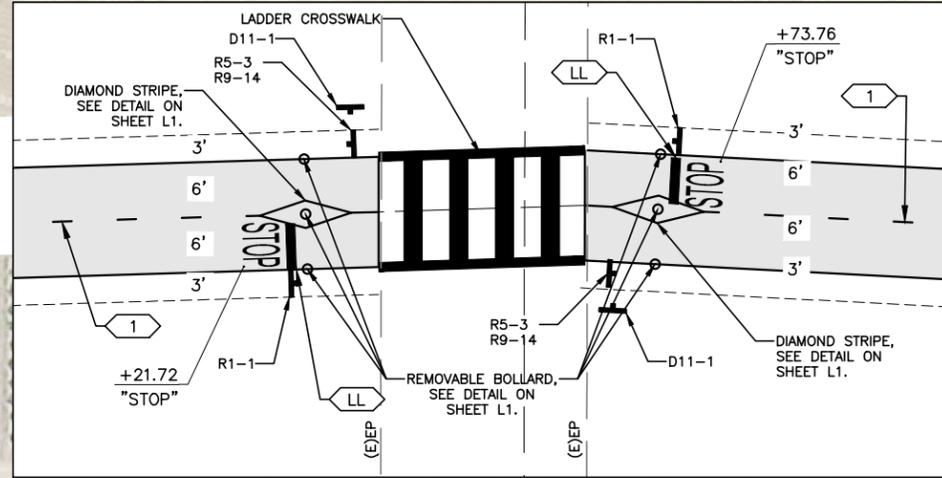


MATCH LINE 53+00 SEE BELOW

MATCH LINE 53+00 SEE ABOVE



MATCH LINE 64+00 SEE SHEET L4



DETAIL C
SCALE: 1"=10'

LEGEND:
□ CLASS I TRAIL CONSTRUCTION.



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FOR CONSTRUCTION



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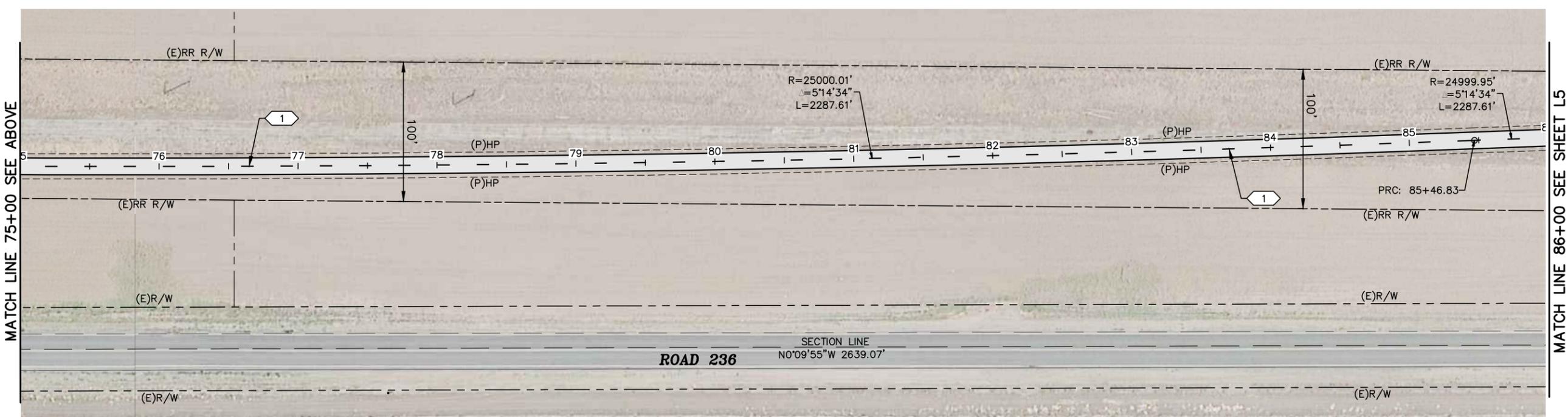
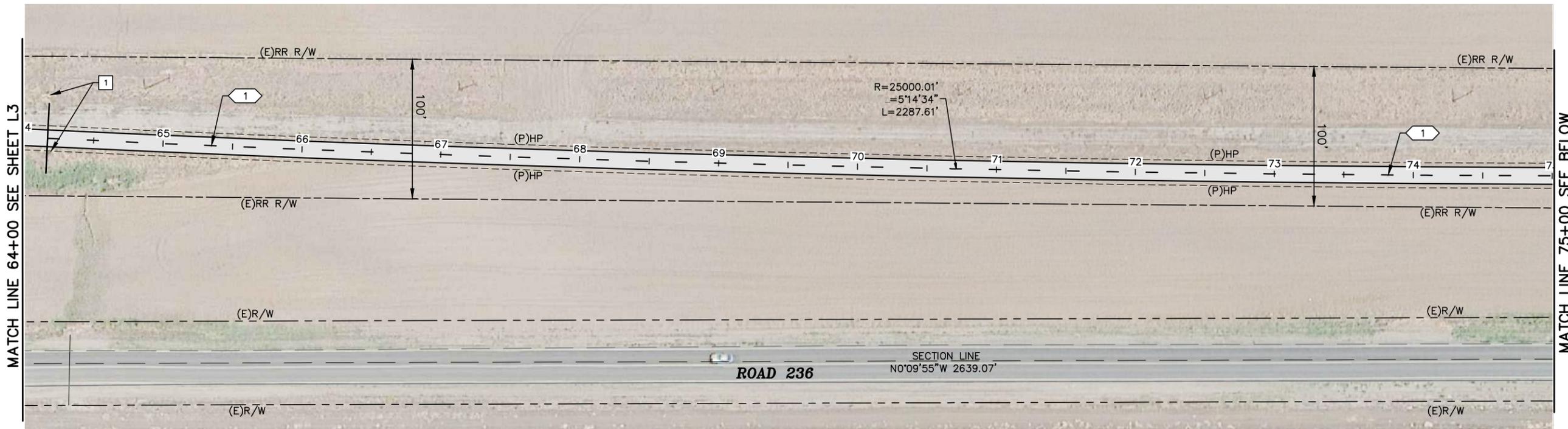


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LAYOUT - DUCOR
CLASS I TRAIL
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

SCALE	1"=40'
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	JAV
DRAWN	JAV
CHECKED	SMH
FILE	2144L001.DWG
DATE	6-9-18
SHEET No.	L3

5 OF 14



CONSTRUCTION NOTES (THIS SHEET ONLY):

- 1 REMOVE CULVERT, CONSTRUCT 48" REINFORCED CONCRETE PIPE.

LEGEND:

- CLASS I TRAIL CONSTRUCTION.



Contractor shall call Underground Service Alert at 811 two working days prior to excavation

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REVISIONS	DATE	BY
No.		
DESCRIPTION		

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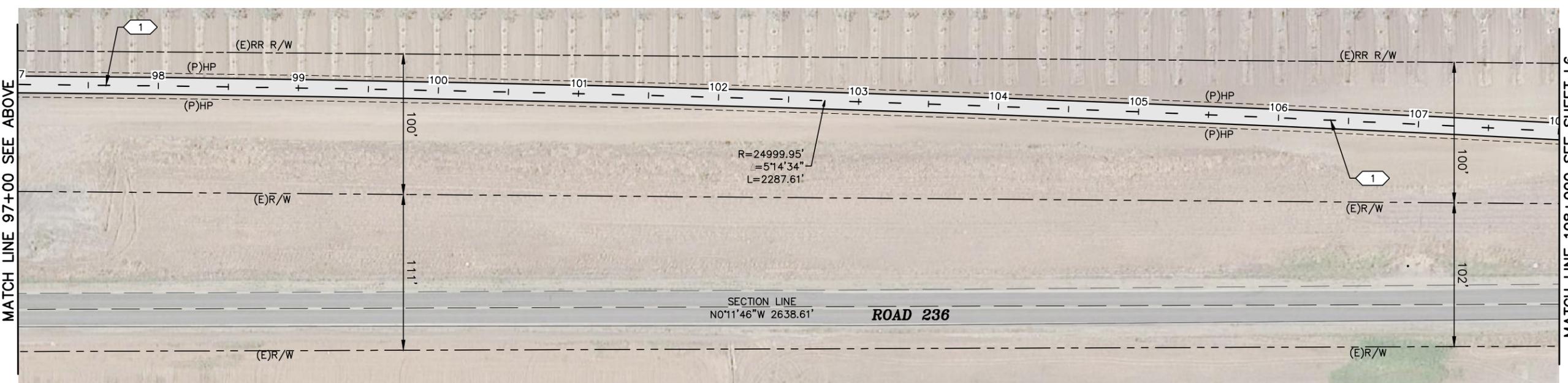
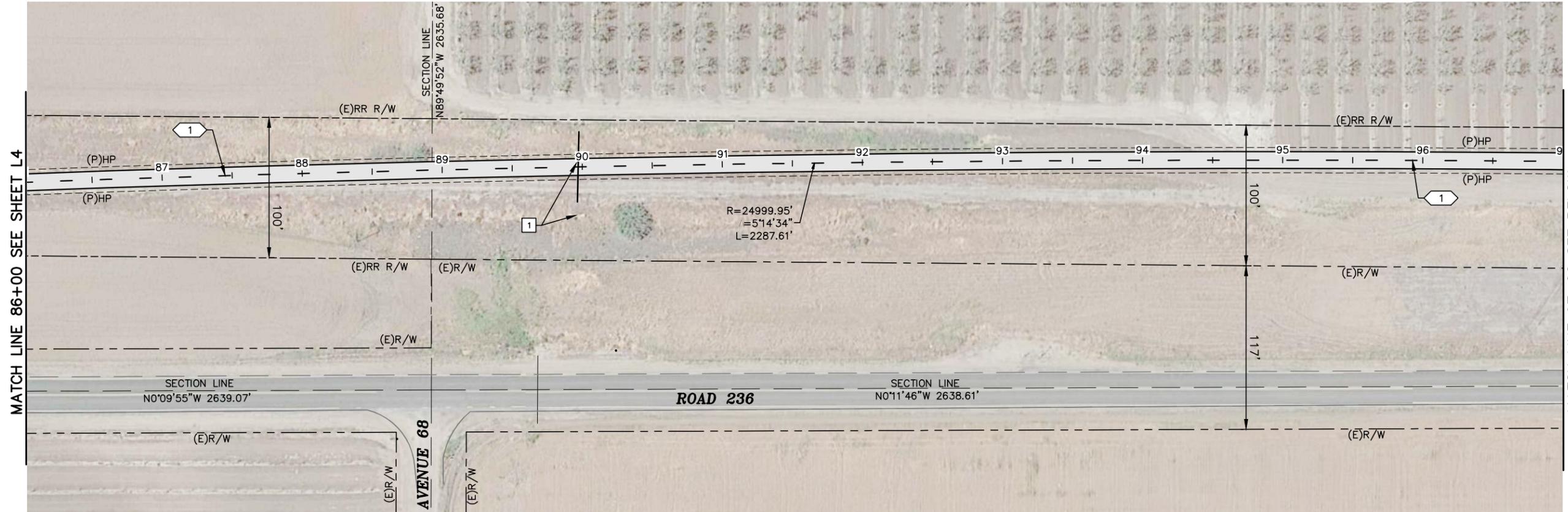


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 Visalia, CA 93291
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LAYOUT
 CLASS I TRAIL - DUCOR
 TULARE COUNTY
 COMPLETE STREETS
 TULARE COUNTY, CA

SCALE	1"=40'
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	JAV
DRAWN	JAV
CHECKED	SMH
FILE	2144L001.DWG
DATE	6-9-16

SHEET No.
L4
 6 OF 14



MATCH LINE 86+00 SEE SHEET L4

MATCH LINE 97+00 SEE BELOW

MATCH LINE 97+00 SEE ABOVE

MATCH LINE 108+000 SEE SHEET L6



Contractor shall call
Underground Service Alert at
811 two working days prior
to excavation

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

CONSTRUCTION NOTES (THIS SHEET ONLY):

- 1 REMOVE CULVERT, CONSTRUCT 48" REINFORCED CONCRETE PIPE .

LEGEND:

- CLASS I TRAIL CONSTRUCTION.



NO.	REVISIONS	DATE	BY

**TULARE COUNTY
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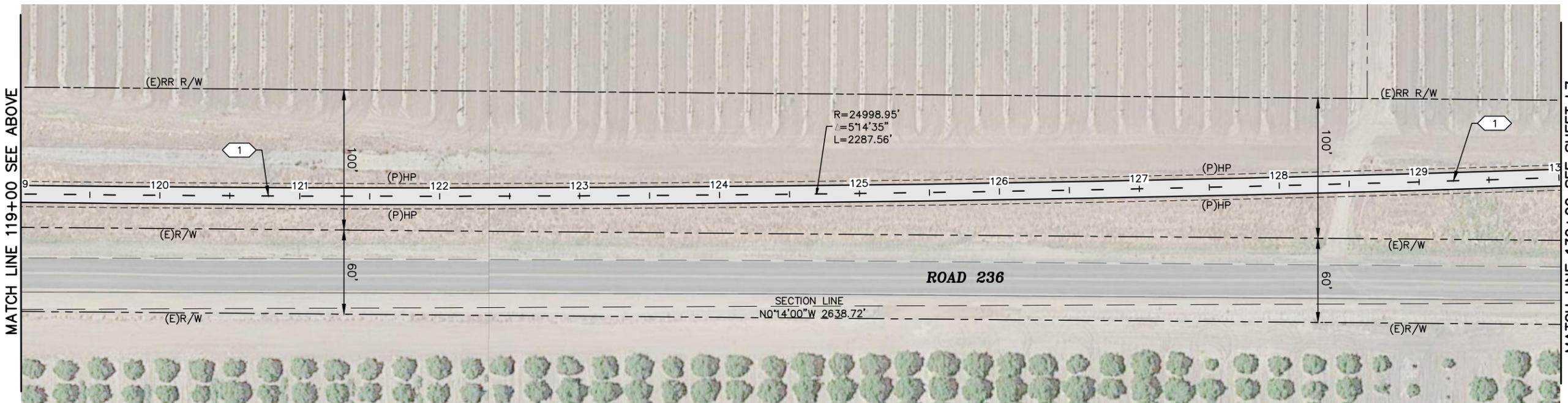
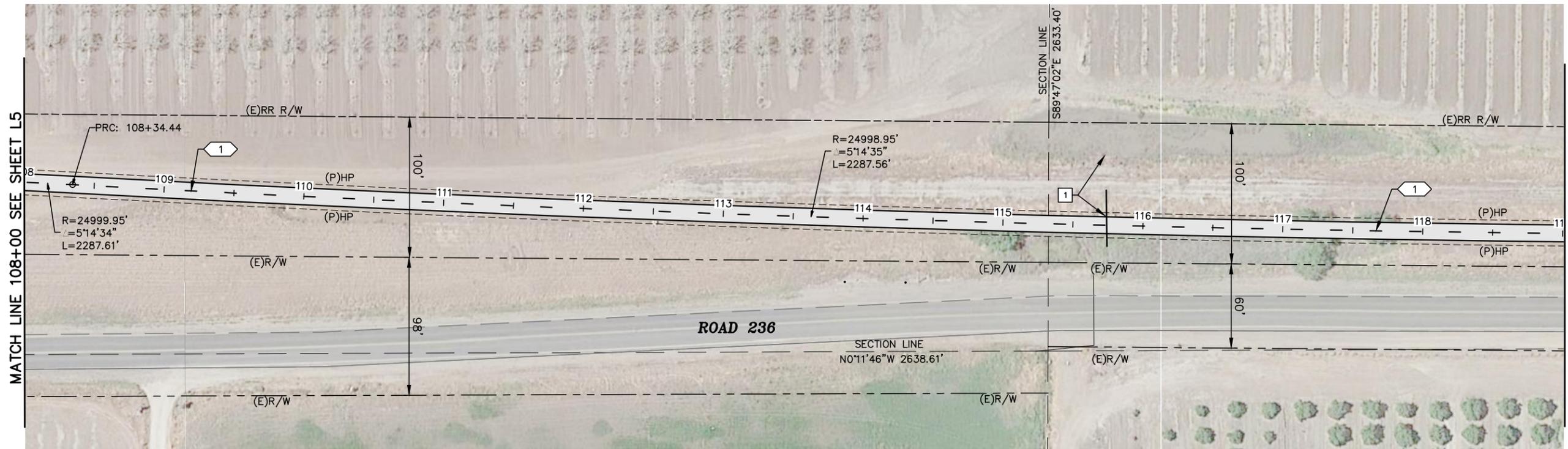


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LAYOUT
CLASS I TRAIL - DUCOR
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

SCALE	1"=40'
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	JAV
DRAWN	JAV
CHECKED	SMH
FILE	2144L001.DWG
DATE	6-9-16
SHEET No.	L5



CONSTRUCTION NOTES (THIS SHEET ONLY):

- 1 REMOVE CULVERT, CONSTRUCT 48" REINFORCED CONCRETE PIPE.

LEGEND:

- CLASS I TRAIL CONSTRUCTION.



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Call before you dig.**
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to excavation

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No.	REVISIONS	DESCRIPTION	DATE	BY

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LAYOUT - DUCOR
**TULARE COUNTY
COMPLETE STREETS**
TULARE COUNTY, CA

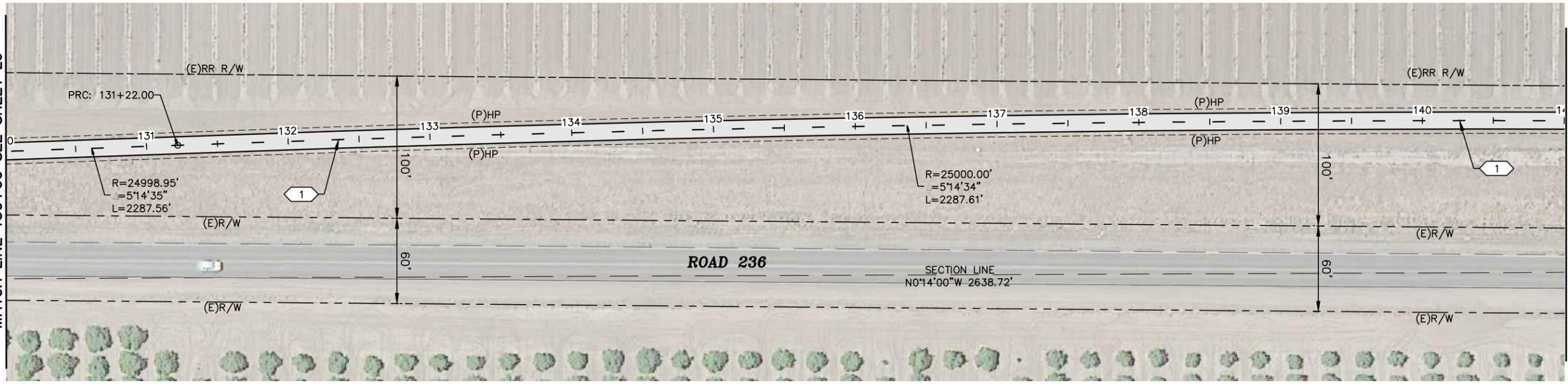
SCALE	1"=40'
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	JAV
DRAWN	JAV
CHECKED	SMH
FILE	2144L001.DWG
DATE	6-9-18
SHEET No.	L6

L6
8 OF 14

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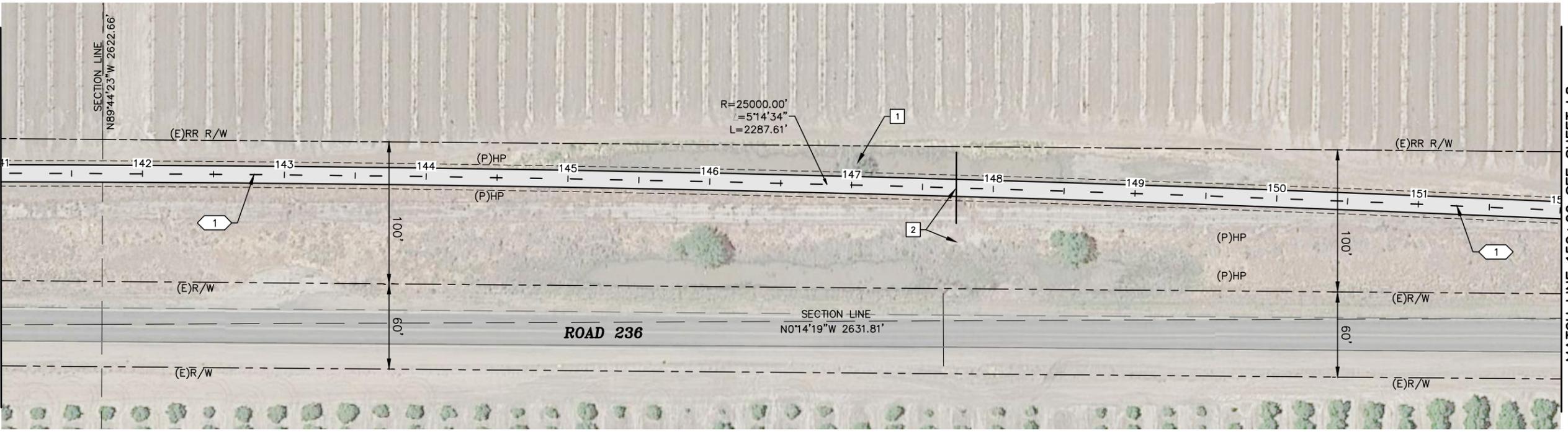


MATCH LINE 130+00 SEE SHEET L6



MATCH LINE 141+00 SEE BELOW

MATCH LINE 141+00 SEE ABOVE



MATCH LINE 152+00 SEE SHEET L8

CONSTRUCTION NOTES (THIS SHEET ONLY):

- 1 REMOVE TREE.
- 2 REMOVE CULVERT, CONSTRUCT 48" REINFORCED CONCRETE PIPE.

LEGEND:

□ CLASS I TRAIL CONSTRUCTION.

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**30% SUBMITTAL
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No.		
DESCRIPTION		

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 REDDING
 SAN LUIS OBISPO

VISALIA
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 Suite A
 Visalia, CA 93291
 (559) 734-5886

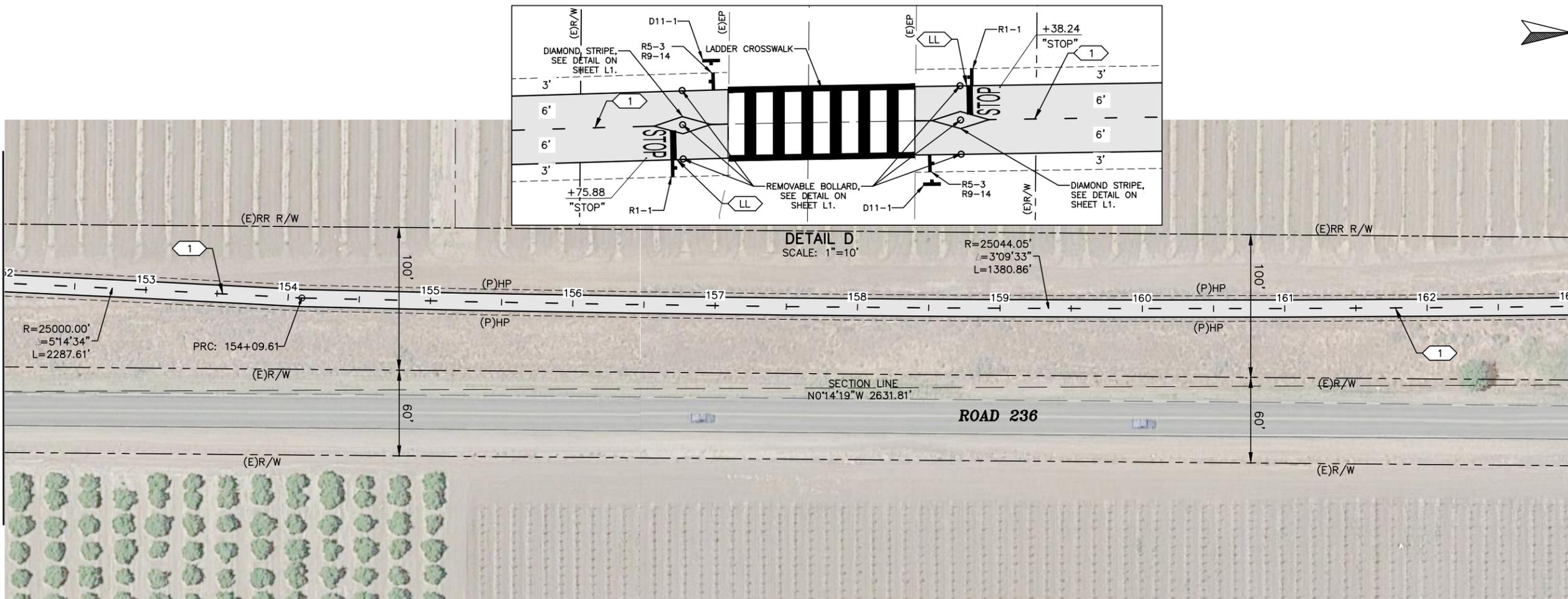
LAYOUT
 CLASS I TRAIL - DUCOR
 TULARE COUNTY
 COMPLETE STREETS
 TULARE COUNTY, CA

SCALE	1"=40'
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	JAV
DRAWN	JAV
CHECKED	SMH
FILE	2144L001.DWG
DATE	6-9-18
SHEET No.	

L7
 9 OF 14

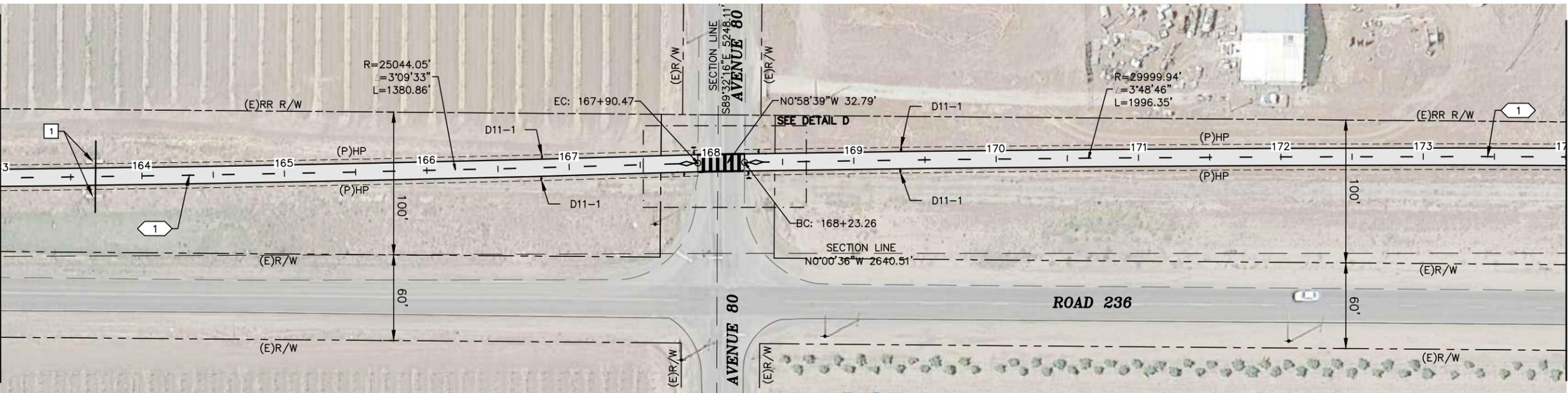
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MATCH LINE 152+00 SEE SHEET L7



MATCH LINE 163+00 SEE BELOW

MATCH LINE 163+00 SEE ABOVE



MATCH LINE 174+00 SEE SHEET L9

CONSTRUCTION NOTES (THIS SHEET ONLY):

1 REMOVE CULVERT, CONSTRUCT 48" REINFORCED CONCRETE PIPE.

LEGEND:

□ CLASS I TRAIL CONSTRUCTION.



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NO.	REVISIONS	DATE	BY

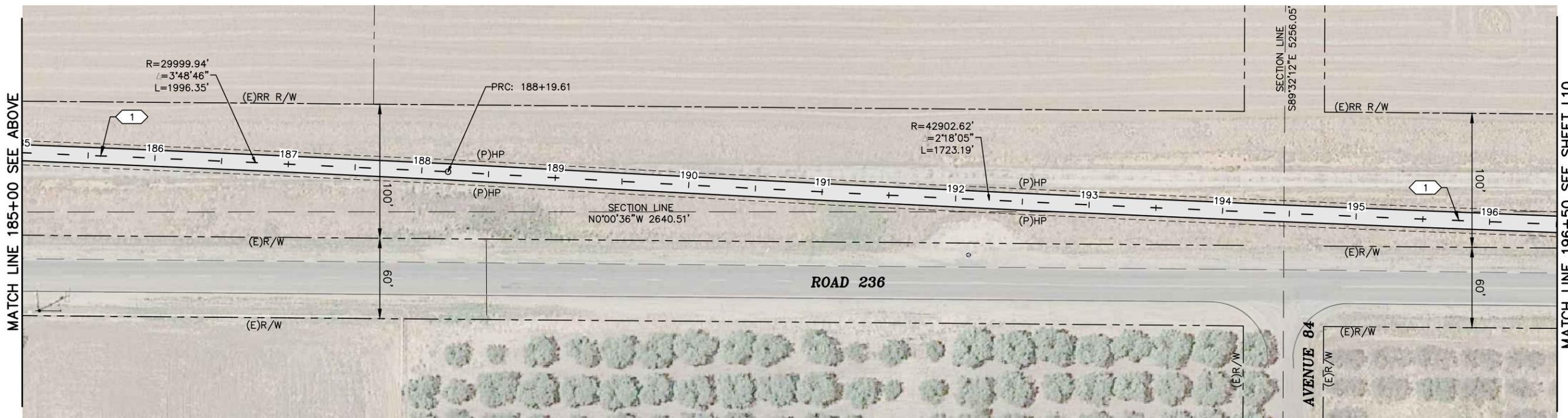
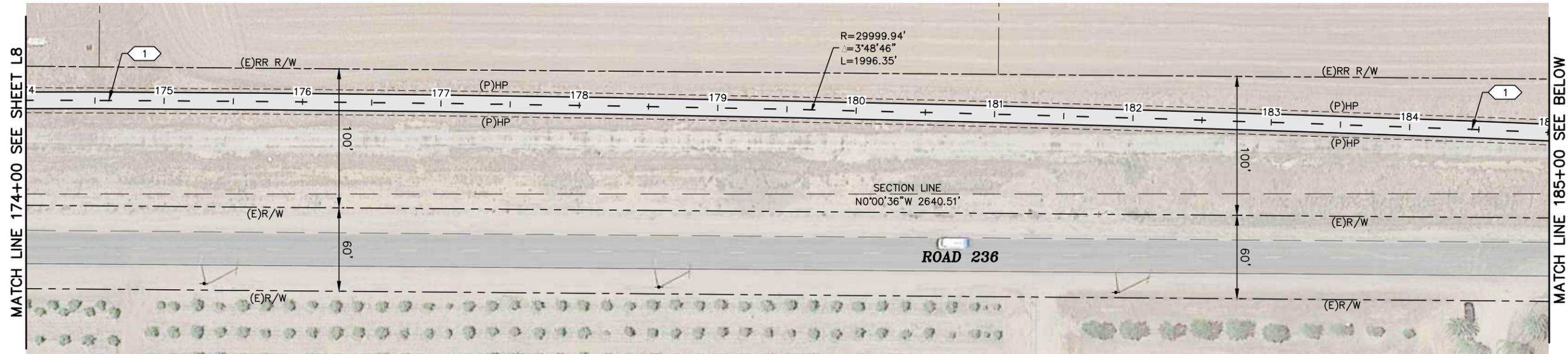
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LAYOUT
CLASS I TRAIL - DUCOR
TULARE COUNTY
COMPLETE STREETS
TULARE COUNTY, CA

SCALE	1"=40'
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	JAV
DRAWN	JAV
CHECKED	SMH
FILE	2144L001.DWG
DATE	6-9-18
SHEET No.	L8



LEGEND:
 □ CLASS I TRAIL CONSTRUCTION.

811
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**30% SUBMITTAL
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REVISIONS	DATE	BY
No.		
DESCRIPTION		

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 VISALIA, CA 93277
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 With offices in:
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 SAN LUIS OBISPO

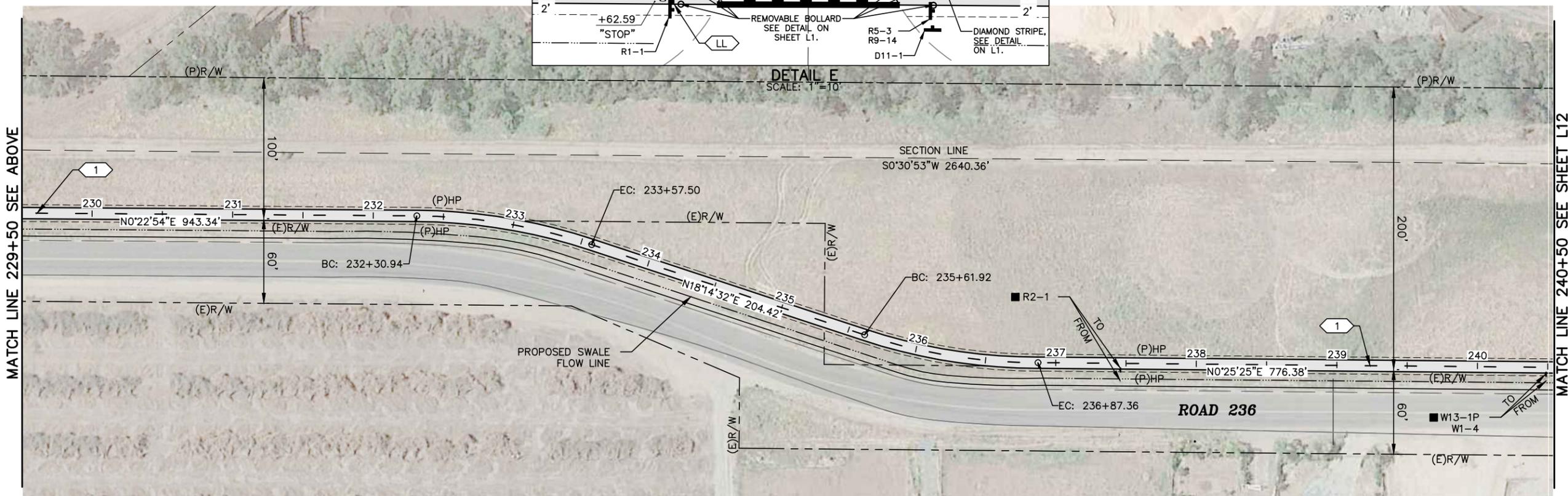
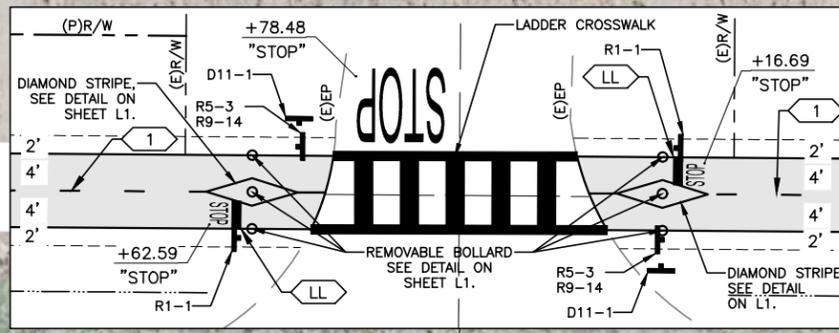
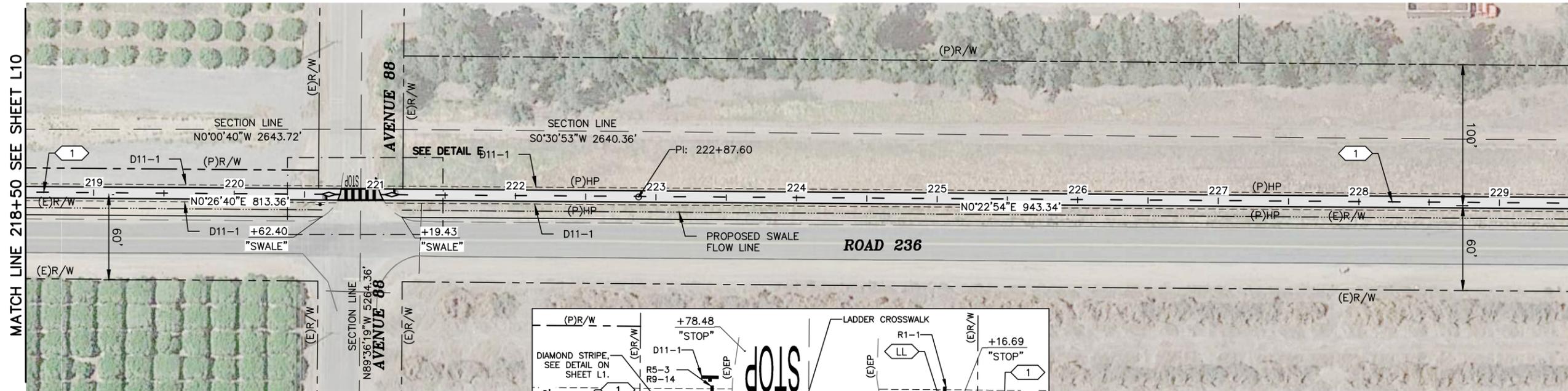
VISALIA
 200 E. Center Ave.
 Suite A
 Visalia, CA 93291
 (559) 734-5886

LAYOUT
 CLASS I TRAIL - DUCOR
**TULARE COUNTY
 COMPLETE STREETS**
 TULARE COUNTY, CA

SCALE	1"=40'
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	JAV
DRAWN	JAV
CHECKED	SMH
FILE	2144L001.DWG
DATE	6-9-18

SHEET No.
L9
 11 of 14

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MATCH LINE 218+50 SEE SHEET L10

MATCH LINE 229+50 SEE BELOW

MATCH LINE 229+50 SEE ABOVE

MATCH LINE 240+50 SEE SHEET L12

LEGEND:
 CLASS I TRAIL CONSTRUCTION.

NO.	REVISIONS	DESCRIPTION	DATE	BY

TULARE COUNTY RESOURCE MANAGEMENT AGENCY
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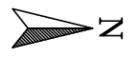
LAYOUT
 CLASS I TRAIL - DUCOR
TULARE COUNTY COMPLETE STREETS
 TULARE COUNTY, CA

SCALE	1"=40'
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	JAV
DRAWN	JAV
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FILE	2144L001.DWG
DATE	6-9-18
SHEET No.	L11



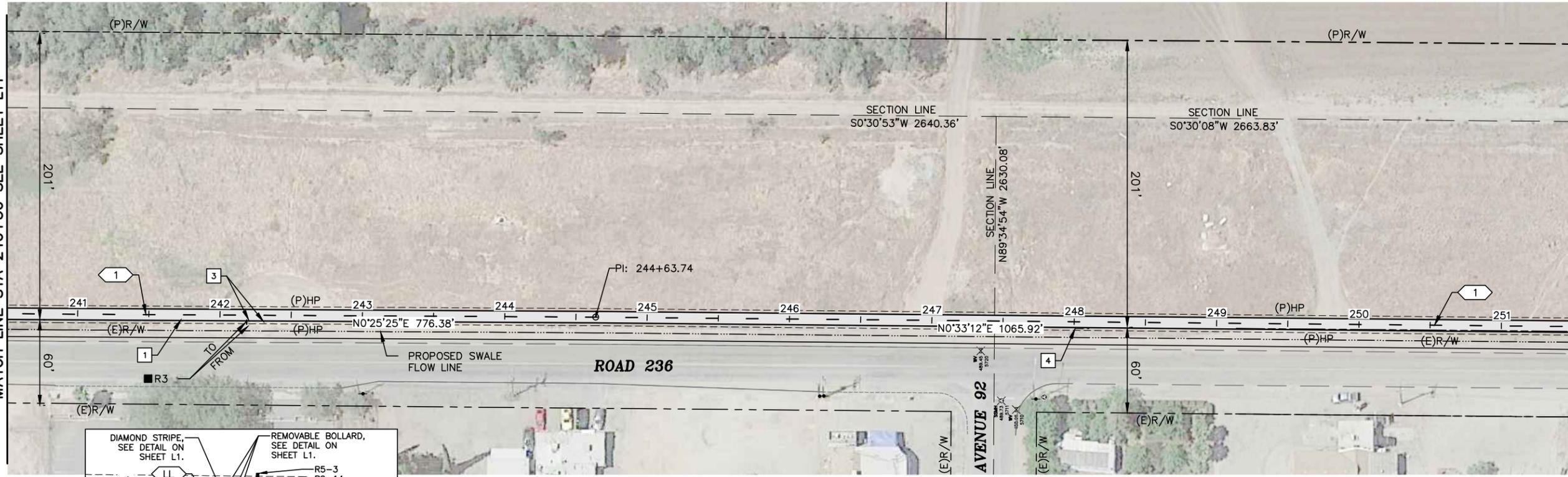
Know what's below. Call before you dig.
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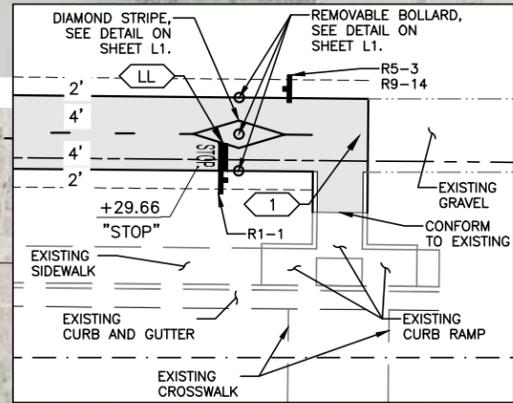
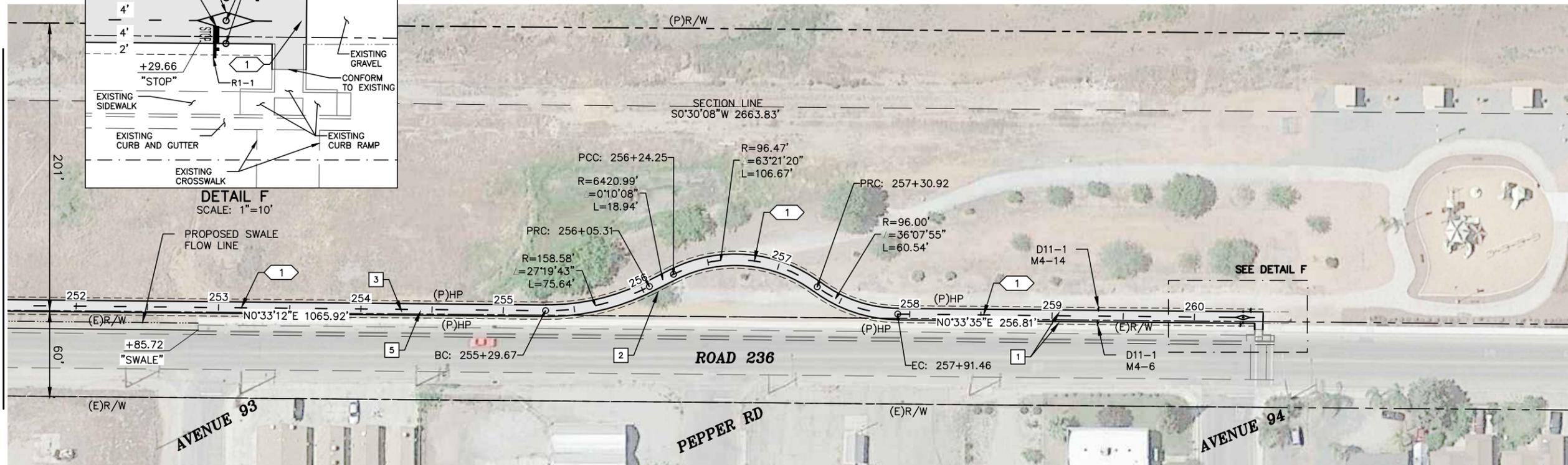


MATCH LINE STA 240+50 SEE SHEET L11

MATCH LINE STA 251+50 SEE BELOW



MATCH LINE STA 251+50 SEE ABOVE



DETAIL F
SCALE: 1"=10'

CONSTRUCTION NOTES (THIS SHEET ONLY):

- 1 REMOVE WOODEN POST.
- 2 TREE, PROTECT IN PLACE.
- 3 REMOVE BOLLARDS.
- 4 RELOCATE BENCH.
- 5 RELOCATE UTILITY POLE (BY OTHERS).

LEGEND:

□ CLASS I TRAIL CONSTRUCTION.



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**TULARE COUNTY
COMPLETE STREETS**
TULARE COUNTY, CA

SCALE	1"=40'
DIVISION	RMA
JOB NO.	55-7300-14
DESIGNED	JAV
DRAWN	JAV
CHECKED	SMH
FILE	2144L001.DWG
DATE	6-9-18
SHEET No.	

L12
14 of 14

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Appendix G –

Complete Streets Outreach

Planning Meeting Summary

The purpose of the 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 Ducor Elementary School located at 23761 Avenue 56 in Ducor.

Publicity for meeting times and locations generally consisted of local newsletter informational items, citizens distributing fliers, handing out bilingual fliers to school children to be given to the student's parents (or guardian), posting fliers at local community businesses, local school board meeting agendas, non-profit agency assistance, email and other forms of communication. Formal public meetings were held on the dates listed below. A summary of additional information – Tulare County Resource Management Agency Complete Streets and Community Plan Outreach (2015) – is contained in Appendix A-6.

Ducor Public Meetings

- January 26, 2015
- February 23, 2015
- July 16, 2015

Community feedback was gathered and incorporated into the design of the Complete Street Plans and the Community Plan Update. These designs were edited to include feasible improvements and cost estimates were assigned to the suggested projects within Ducor for each study roadway segment.





The Tulare County Resource Management Agency will be hosting a
**Ducor Community Plan Update and
Complete Streets Workshop** on
*Monday, January 26, 2015, at 6:30p.m. at the
Ducor School Cafeteria
23761 Avenue 56
Ducor, CA*

We will be discussing updating the existing Ducor Community Plan which will include proposed Land Use, Zoning, and Circulation changes in the area. Our discussion will also include a new Complete Streets Program. We will be discussing proposed new changes in the area and are asking for community input on these important Community projects. This is the start of a series of meetings we will have with the community.

For more information call: Kyria at 559-624-7154



El condado de Tulare va dar una **Presentación Informativa de
Planificación y Ingeniería** para la comunidad de Ducor el día
*Lunes, 26 de enero a las
6:30 p.m.* en la
**Cafeteria de la escuela de Ducor
23761 Avenue 56
Ducor, CA**

Por favor venga y únase a nosotros para un seguimiento de la presentación de Comunidades Saludables y discusión de usos de la tierra. Vamos a discutir propuestas de nuevos cambios en el área y pedir opiniones de la comunidad. Esta es parte de una serie de reuniones que el condado esta haciendo.

Si quiere mas informacion llame a: Kyria -559-624-7154



RMA Complete Streets/ Community Plan Sign in Sheet

01/26/2015

	Name/ Nombre	Mailing Address/ Direccion de correo	Email/ Correo Electronico	Phone /# telefono	Mailing list?
1	Jim Koontz	PO Box 259 Duror 93413	shkoontz@comcast.net	559-355-1244	Y/N
2	Loreen Lopez	PO Box 782 Duror 93329		661-4461444	Y/N
3	Amparo Velbe	P.O. Box 507 Duror 93218	Az2@aisial@gmail.com	(559) 386-8716	Y/N
4	Rosa De Jesus	PO Box 373 Duror CA		559) 279-8102	Y/N
5	Oralia Ruiz	PO Box 765 Duror CA		559 308055	Y/N
6	Dora Silva	PO Box 446 Duror CA		559-362127	Y/N
7	Ilana Tamor	PO Box 744 Duror CA		559-365222	Y/N
8	Janie Chavez	PO Box 10128 Tempe AZ		859-3894	Y/N
9	Rose At Avela	P.O. Box 181 Duror CA		719-7164	Y/N
10	Rose A Gonzalez	P.O. Box 181 Duror CA		559 500-67-12	Y/N
11	Flor Chile	P.O. Box 378		534-2678	Y/N
12	Rosa Becerra	PO Box 524		559 9705511	Y/N
13	Arda Madrigal Madrid	PO Box 272 Duror		554-361-5170	Y/N
14	Maria Becerra	P.O. Box 583 Duror		559-7895711	Y/N
15	Kyria Flores	RMA			Y/N

Ducor School Board meeting in conjunction with the Resource Management Agency Complete Streets Meeting/ Community Plan Kick off Meeting Ducor, CA

Ducor School and Community Meeting in conjunction with the Resource Management Agency
Complete Streets Meeting/ Community Plan Kick off Meeting
Ducor, CA
Monday, January 26, 2015
Ducor Union School District
23761 Avenue 56
Ducor, CA 93218

County Planning Division Kyria Fierros and Aaron Bock attended the parent community meeting in Ducor, CA on January 26, 2015. This meeting was the first kick off meeting held in Ducor and will be the first of approximately 4 community meetings.

Aaron Bock presented a 30 minute presentation while Kyria Fierros translated in Spanish.

The five Streets County identified for the complete streets by the community were:

- 1.) Parsons Avenue to Ave 55 - Roadway, sidewalk, C&G
- 2.) Avenue 56-SR 65 to Elementary School (note this road is included in anticipated grant funds for 2016) Sidewalk, C&G, Drainage, Roadway, Class II bike lane
- 3.) Dennis Rd- Ave 55 to Parsons Ave- Roadway, sidewalk, C&G
- 4.) Road 236- Ducor to Terra Bella- Class II Bike Lane
- 5.) Road 234- Ave 55 to Owen Ave- New Roadway, Sidewalk, C&G

The community expressed concerned on Parsons Avenue and stated they wanted that specific road to be addressed first. Although, Avenue 56-SR 65 is the main avenue for the community they would rather focus on Parsons Avenue. The improvements on Parsons Avenue would significantly move traffic away from the main roadway, Ave.56, and allow more traffic use on Parsons. There is a significant amount of speeding traffic and diesel trucks using Ave. 56 causing the route to be unsafe for the community. The community would rather see an alternative route because regardless of the improvements on Ave. 56, traffic will continue to congest the route.

Avenue 56 is considered a major artery for the community by the attendees. The avenue currently has no crosswalks or other traffic control measures geared towards kids safely walking to and from school. It is a huge safety concern as no safety signs of any traffic control nature or measures exist. In addition, to the lack of lighting, there are no lights to safely designate an area for the community to walk.

Advisory signs cross walks and other traffic control measures that would facilitate a safe school zone would be welcomed as it would increase the walk able nature.

County staff in attendance: Aaron Bock and Kyria Fierros

The meeting was held in English and Spanish.

The meeting started at 6:15p.m. and ended at 7:45 p.m.

We concluded the meeting by telling the superintendent we would host another meeting at their community parent meeting on February 23, 2015.









The Tulare County Resource Management Agency will be hosting a
**Ducor Community Plan Update and
Complete Streets Workshop** on
*Monday, February 23, 2015, at 6:30p.m. at the
Ducor School Cafeteria
23761 Avenue 56
Ducor, CA*

We will be discussing updating the existing Ducor Community Plan which will include proposed Land Use, Zoning, and Circulation changes in the area. Our discussion will also include a new Complete Streets Program. We will be discussing proposed new changes in the area and are asking for community input on these important Community projects. This is the start of a series of meetings we will have with the community.

For more information call: Kyria at 559-624-7154



El condado de Tulare va dar una **Presentación Informativa de
Planificación y Ingeniería** para la comunidad de Ducor el día
*Lunes, 23 de febrero a las
6:30 p.m.* en la
**Cafeteria de la escuela de Ducor
23761 Avenue 56
Ducor, CA**

Por favor venga y únase a nosotros para un seguimiento de la presentación de Comunidades Saludables y discusión de usos de la tierra. Vamos a discutir propuestas de nuevos cambios en el área y pedir opiniones de la comunidad. Esta es parte de una serie de reuniones que el condado esta haciendo.

Si quiere mas informacion llame a: Kyria -559-624-7154

**Ducor School and Community Meeting in conjunction with the Resource Management Agency
Community Plan/Complete Streets Meeting
Ducor, CA
Monday, February 23, 2015
Ducor Union School District
23761 Avenue 56
Ducor, CA 93218**

County Planning Division Aaron Bock and Dave Bryant attended the parent community meeting in Ducor, CA on February 23, 2015. This meeting was the second meeting held in Ducor.

County staff presented a 15 minute presentation while Jose Saenz translated in Spanish.

The community expressed interest in a lighted crosswalk and a digital flashing mile per hour sign at the four way stop at Road 236 and Avenue 56 or in close proximity to the school site on Avenue 56. In addition the community would like improved school warning signs posted due to the vertical alignment along Avenue 56. There were also comments requesting improved street lights on Owen Avenue and Mount Whitney Avenue. There were concerns about flooding at Dennis and Parsons. There were concerns about narrow pavement and a fence near the right of way at the intersection of Mount Whitney Avenue in Carlisle Road (The narrow road makes it difficult for two cars to pass. Flooding concerns were also raised at the intersection of Dennis and Avenue 255. There were safety concerns about the intersection of Road 234 and Parsons Avenue.

The community expressed general interest in improved transit service , a community park, improved access to provide for a local health care facility, a larger grocery store, a WIC program facility, additional fast food, additional retail commercial (99 cent store/Auto zone), in additional manufacturing and ag. value added type facilities to provide additional jobs.

County staff in attendance: Dave Bryant, Aaron Bock, and Jose Sanez

The meeting was held in English and Spanish.

The meeting started at 6:15p.m. and ended at 7:45 p.m.



Tulare County Resource Management Agency
Planning Division

Frequently Asked Questions

January 13, 2015

1. Who is the Resource Management Agency?

The Resource Management Agency (RMA) is comprised of three branches: Planning, Public Works and Administration. The departmental core functions are: Maintain and implement a comprehensive General Plan, Zoning Ordinance, and Ordinance Code relating to matters affecting the public health, safety, and general welfare of the residents of Tulare County. RMA provides community-based improvement projects that benefit the residents of Tulare County, including, but not limited to, such projects involving safe routes to schools, complete streets, bike pedestrian paths, water and wastewater infrastructure, and parks; Maintain and promote the use of a regional geographic information to help improve decision-making at all levels and to assist the general public with their property-based needs involving land use planning, zoning, development, building, and other uses of public and private property.

2. What is the Complete Streets Program?

On September 30, 2008 Governor Schwarzenegger signed into law Assembly Bill 1358, The California Complete Streets Act of 2008. The law requires cities and counties to include complete streets policies as a part of their general plan so that roadways are designed to safely accommodate all users, including bicyclist, pedestrians, transit riders, children, older people, and disabled people, as well as motorists.

On August 13, 2014 the Board of Supervisors approved the submittal of a grant application, along with a detailed scope of work, to the Tulare County Associations of Governments (TCAG) for the development of a Complete Streets Policy.

These Complete Streets Policies, once approved, can lead to an award of construction funding from TCAG for these communities.

3. What is a Community Plan?

The Community Plan Update addresses proposed land use, transportation and circulation concepts in the Ducor Community. Land Use Planning helps identify land to accommodate the future needs of a community for Housing, Employment, Economic Development, Recreation and Transportation. Organizing these key needs will be balanced with considerations to environmental and economic sustainability.

4. How does my input help?

RMA invites local businesses, property owners, community service organizations, and respective School Districts to attend a series of public listening forums with the goal of receiving direct input on the Complete Streets projects in the communities of Traver, Goshen, and Pixley. The forums will also present an opportunity for the RMA to review the scope of the project and with community input, establish guiding principles, and



propose design solutions for street corridors with particular focus on access for pedestrians, bicycles, and vehicles.

5. Where can I find information on future updates?

We post weekly updates on our Tulare County Resource Management Agency webpage online at <http://www.tularecounty.ca.gov/rma/> and on our Tulare County Economic Development page “What’s Going on” at <http://tularecountyeconomicdevelopment.org>

6. Who can I contact if I have more questions or concerns?

You can contact us at economicdevelopment@co.tulare.ca.us, by phone at 559-624-7000, or in person at **Tulare County Resource Management Agency** 5961 South Mooney Blvd. Visalia, CA





The Tulare County Resource Management Agency will be hosting a
**Ducor Community Plan Update and
Complete Streets Workshop** on
*Thursday, July 16, 2015, at 6:00p.m. at the
Ducor School Cafeteria
23761 Avenue 56
Ducor, CA*

We will be discussing updating the existing Ducor Community Plan which will include proposed Land Use, Zoning, and Circulation changes in the area. Our discussion will also include a new Complete Streets Program. We will be discussing proposed new changes in the area and are asking for community input on these important Community projects. This is part of a series of meetings we have been having with the community.

For more information call: Kyria at 559-624-7154



El condado de Tulare va dar una **Presentación Informativa de
Planificación y Ingeniería** para la comunidad de Ducor el día
*Jueves, 16 de Julio a las
6:00 p.m.* en la
**Cafeteria de la escuela de Ducor
23761 Avenue 56
Ducor, CA**

Por favor venga y únase a nosotros para un seguimiento de la presentación de Comunidades Saludables y discusión de usos de la tierra. Vamos a discutir propuestas de nuevos cambios en el área y pedir opiniones de la comunidad. Esta es parte series de reuniones que el condado ha tenido en Ducor.

Si quiere mas informacion llame a: Kyria -559-624-7154

Good Morning CPU Team,

Here is a brief summary of the Ducor Community Plan Update Meeting that took place on Thursday, July 16, 2015 at the Ducor Elementary School District:

- Meeting started at approx. at 6:05 PM - 2 Members of the public were in attendance at this time (Please see the attached sign-in sheet)
- Aaron Bock (Chief Planner) and Jose Saenz (Planner II) gave a brief presentation (No Spanish Translation was needed)
- The presentation included showing the Proposed Land Use, Proposed Zoning, Complete Streets and the Traffic Circulation Maps of Ducor
- During the presentation, there was some focus on the Complete Streets project: - Improving Pedestrian safety and crosswalks around or near the school; members of the public have expressed interest in installing a crosswalk in front of the school; there was also interest in improving the crosswalk and safety around the intersections of Rd 236 and Ave 56, Carlisle Rd and Ave 56 and on Mt Whitney and Parsons Ave.; there was also interest of installing school zone warning/flashing lights along Ave 56.
- Presentation lasted approx. 30 minutes with questions from the public included (Please see the previous point)
- After the end of the presentation, two (2) more members of the public came in late and they needed a Spanish-speaking translator. I, Jose Saenz, summarized the whole presentation in Spanish in about two or three minutes. I informed them that we are planning to return next month for another meeting.
- Aaron and I received a request to have the next meeting that is currently scheduled for Thursday, August 6, to be postponed for later in the month when school is back in session. This way, better word can get out and also the notices can be distributed effectively to the parents of the students to prepare for the next meeting.

Thanks and if you have any questions regarding this meeting, please let me know. Hope that you all have a great weekend! Also hopefully that Kyria is also feeling and doing better.

Jose A. Saenz
Planner II, Permit Center Division
Tulare County Resource Management Agency
5961 S. Mooney Blvd.
Visalia, CA 93277
Phone: [\(559\) 624-7102](tel:(559)624-7102)
Email: JSaenz@co.tulare.ca.us





Ducor Community Meeting Sign in Sheet

07/16/2015

	Name	Mailing Address	Email	Phone #	Add to mailing list?
1	Maria Maciel	PO Box 356 Ducor NJ 07021-0356	Maria.Maciel50@pubca.com	554-8987	<input checked="" type="checkbox"/>
2	Jim Koontz	PO Box 257 Ducor NJ 07021-0257	JimKoontz@ncsact.net	554-359	<input checked="" type="checkbox"/>
3					Y/N
4					Y/N
5					Y/N
6					Y/N
7					Y/N
8					Y/N
9					Y/N
10					Y/N
11					Y/N
12					Y/N
13					Y/N
14					Y/N
15					Y/N